

NYC FLEET NEWS

NEWSLETTER ISSUES 201-350

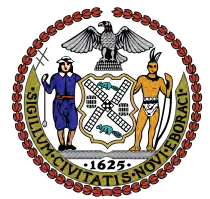


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Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

OCTOBER 24, 2017

ISSUE 201

AGENCIES SUPPORT HURRICANE RELIEF OPERATIONS

KEITH KERMAN, LENIN FIERRO

As we all know, the 2017 hurricane season has been devastating for Texas, Florida, and Puerto Rico. NYC experienced the incredible damage a storm can cause in 2012 with Super Storm Sandy and has watched this repeated throughout the United States in the last two months.

NYC City agencies including fleet and procurement staff have answered the call to provide support to these impacted regions, deploying specialized skills and equipment resources that can be critical in response efforts.

FDNY's Fleet Maintenance Auto Mechanic Roy Culkin deployed in response to Hurricane Harvey in Houston, Texas. Roy served as the team mechanic for an FDNY Search and Rescue team. The team deployed with several Fleet units to assist with their mission including generators, pickup and utility trucks, trailers, a hi-low, HVAC units, and tents.



As Roy's team headed back to New York after their 14 day deployment, they were rerouted to Jacksonville, Florida in response to Hurricane Irma. FDNY switched personnel and FDNY Auto Mechanic Matthew Geniti assumed the role of equipment support for the team in Florida.

Further south, Hurricane Maria began it's destructive path through Puerto Rico. Soon after the

storm passed, fleet manager for NYC Emergency Management (NYCEM) Thomas J. Bartkowski travelled to San Juan to support NYCEM's response efforts.

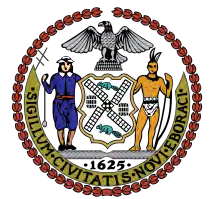
DCAS Procurement (OCP) staff Shawn Witten and Jose Cajas also assisted in San Juan. They helped local municipal workers set up a system to manage donations and helped open and scale up a warehouse and distribution center in Miramar, Puerto Rico. Scott Bryant and Rosa Gomez from DCAS are also members of a 9-person NYC OEM team supporting the Puerto Rican Emergency Management Agency (PREMA) at the request of the Governor of Puerto Rico through the EMAC mutual assistance program.



Many other city workers have deployed to assist in the recovery efforts including 30 FDNY and NYPD personnel who are members of the Urban Search and Rescue New York Task Force 1. DSNY deployed 31 members of their PREMA team of debris management specialists and have been tasked by FEMA to survey the 72 towns on the island. In addition DOHMH, NYCHA, DOB, HPD and Parks sent support staff.

We would like to thank all the fleet, procurement, operational and emergency services staff who have taken this time out of their work and personal lives to perform this critical and necessary relief work. NYC staff have always answered the call when emergencies strike the City directly and are showing that incredible spirit to our fellow citizens in need.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

NOVEMBER 3, 2017

ISSUE 202

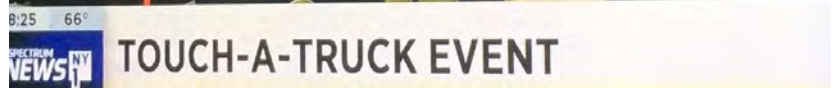
PARTNERSHIPS FOR FLEETS

KEITH T. KERMAN

As one of the nation's largest fleets, and the world's biggest municipal fleet, NYC Fleet is in a position to advance critical goals in sustainability, safety, and service and to lead in the fleet industry. We do not try to do this alone. Fleet partners with a large variety of non-profits, industry support groups, and fleet vendors to advance fleet innovation. It has been a busy and productive autumn so far for these initiatives.



On November 1, the Department of Health hosted its second Vision Zero Research on the Road event, bringing together the Mayor's Office and City agencies with academic and research institutes to develop new ways to improve safety through analytics including health, fleet, and traffic research. Participants included Columbia University, Bellevue NYU, Datakind, and the City's Vision Zero agencies.



On October 24, the Business Integrity Commission (BIC) hosted their Third Safety Symposium, bringing together commercial waste industry representatives with City agencies including DOT, NYPD and DCAS as well as industry non-profits such as Transportation Alternatives. Safe trucking practices are critical to Vision Zero and this was a well-received chance for industry to work with government to discuss and improve safety.

On October 20, the Automotive Technology program at Bronx Community College (BCC) hosted an industry support group event. Along with NYC Fleet, attendees included Toyota, UPS and Cummins and focused on ways to increase support, training and internships for students pursuing automotive degrees and careers.

