

Additional Tables

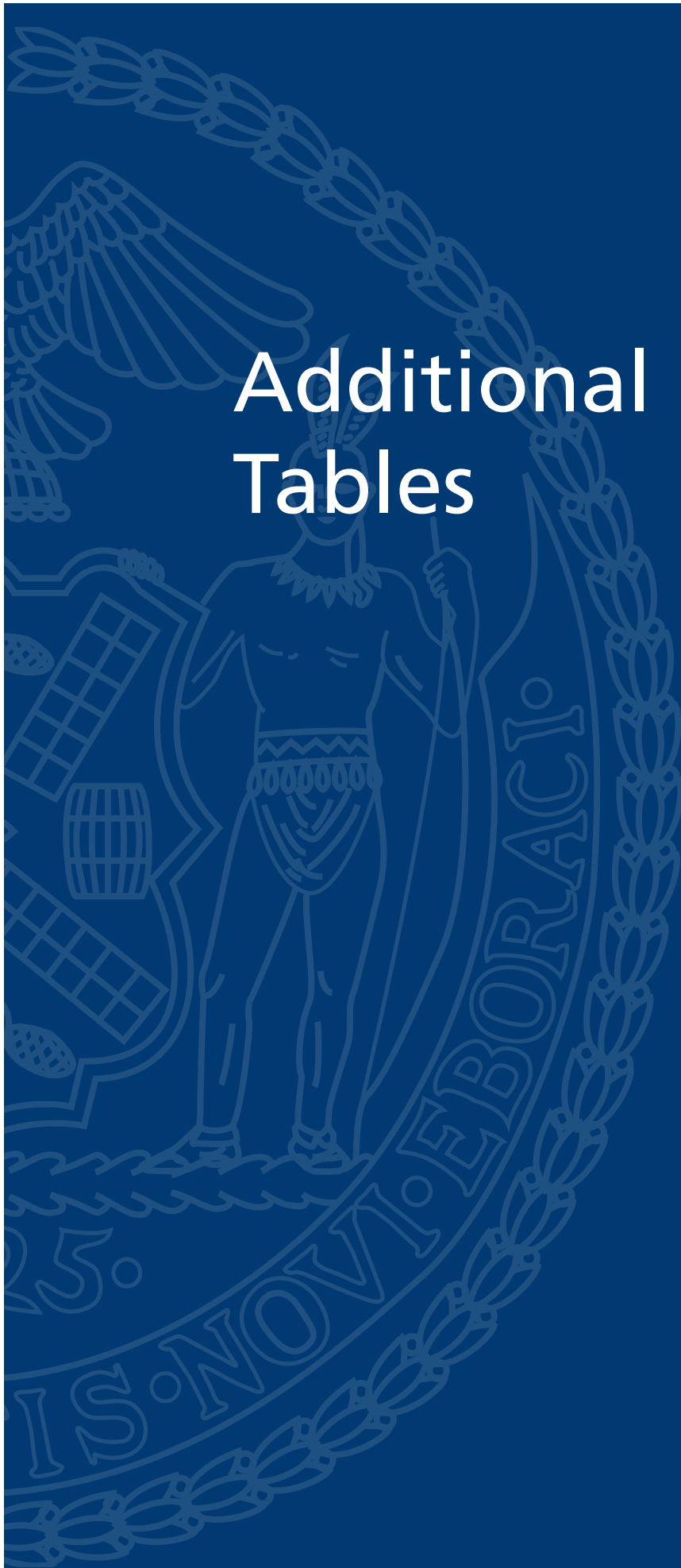




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PAID ABSENCE RATES

FIRST FOUR MONTHS OF FISCAL YEAR 2025

| WORKFORCE OR AGENCY | FY 2025 TOTAL SICK LEAVE | FY 2025 LODI/WC | FY 2025 TOTAL ABSENCE | FY 2024 TOTAL ABSENCE | FY 2025 EQUIV. ABSENCE DAYS/YEAR |
|------------------------------------|-----------------------------|--------------------|--------------------------|--------------------------|--|
| UNIFORMED WORKFORCES | | | | | |
| DOC (U) | 8.37% | 2.99% | 11.35% | 11.89% | 28.27 |
| FDNY (U) | 1.88% | 5.97% | 7.85% | 8.65% | 19.55 |
| NYPD (U) | 3.60% | 1.01% | 4.61% | 4.46% | 11.49 |
| DSNY (U) | 6.43% | 1.83% | 8.26% | 8.17% | 20.58 |
| Uniformed Subtotal | 4.24% | 2.24% | 6.48% | 6.51% | 16.1 |
| | | | | | |
| LARGER CIVILIAN WORKFORCES | | | | | |
| NYPD (C) | 0.17% | 0.01% | 0.18% | 0.21% | 0.45 |
| FDNY (C) | 3.87% | 0.12% | 3.99% | 3.81% | 9.94 |
| ACS | 3.55% | 1.31% | 4.86% | 5.42% | 12.11 |
| HRA | 3.47% | 0.15% | 3.62% | 3.99% | 9.02 |
| DHS | 3.30% | 0.95% | 4.25% | 4.76% | 10.59 |
| HPD | 3.25% | 0.14% | 3.39% | 3.54% | 8.44 |
| DOHMH | 3.12% | 0.04% | 3.17% | 3.25% | 7.89 |
| DEP (*) | 3.08% | 0.27% | 3.35% | 3.36% | 8.35 |
| DSNY (C) | 4.07% | 0.73% | 4.81% | 4.83% | 11.97 |
| DOF (*) | 3.11% | 0.30% | 3.41% | 3.94% | 8.50 |
| DOT | 3.22% | 0.42% | 3.64% | 3.79% | 9.06 |
| DPR | 2.59% | 0.30% | 2.89% | 2.77% | 7.19 |
| LAW | 2.98% | 0.03% | 3.01% | 3.29% | 7.50 |
| DCAS | 3.02% | 0.08% | 3.10% | 3.42% | 7.71 |
| DDC | 3.20% | 0.01% | 3.21% | 3.84% | 7.99 |
| DOC (C) | 3.25% | 0.80% | 4.05% | 4.13% | 10.08 |
| PROBATION (*) | 4.03% | 0.18% | 4.22% | 4.18% | 10.50 |
| DOB | 3.20% | 0.11% | 3.30% | 3.46% | 8.23 |
| DOITT | 2.68% | 0.00% | 2.68% | 3.27% | 6.67 |
| Subtotal | 2.33% | 0.24% | 2.57% | 2.65% | 6.39 |
| | | | | | |
| SMALLER CIVILIAN WORKFORCES | | | | | |
| NYCEM | 2.13% | 0.00% | 2.13% | 1.97% | 5.30 |
| DCP | 2.69% | 2.69% | 5.38% | 2.21% | 13.39 |
| DOI | 2.58% | 2.58% | 5.15% | 2.89% | 12.84 |
| DftA | 3.50% | 0.01% | 3.51% | 3.64% | 8.75 |
| DCLA | 2.70% | 0.00% | 2.70% | 2.85% | 6.71 |
| LPC | 2.71% | 0.00% | 2.71% | 2.57% | 6.75 |
| TLC | 3.24% | 0.87% | 4.11% | 4.09% | 10.23 |
| CCHR | 3.15% | 0.55% | 3.70% | 3.34% | 9.20 |
| DYCD | 2.76% | 0.00% | 2.76% | 3.24% | 6.87 |
| SBS | 3.22% | 0.02% | 3.24% | 3.45% | 8.07 |
| DORIS | 4.19% | 0.00% | 4.19% | 4.00% | 10.42 |
| DCWP | 3.25% | 0.02% | 3.28% | 3.40% | 8.16 |
| BIC | 2.37% | 0.00% | 2.37% | 2.96% | 5.89 |
| OATH | 2.54% | 0.00% | 2.54% | 2.74% | 6.33 |
| BOE | 4.11% | 0.00% | 4.11% | 4.18% | 10.24 |
| CCRB | 2.74% | 0.00% | 2.74% | 2.42% | 6.82 |
| DVS | 2.26% | 0.00% | 2.26% | 2.73% | 5.62 |

| | | | | | |
|--|-------|-------|-------|-------|-------|
| Subtotal | 3.12% | 0.41% | 3.53% | 3.30% | 8.78 |
| | | | | | |
| Uniformed | 4.24% | 2.24% | 6.48% | 6.51% | 16.13 |
| | | | | | |
| Civilian | 2.37% | 0.25% | 2.61% | 2.67% | 6.51 |
| | | | | | |
| TOTAL | 3.11% | 1.04% | 4.15% | 4.17% | 10.34 |
| | | | | | |
| CITYWIDE | 3.11% | 0.15% | 3.26% | 3.25% | 8.12 |
| <p>Note: The Total Absence Rate is calculated by dividing the sum of paid sick leave for all employees, Line-of-Duty Injury absence for uniformed employees, and paid Workers' Compensation absence for civilian employees, by paid scheduled hours for all employees. The Citywide Absence Rate is calculated by dividing paid sick leave for all employees plus paid Workers' Compensation absence for civilian employees by paid scheduled hours for all employees.</p> <p>(*) Civilian agency includes both Line-of-Duty Injury absence for their uniformed employees and paid Worker's Compensation absence for their civilian employees.</p> | | | | | |

VEHICLE FLEETS AND MAINTENANCE

New York City's municipal fleet—including, but not limited to, New York Police Department (NYPD) response vehicles, Fire Department of New York (FDNY) ambulances and fire apparatus, and NYC Department of Sanitation (DSNY) garbage trucks and sweepers—supports critical and daily emergency services for all New Yorkers. Pursuant to Executive Order 161 of 2012, citywide fleet operations are led by the NYC Department of Citywide Administrative Services (DCAS) Fleet Management line of service, which is helmed by the Deputy Commissioner for Fleet Management, who also serves as the City's Chief Fleet Officer. The Chief Fleet Officer works with more than 50 City agencies that operate fleet units. Those agencies include the 14 major fleet agencies of the Fleet Federation, which is composed of DCAS and the following agencies:

- The Fire Department of New York
- The NYC Department of Correction (DOC)
- The NYC Department of Education (DOE)
- The NYC Department of Environmental Protection (DEP)
- The NYC Department of Health and Mental Hygiene (DOHMH)
- The NYC Department of Parks and Recreation (DPR)
- The NYC Department of Sanitation
- The NYC Department of Transportation (DOT)
- NYC Emergency Management (NYCEM)
- The NYC Housing Authority (NYCHA)
- The NYC Office of Chief Medical Examiner (OCME)
- The New York Police Department
- The NYC Taxi and Limousine Commission (TLC)

DCAS' role in the City fleet includes managing acquisitions, auctions, car share, the central fleet management system, collisions, driver policy, FleetStat reporting, fuel, internships, parts, procurement, repairs, service contracting, sustainability efforts, and training. DCAS also works in partnership with the Mayor's Office of Management and Budget on resource authorization. Finally, DCAS leads fleet efforts in cost-efficiency, safety, sustainability, transparency, and emergency management. A few of these efforts are described below.

- During the first four months of Fiscal 2025, the size of the overall City fleet was 28,602. Total fleet size is down 855 units, or three percent, from the end of Fiscal 2022, the beginning of a citywide fleet reduction initiative. There was an increase in the DSNY fleet during the reporting period to support expanded organics collection.
- DCAS continues to implement a series of sustainability initiatives as part of the NYC Clean Fleet Plan. DCAS made significant progress in replacing fossil fuel-powered fleet vehicles with electric vehicles (EVs) during the first four months of Fiscal 2025. EVs in the citywide fleet rose to 5,359 from 4,956 in the first four months of Fiscal 2024. DCAS also added 44 electric charging stations in the first four months of Fiscal 2025 to support electrification. The momentum in fleet electrification is sustained by Local Law 140 of 2023 (LL140). Subject to commercial availability and reliability, LL140 requires the complete electrification of light- and medium-duty fleet by 2035 and heavy-duty fleet by 2038. This law codifies DCAS' and the City's commitments to aggressively and fully electrify the City's fleet.

- Vision Zero was and remains a priority for DCAS and the City fleet. Bolstering Vision Zero was the signing of Executive Order 39 (EO39) in February 2024. EO39 strengthens safety standards for City and City-contractor fleets and promotes alignment between contractors and key City practices. Components of EO39 include mandatory safe driver training and telematics installation as well as mandatory contractor fleet safety plan submission to contracting agencies. Paired with high-vision trucks and surround cameras, these initiatives aim to enhance safety across the more than 23,000 trucks operating daily in the City. During the first four months of Fiscal 2025, total preventable crashes fell over 15 percent to 799, from 921, during the prior reporting period. Additionally, in October 2024, DCAS and the United States Department of Transportation Volpe Center published a study of DCAS' nation-leading intelligent speed assistance (ISA) program, which found dramatic reductions in speeding with ISA. Using GPS data and vehicle telematics, ISA systems help drivers stay within posted speed limits by sending data to the engine's computer, which restricts further acceleration once the driver exceeds speed limits. DCAS has expanded ISA to 500 units. DCAS continues to achieve 100 percent compliance for safety training and is installing over 200 additional truck surround cameras as well.
- The citywide daily vehicle in-service rate fell one percentage point to 87 percent during the first four months of Fiscal 2025, remaining below the target of 90 percent, compared with the previous reporting period. The fleet's average age has risen to 88 months as of October 31, 2024 due to reductions in vehicle replacements and mechanics. The high average fleet age, combined with supply chain issues in the fleet industry, has resulted in the servicing issues.
- In October 2024, DCAS announced that 100 percent of the City trucks, on-and-off-road, emergency and non-emergency, have completed the transition to renewable diesel. The transition is now complete for all in-house fuel sites, and DCAS is now the largest fleet user of renewable fuels on the East Coast of the United States. This initiative is a key part of DCAS' goal to reduce fleet greenhouse gas emissions by 50 percent by 2025 (50x25).

NOTEWORTHY CHANGES, ADDITIONS OR DELETIONS

- The Fiscal 2024 four-month actuals for the indicators, 'Vehicle fuel used (gallons),' 'Biodiesel fuel used (gallons),' 'B100/RD100 equivalent used (gallons),' 'Fleet miles per gallon (FMPG),' and 'Fleet fuel expenditures (\$000,000),' have been updated to reflect previously unaccounted for fuel records.
- DCAS is currently updating and reviewing system parameters that impact miles reporting. As a result, DCAS is unable to report the Fiscal 2025 four-month actuals for the indicators, 'Collisions per 100,000 miles involving City vehicles citywide,' 'Preventable collisions per 100,000 miles involving City vehicles citywide,' 'Injuries involving collisions in City vehicles citywide per 100,000 miles,' and 'Injuries involving preventable collisions per 100,000 miles.'
- The Police Department has updated their Fiscal 2024 four-month actual data for indicator 'Collisions per 100,000 miles involving City vehicles' to 6.0 from 3.8.

VEHICLE FLEETS AND MAINTENANCE

| INDICATORS | Actual | | Target | | 4-Month Actual | |
|---|-------------|-------------|------------|------------|----------------|-----------|
| | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Total Fleet Size | 28,520 | 28,706 | 28,670 | 28,600 | 28,374 | 28,602 |
| - On-road fleet total | 23,548 | 23,785 | 23,700 | 23,700 | 23,397 | 23,739 |
| - Light-duty | 11,591 | 11,682 | 11,650 | 11,650 | 11,544 | 11,643 |
| - Medium-duty | 4,474 | 4,447 | 4,500 | 4,400 | 4,378 | 4,376 |
| - Heavy-duty | 7,483 | 7,656 | 7,550 | 7,650 | 7,475 | 7,720 |
| - Off-road / Other equipment | 4,972 | 4,921 | 4,970 | 4,900 | 4,977 | 4,863 |
| | | | | | | |
| Vehicle in-service rate (%) | 88% | 88% | 90% | 90% | 88% | 87% |
| Daily fleet in-service targets achieved (%) | 77% | 77% | 90% | 90% | 74% | 61% |
| | | | | | | |
| Purchased vehicles compliant with Local Law 38 (%) | 100% | 100% | 100% | 100% | NA | NA |
| | | | | | | |
| Alternative fuel vehicles | 19,945 | 21,243 | 21,600 | 22,000 | 20,520 | 21,458 |
| Alternative fuel vehicles in City fleet (%) | 71% | 75% | 76% | 77% | 73% | 76% |
| Electric vehicles | 4,646 | 5,198 | 5,500 | 6,000 | 4,956 | 5,359 |
| - On-road electric vehicles | 3,828 | 4,363 | 4,600 | 5,075 | 4,123 | 4,500 |
| - Off-road electric vehicles | 818 | 835 | 900 | 925 | 833 | 859 |
| | | | | | | |
| Vehicle fuel used (gallons) | 25,225,455 | 25,441,390 | 24,000,000 | 24,000,000 | 8,747,086 | 8,847,462 |
| - Biodiesel fuel used (gallons) | 13,848,141 | 14,604,008 | 14,000,000 | 14,500,000 | 4,806,344 | 5,313,103 |
| - B100/RD100 equivalent used (gallons) | 1,756,037 | 11,163,623 | 14,000,000 | 14,500,000 | 2,236,737 | 5,311,148 |
| Fleet miles per gallon (FMPG) | 6.8 | 6.2 | 7.0 | NA | 6.4 | NA |
| Electric chargers installed | 385 | 267 | 400 | 200 | 133 | 44 |
| Cumulative electric vehicle charger ports | 1,538 | 1,865 | 2,100 | 2,300 | 1,665 | 1,924 |
| | | | | | | |
| Vehicles purchased | 3,427 | 1,596 | 2,700 | 1,400 | 890 | 641 |
| Average age of fleet (months) | 84.1 | 87.1 | 85 | 90 | 85 | 88 |
| | | | | | | |
| Collisions in City vehicles¹ | 5,015 | 5,684 | * | * | 1,684 | 1,904 |
| Collisions per 100,000 miles involving City vehicles citywide | 5.6 | 6.1 | * | * | 5.1 | NA |
| Preventable collisions per 100,000 miles involving City vehicles citywide | 2.9 | 2.6 | * | * | 2.8 | NA |
| Injuries involving collisions in City vehicles citywide per 100,000 miles | 0.7 | 0.7 | * | * | 0.6 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.2 | 0.2 | * | * | 0.2 | NA |
| | | | | | | |
| Preventable collisions in City vehicles | 2,584 | 2,400 | * | * | 921 | 799 |
| Injuries involving collisions in City vehicles | 589 | 682 | * | * | 207 | 189 |
| Fatalities involving collisions in non-emergency City vehicles | 0 | 3 | * | * | 1 | 1 |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$2,091,126 | \$2,232,173 | * | * | \$767,695 | \$664,929 |
| City employees trained in defensive driving citywide | 7,054 | 11,552 | 7,000 | 7,000 | 1,625 | 2,450 |
| Authorized City drivers trained in defensive driving (%) | 89% | 100% | 95% | 95% | 89% | 100% |
| | | | | | | |
| Fleet repair expenditures (\$000,000) | \$293.6 | \$305.4 | * | * | \$76.7 | \$97.7 |
| Fleet fuel expenditures (\$000,000) | \$92.8 | \$95.4 | * | * | \$31.9 | \$30.9 |
| Fleet acquisition expenditures (capital) (\$000,000) | \$581.2 | \$424.4 | \$270.0 | \$500.0 | \$135.3 | \$208.0 |
| Fleet acquisition expenditures (expense) (\$000,000) | \$91.2 | \$21.7 | \$10.0 | \$15.0 | \$39.9 | \$10.6 |
| Automotive repair personnel | 1,357 | 1,314 | 1,350 | 1,350 | 1,368 | 1,295 |
| Fleet support personnel | 306 | 313 | 300 | 300 | 310 | 298 |
| ¹The number of collisions in City vehicles do not include NYPD collisions. “NA” Not Available *None | | | | | | |

THE FOLLOWING IS A DETAILED FLEET BREAKDOWN FOR AGENCIES WITH THE LARGEST CITY-MANAGED FLEETS:

| DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES | Actual | | Target | | 4-Month Actual | |
|--|-----------|-----------|--------|------|----------------|-----------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 2,207 | 2,205 | * | * | 2,189 | 2,196 |
| - On-road total | 2,010 | 2,005 | * | * | 1,992 | 1,995 |
| - Light-duty | 1,663 | 1,657 | * | * | 1,639 | 1,647 |
| - Medium-duty | 279 | 280 | * | * | 284 | 281 |
| - Heavy-duty | 68 | 68 | * | * | 69 | 67 |
| - Off-road / Other equipment | 197 | 200 | * | * | 197 | 201 |
| | | | | | | |
| Vehicle in-service rate (%) | 97% | 98% | * | * | 98% | 98% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 24.0 | 25.3 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 360 | 442 | * | * | 142 | 115 |
| Collisions per 100,000 miles involving City vehicles | 2.7 | 3.3 | * | * | 3.0 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 0.7 | 1.1 | * | * | 0.3 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 0.3 | 0.4 | * | * | 0.4 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.1 | 0.2 | * | * | 0.1 | NA |
| | | | | | | |
| City employees trained in defensive driving | 1,941 | 3,360 | * | * | 437 | 521 |
| Authorized City drivers trained in defensive driving (%) | 88% | 100% | * | * | 89% | 100% |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$339,143 | \$374,119 | * | * | \$169,251 | \$100,164 |
| "NA" Not Available *None | | | | | | |

| DEPARTMENT OF CORRECTION | Actual | | Target | | 4-Month Actual | |
|--|---------|------|--------|------|----------------|------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 694 | 702 | * | * | 682 | 711 |
| - On-road total | 576 | 581 | * | * | 565 | 589 |
| - Light-duty | 256 | 256 | * | * | 247 | 257 |
| - Medium-duty | 151 | 154 | * | * | 149 | 154 |
| - Heavy-duty | 169 | 171 | * | * | 169 | 178 |
| - Off-road / Other equipment | 118 | 121 | * | * | 117 | 122 |
| | | | | | | |
| Vehicle in-service rate (%) | 95% | 94% | * | * | 94% | 93% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 7.0 | 7.2 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 101 | 119 | * | * | 23 | 24 |
| Collisions per 100,000 miles involving City vehicles | 3.2 | 4.0 | * | * | 1.9 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 0.9 | 0.9 | * | * | 1.4 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 0.4 | 0.2 | * | * | 0.0 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.3 | 0.1 | * | * | 0.0 | NA |
| | | | | | | |
| City employees trained in defensive driving | 77 | 546 | * | * | 13 | 237 |
| Authorized City drivers trained in defensive driving (%) | 36% | 100% | * | * | 36% | 100% |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$3,608 | \$0 | * | * | \$0 | \$0 |
| "NA" Not Available *None | | | | | | |

| DEPARTMENT OF EDUCATION | Actual | | Target | | 4-Month Actual | |
|---|--------|----------|--------|------|----------------|---------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 222 | 228 | * | * | 226 | 228 |
| - On-road total | 216 | 217 | * | * | 220 | 217 |
| - Light-duty | 97 | 94 | * | * | 95 | 94 |
| - Medium-duty | 96 | 101 | * | * | 102 | 101 |
| - Heavy-duty | 23 | 22 | * | * | 23 | 22 |
| - Off-road / Other equipment | 6 | 11 | * | * | 6 | 11 |
| | | | | | | |
| Vehicle in-service rate (%) | 98% | 100% | * | * | 100% | 100% |
| | | | | | | |
| Collisions in City vehicles | NA | NA | * | * | NA | NA |
| | | | | | | |
| City employees trained in defensive driving | NA | NA | * | * | NA | NA |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$0 | \$15,363 | * | * | \$6,989 | \$3,379 |
| "NA" Not Available *None | | | | | | |

| DEPARTMENT OF ENVIRONMENTAL PROTECTION | Actual | | Target | | 4-Month Actual | |
|--|----------|-----------|--------|------|----------------|----------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 2,011 | 2,096 | * | * | 2,112 | 2,005 |
| - On-road total | 1,634 | 1,728 | * | * | 1,731 | 1,648 |
| - Light-duty | 757 | 862 | * | * | 860 | 824 |
| - Medium-duty | 454 | 443 | * | * | 449 | 406 |
| - Heavy-duty | 423 | 423 | * | * | 422 | 418 |
| - Off-road / Other equipment | 377 | 368 | * | * | 381 | 357 |
| | | | | | | |
| Vehicle in-service rate (%) | 88% | 86% | * | * | 86% | 85% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 11.3 | 12.7 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 269 | 329 | * | * | 102 | 81 |
| Collisions per 100,000 miles involving City vehicles | 2.5 | 2.9 | * | * | 2.4 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 1.0 | 1.4 | * | * | 1.2 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 0.2 | 0.1 | * | * | 0.2 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.1 | 0.1 | * | * | 0.1 | NA |
| | | | | | | |
| City employees trained in defensive driving | 2,120 | 1,570 | * | * | 576 | 320 |
| Authorized City drivers trained in defensive driving (%) | 96% | 100% | * | * | 96% | 100% |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$75,539 | \$102,391 | * | * | \$32,546 | \$16,893 |
| "NA" Not Available *None | | | | | | |

| DEPARTMENT OF HEALTH AND MENTAL HYGIENE | Actual | | Target | | 4-Month Actual | |
|--|----------|----------|--------|------|----------------|---------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 209 | 210 | * | * | 208 | 207 |
| - On-road total | 207 | 208 | * | * | 206 | 205 |
| - Light-duty | 144 | 147 | * | * | 145 | 144 |
| - Medium-duty | 60 | 58 | * | * | 58 | 58 |
| - Heavy-duty | 3 | 3 | * | * | 3 | 3 |
| - Off-road / Other equipment | 2 | 2 | * | * | 2 | 2 |
| | | | | | | |
| Vehicle in-service rate (%) | 96% | 98% | * | * | 98% | 97% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 24.1 | 26.4 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 11 | 15 | * | * | 0 | 1 |
| Collisions per 100,000 miles involving City vehicles | 1.2 | 1.6 | * | * | 0.0 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 0.0 | 0.7 | * | * | 0.0 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 0.0 | 0.2 | * | * | 0.0 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.0 | 0.0 | * | * | 0.0 | NA |
| | | | | | | |
| City employees trained in defensive driving | 170 | 365 | * | * | 41 | 91 |
| Authorized City drivers trained in defensive driving (%) | 93% | 100% | * | * | 93% | 100% |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$24,723 | \$57,111 | * | * | \$31,304 | \$9,534 |
| "NA" Not Available *None | | | | | | |

| DEPARTMENT OF PARKS AND RECREATION | Actual | | Target | | 4-Month Actual | |
|--|----------|----------|--------|------|----------------|-------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 2,750 | 2,833 | * | * | 2,681 | 2,824 |
| - On-road total | 1,640 | 1,739 | * | * | 1,576 | 1,746 |
| - Light-duty | 420 | 569 | * | * | 473 | 583 |
| - Medium-duty | 848 | 793 | * | * | 735 | 783 |
| - Heavy-duty | 372 | 377 | * | * | 368 | 380 |
| - Off-road / Other equipment | 1,110 | 1,094 | * | * | 1,105 | 1,078 |
| | | | | | | |
| Vehicle in-service rate (%) | 92% | 92% | * | * | 93% | 92% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 7.1 | 7.2 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 504 | 492 | * | * | 157 | 244 |
| Collisions per 100,000 miles involving City vehicles | 6.9 | 6.9 | * | * | 5.1 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 3.9 | 4.2 | * | * | 3.1 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 0.7 | 0.2 | * | * | 0.0 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.2 | 0.1 | * | * | 0.0 | NA |
| | | | | | | |
| City employees trained in defensive driving | 1,538 | 1,609 | * | * | 285 | 556 |
| Authorized City drivers trained in defensive driving (%) | 99% | 100% | * | * | 99% | 100% |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$36,540 | \$13,746 | * | * | \$10,808 | \$0 |
| "NA" Not Available *None | | | | | | |

| DEPARTMENT OF SANITATION | Actual | | Target | | 4-Month Actual | |
|--|-----------|----------|--------|------|----------------|----------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 5,870 | 6,021 | * | * | 5,895 | 6,075 |
| - On-road total | 4,939 | 5,093 | * | * | 4,945 | 5,134 |
| - Light-duty | 838 | 845 | * | * | 844 | 843 |
| - Medium-duty | 331 | 350 | * | * | 324 | 325 |
| - Heavy-duty | 3,770 | 3,898 | * | * | 3,777 | 3,966 |
| - Off-road / Other equipment | 931 | 928 | * | * | 950 | 941 |
| | | | | | | |
| Vehicle in-service rate (%) | 80% | 78% | * | * | 77% | 76% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 2.7 | 2.9 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 1,585 | 2,142 | * | * | 576 | 705 |
| Collisions per 100,000 miles involving City vehicles | 6.5 | 7.9 | * | * | 6.3 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 4.8 | 4.6 | * | * | 4.7 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 0.6 | 0.8 | * | * | 0.6 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.3 | 0.4 | * | * | 0.3 | NA |
| | | | | | | |
| City employees trained in defensive driving | 276 | 1,091 | * | * | 11 | 48 |
| Authorized City drivers trained in defensive driving (%) | 93% | 100% | * | * | 93% | 100% |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$130,662 | \$82,085 | * | * | \$47,430 | \$18,969 |
| "NA" Not Available *None | | | | | | |

| DEPARTMENT OF TRANSPORTATION | Actual | | Target | | 4-Month Actual | |
|--|----------|----------|--------|------|----------------|----------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 3,379 | 3,390 | * | * | 3,378 | 3,379 |
| - On-road total | 2,392 | 2,365 | * | * | 2,393 | 2,392 |
| - Light-duty | 936 | 903 | * | * | 932 | 932 |
| - Medium-duty | 522 | 503 | * | * | 528 | 507 |
| - Heavy-duty | 934 | 959 | * | * | 933 | 953 |
| - Off-road / Other equipment | 987 | 1,025 | * | * | 985 | 987 |
| | | | | | | |
| Vehicle in-service rate (%) | 89% | 89% | * | * | 89% | 89% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 5.3 | 5.3 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 370 | 356 | * | * | 126 | 139 |
| Collisions per 100,000 miles involving City vehicles | 3.4 | 3.2 | * | * | 3.2 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 3.4 | 2.3 | * | * | 3.5 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 0.2 | 0.5 | * | * | 0.5 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.2 | 0.4 | * | * | 0.5 | NA |
| | | | | | | |
| City employees trained in defensive driving | 882 | 1,323 | * | * | 262 | 535 |
| Authorized City drivers trained in defensive driving (%) | 95% | 100% | * | * | 93% | 100% |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$40,235 | \$14,209 | * | * | \$14,209 | \$17,009 |
| "NA" Not Available *None | | | | | | |

| FIRE DEPARTMENT | Actual | | Target | | 4-Month Actual | |
|--|-----------|-----------|--------|------|----------------|-----------|
| INDICATORS | FY23 | FY23 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 2,216 | 2,239 | * | * | 2,209 | 2,246 |
| - On-road total | 2,062 | 2,086 | * | * | 2,050 | 2,090 |
| - Light-duty | 302 | 310 | * | * | 305 | 312 |
| - Medium-duty | 458 | 445 | * | * | 451 | 449 |
| - Heavy-duty | 1,302 | 1,331 | * | * | 1,294 | 1,329 |
| - Off-road / Other equipment | 154 | 153 | * | * | 159 | 156 |
| | | | | | | |
| Vehicle in-service rate (%) | 81% | 79% | * | * | 79% | 78% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 4.8 | 4.4 | * | * | NA | NA |
| | | | | | | |
| Collisions in City vehicles | 1,815 | 1,789 | * | * | 558 | 595 |
| Collisions per 100,000 miles involving City vehicles | 9.3 | 9.7 | * | * | 8.6 | NA |
| Preventable collisions per 100,000 miles involving City vehicles | 2.6 | 1.4 | * | * | 2.8 | NA |
| Injuries involving collisions in City vehicles per 100,000 miles | 1.5 | 1.6 | * | * | 1.6 | NA |
| Injuries involving preventable collisions per 100,000 miles | 0.3 | 0.2 | * | * | 0.3 | NA |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$172,784 | \$472,390 | * | * | \$103,925 | \$161,210 |
| "NA" Not Available *None | | | | | | |

| POLICE DEPARTMENT | Actual | | Target | | 4-Month Actual | |
|--|-------------|-------------|--------|------|----------------|-----------|
| INDICATORS | FY23 | FY24 | FY25 | FY26 | FY24 | FY25 |
| Vehicles | 8,962 | 8,782 | * | * | 8,794 | 8,731 |
| - On-road total | 7,872 | 7,763 | * | * | 7,719 | 7,723 |
| - Light-duty | 6,178 | 6,039 | * | * | 6,004 | 6,007 |
| - Medium-duty | 1,275 | 1,320 | * | * | 1,298 | 1,312 |
| - Heavy-duty | 419 | 404 | * | * | 417 | 404 |
| - Off-road / Other equipment | 1,090 | 1,019 | * | * | 1,075 | 1,008 |
| | | | | | | |
| Vehicle in-service rate (%) | 90% | 91% | * | * | 91% | 90% |
| | | | | | | |
| Fleet miles per gallon (FMPG) | 11.3 | 9.3 | * | * | NA | NA |
| | | | | | | |
| Collisions per 100,000 miles involving City vehicles | 3.7 | 6.4 | * | * | 6.0 | 6.4 |
| | | | | | | |
| Revenue from recoverable affirmative claims | \$1,267,892 | \$1,100,758 | * | * | \$351,233 | \$337,771 |
| "NA" Not Available *None | | | | | | |

ADDITIONAL RESOURCES

- DCAS Fleet Management:
www.nyc.gov/site/dcas/agencies/fleet-services.page
- NYC Fleet Newsletter:
www1.nyc.gov/site/dcas/agencies/fleet-news.page
- Air pollution from City vehicles report (Local Law 38):
www.nyc.gov/assets/dep/downloads/pdf/air/2022-local-law-air-reports.pdf
- DCAS Fleet Sustainability:
www.nyc.gov/site/dcas/agencies/fleet-sustainability.page
- DCAS Fleet Training:
www.nyc.gov/site/dcas/agencies/fleet-training.page
- Fleet vehicle auctions:
www.nyc.gov/site/dcas/business/vehicle-auction.page
- High School Automotive Internship Program:
www.nyc.gov/site/dcas/employment/internship-and-fellowships-high-school-automotive-internship-program.page
- Map of DCAS public access charging stations:
www1.nyc.gov/assets/dcas/downloads/pdf/fleet/public-access-charging-stations-map.pdf
- NYC Clean Fleet Plan:
www.nyc.gov/assets/dcas/downloads/pdf/fleet/NYC-Clean-Fleet-Update-September-2021.pdf
- NYC Clean Fleet Transition Plan:
www.nyc.gov/assets/dcas/downloads/pdf/fleet/clean-fleet-transition-plan-october-2022.pdf
- NYC Clean Fleet Update:
<https://www.nyc.gov/assets/dcas/downloads/pdf/fleet/nyc-dcas-clean-fleet-update-report-2024.pdf>
- NYC Fleet Daily Service Report:
www1.nyc.gov/site/operations/performance/fleet-report.page
- NYC Intelligent Speed Assistance Pilot Evaluation:
<https://www.nyc.gov/assets/dcas/downloads/pdf/fleet/nyc-intelligent-speed-assistance-pilot-evaluation-2024-oct.pdf>
- Safe Fleet Transition Plan:
www.nyc.gov/assets/dcas/downloads/pdf/fleet/Safe-Fleet-Transition-Plan-Update-2018.pdf
- Use-based fuel economy report (Local Law 75):
<https://www.nyc.gov/assets/dcas/downloads/pdf/fleet/local-law-75-report-Fiscal23-use-based-fuel-economy.pdf>

FLEET DEFINITIONS

Alternative fuel vehicles in City fleet (%):

The percentage of City vehicles that are using alternative fuel.

Alternative fuel vehicles:

The total number of City vehicles that are using alternative fuel.

Automotive repair personnel:

The number of City personnel assigned to repair and maintain City fleet for the year.

Average age of fleet (months):

The average number of months from the date a vehicle is put in service to the end of the reporting period (i.e., the MMR/ PMMR reporting period).

B100/RD100 equivalent used (gallons):

The volume of diesel used in a year equivalent to 100% biodiesel (B100) and 100% renewable diesel (RD100). For example, 100 gallons of B20 (20% biodiesel) would equal 20 gallons of B100 equivalent.

Citywide fleet size:

The total number of vehicles in the city managed fleet and the subtotals by vehicle size/type.

Collisions in City vehicles:

The number of collisions in the year as reported by City agencies.

Collisions per 100,000 miles involving City vehicles citywide:

The number of City-vehicle involved collision reports per 100,000 miles involving injury or property damage in the citywide fleet reported in the citywide collision reporting system (CRASH).

Cumulative electric vehicle charger ports:

The total number of ports available for all electric vehicle chargers. Many of the City's EV chargers are dual port and can support charging two vehicles at the same time.

Daily fleet in-service targets achieved (%):

The percentage of days the target for vehicle in-service rate was met.

Electric chargers installed:

The number of chargers installed for City electric powered vehicles.

Electric vehicles:

The number of electric and plug-in vehicles in the citywide fleet. The fiscal year figure is the number of electric vehicles on the last day of the reporting period.

Employees trained in defensive driving:

The number of City employees trained in defensive driving centrally.

Fast chargers:

Also known as Level 3 or Direct Current (DC) Fast Charging. Level 3 fast chargers deliver 480V via a direct-current (DC) plug.

Fatalities involving collisions in nonemergency City vehicles:

The number of fatalities to City employees and all other parties involved in collisions that included one or more nonemergency City fleet vehicle (and no City emergency response vehicle).

Fleet acquisition expenditures (capital) (\$000,000):

The amount of capital funds spent on City fleet during the year.

Fleet acquisition expenditures (expense) (\$000,000):

The amount of expense funds spent on City fleet during the year.

Fleet fuel expenditures (\$000,000):

The amount spent on fuel for City fleet during the year.

Fleet miles per gallon (FMPG):

This indicator shows a total miles per gallon average for all vehicles combined. Agency fuel use may involve off-road and specialized equipment usage that impacts this calculation. It is not a vehicle-specific MPG indicator but offers a general view of fuel efficiency for the City fleet.

Fleet repair expenditures (\$000,000):

The amount spent on repair and maintenance of City fleet during the year.

Fleet support personnel:

The number of City personnel assigned to administer and support City fleet operations for the year.

Heavy duty:

On-road vehicles over 14,000 Gross Vehicle Weight (GVW).

Injuries involving collisions in City vehicles:

The number of injuries to City employees and all other parties involved in collisions that included at least one City fleet vehicle.

Injuries involving collisions in City vehicles per 100,000 miles:

The number of injuries associated with collisions per 100,000 miles that included at least one City vehicle.

Injuries involving preventable collisions per 100,000 miles:

The number of injuries in preventable collisions reported per 100,000 miles in the citywide fleet.

Light duty:

On-road vehicles 8,500 GVW or less.

Medium duty:

On-road vehicles over 8,500 but not more than 14,000 GVW.

Off-road electric vehicles:

The number of off-road electric and plug-in vehicles in the citywide fleet. The fiscal year figure is the number of electric vehicles on the last day of the reporting period. This includes off-road solar electric units.

Off road/Other equipment:

Non road vehicles and specialized equipment used for construction, agriculture, and recreation. Equipment includes front- end loaders, forklifts, generators, and tractors.

On-road electric vehicles:

The number of on-road electric and plug-in vehicles in the citywide fleet. The fiscal year figure is the number of electric vehicles on the last day of the reporting period.

On-road fleet total:

The total number of on-road vehicles in the City-managed fleet and the subtotals by vehicle size.

Preventable collisions in City vehicles:

A collision in which the driver, by their own admission or in the judgment of an Agency Accident Review Committee, did not take all reasonable avoidance actions, including attention to road conditions and improper actions of other drivers. "Preventability" is not limited to the violation of traffic laws and is distinguished from "chargeability" as determined by the law.

Preventable collisions per 100,000 miles involving City vehicles citywide:

The number of preventable collisions reports per 100,000 miles in the citywide fleet.

Purchased vehicles compliant with Local Law 38 (%):

The percentage of light and medium-duty vehicles purchased for the City through DCAS during the period that are certified with the highest ratings defined by California Low-Emission Vehicle (LEV) II standards. The four highest ratings are zero emission vehicles (ZEV), transitional zero emission vehicles (TZEV), advanced technology partial zero emission vehicles (ATPZEV), and partial zero emission vehicles (PZEV). Pursuant to Local Law 38 of 2005, each light- and medium-duty vehicle that the City purchases should have the best certified emission rating within its vehicle category while meeting the requirements for the City's intended use. According to the law, some exceptions apply based on cost and other limited exemptions, including for certain emergency vehicles.

Revenue from recoverable affirmative claims:

The amount of money recovered following collisions in City vehicles.

Vehicle and biodiesel fuel used (gallons):

The volume of fuel used by City fleet in year (biodiesel is included in vehicle fuel).

Vehicle in-service rate (%):

The percentage of fleet in full service.

Vehicles purchased:

The number of City fleet vehicles acquired.

LIST OF AGENCIES IN THE CITYWIDE FLEET

| | |
|---|------------------------------------|
| Department of Citywide Administrative Services* | Department of Parks and Recreation |
| Department of Correction | Department of Sanitation |
| Department of Education | Department of Transportation |
| Department of Environmental Protection | Fire Department of New York |
| Department of Health and Mental Hygiene | New York Police Department |

*"DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES" VEHICLES INCLUDE THOSE USED BY THE FOLLOWING AGENCIES:

| | |
|--|---|
| Administration of Children's Services | Financial Information Services Agency |
| Board of Elections | GrowNY (formerly known as "Council on the Environment") |
| Bronx Borough President | Human Resources Administration |
| Brooklyn Borough President | Landmarks Preservation Commission |
| Business Integrity Commission | Law Department |
| Campaign Finance Board | Manhattan Borough President |
| City Commission on Human Rights | Mayor's Office |
| City Council | NYC Economic Development Corporation |
| Civilian Complaint Review Board | NYC Emergency Management |
| Department for the Aging | Office of Administrative Trials and Hearings |
| Department of Buildings | Office of Chief Medical Examiner |
| Department of City Planning | Office of Labor Relations |
| Department of Citywide Administrative Services | Office of Management and Budget |
| Department of Consumer and Worker Protection | Office of Payroll Administration |
| Department of Cultural Affairs | Office of Technology and Innovation |
| Department of Design and Construction | Office of the City Clerk |
| Department of Finance | Office of the Comptroller |
| Department of Homeless Services | Office of the Public Advocate |
| Department of Housing Preservation and Development | Queens Borough President |
| Department of Investigation | Sheriff's Office |
| Department of Probation | Sports Commission |
| Department of Records and Information Services | Staten Island Borough President |
| Department of Small Business Services | Tax Commission |
| Department of Youth and Community Development | Taxi and Limousine Commission |

SPENDING AND BUDGET INFORMATION

FISCAL 2025 PRELIMINARY MAYOR'S MANAGEMENT REPORT (PMMR)

Spending and budget information is displayed as a table within each agency's chapter, between "Agency Resources" and the "Noteworthy Changes, Additions or Deletions" sections. The tables indicate, where possible, the relationship between an agency's MMR goals and its units of appropriations.

The NYC Office of Management and Budget (OMB) provided the Mayor's Office of Operations with expenditures for City agencies, as reported in the City's Fiscal 2024 Comprehensive Annual Financial Report and the planned amounts for Fiscal 2025. Figures cited reflect all funds.

The PMMR and MMR cover the operations of City agencies that report directly to the Mayor. Additional non-Mayoral agencies, legally separate organizations, and unit components of agencies are included in these reports, however, spending and budget or goal information may be more limited. These include:

- 311
- Board of Elections
- City University of New York
- New York City Health + Hospitals
- New York City Housing Authority
- Public Libraries
- School Construction Authority

The City's contributions to the New York City Housing Authority (NYCHA) and the School Construction Authority (SCA), both public authorities, are not made through distinct units of appropriation.

For more information, refer to:

NYCHA's Annual Plan and Financial Information webpage:

<http://www1.nyc.gov/site/nycha/about/annual-plan-financial-information.page>

SCA's proposed five year capital plan:

<http://www.nycsca.org/Community/Capital-Plan-Reports-Da>