On October 14, the Staten Island Mental Health Society hosted a Touch-A-Truck event for local children at South Beach. NYPD, FDNY and Parks all sent trucks for the event.

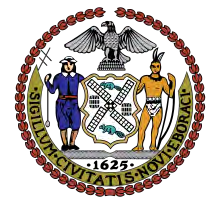
On October 12, Empire Clean Cities hosted a Clean Transportation Event at Union Square. The event featured speakers from NY State DEC, Natural Resources Defense Council, NGV America, UPS, and the Electric Power Research Institute, and focused on practical opportunities to implement clean energy initiatives.



From October 11 to 13, Fleet presented and participated in the Sustainable Fleet Technology Conference sponsored by the North Carolina Clean Energy Center and hosted in Raleigh NC. This conference focused on the latest developments in sustainable fleet and brought together a wide variety of stakeholders including the Clean Cities Coalition, National Biodiesel Board, Calstart, 100 Best Fleets, and many more.

On October 5, the NY chapter of the NAFA Fleet Management Association held an event in partnership with NYPD at Shop 4 in Queens. Among presenters were GM, Tesla, ARI, ACME Auto Leasing, NYPD, and DCAS. The day long event touched on opportunities to improve day to day fleet services, repair, readiness as well as sustainability.

Fleet is a large industry in the United States and touches almost all aspects of daily life. We appreciate the continued engagement and partnership of our fellow City and governmental agencies, non-profits, academic institutions, and industry representatives as we work together toward a more sustainable fleet and future.



Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

NOVEMBER 17, 2017

ISSUE 203

RECOGNIZING NYC SAFE DRIVING TRAINERS

KEITH T. KERMAN

At the 4th Annual Vision Zero Fleets Forum on November 14, DCAS Commissioner Lisette Camilo, Chair of the Business Integrity Commission Dan Brownell, and NYC Chief Fleet Officer Keith Kerman recognized 54 safe driving trainers from five agencies: DCAS, DEP, Parks, DSNY, and NYPD.

As part of Mayor de Blasio's Vision Zero, fleet's first initiative was to bring all civilian operators, about 30,000 staff, in for a day of focused training and discussion of driver safety and the goals of Vision Zero.



The City is pursuing many approaches to safe guard the fleet including better vehicle design, side-guards, automatic braking, telematics, and more.

The care, concern and focus of our fleet operators ultimately is still the most important aspect in improving safety and the City has relied on an incredibly dedicated inter-agency team of driver trainers to send that message and promote best safety practices. The training also involves frank discussion of specific fleet crashes that have taken place and how to prevent them.

"We develop bad habits that can lead us to pay less attention to what is going on around us," states DSNY trainer Patrick Williams. "Because of this, in my opinion, Defensive Driving courses, Driver Training and programs like The Vision Zero Initiative have become a necessity."

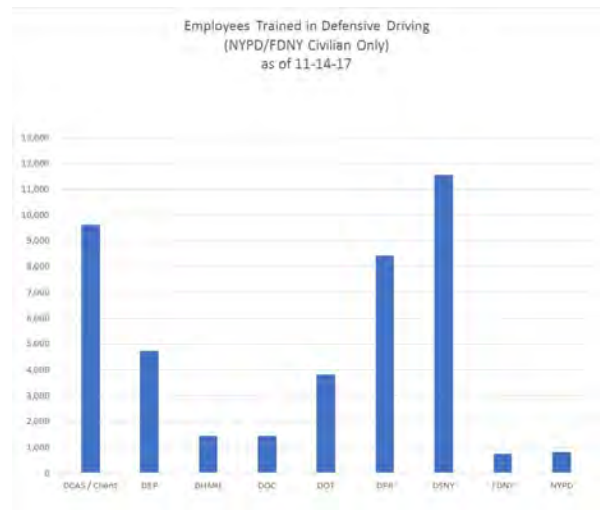
"Teaching is personal for me," explains DCAS trainer Lenin Fierro. "In 2012 my mother was hit by a vehicle making a left turn and to this day she feel the effects of her injuries. I try to put all class attendees in the shoes of those impacted and show them how lives can change in 3 seconds."

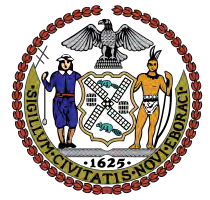
And from NYPD trainer Michael Gorgia, "I'm a seat belt junkie. I stress the importance of seat belt use so much that when I meet students that have been in my class their first response is 'I promise I'm wearing my seat belt!'"

The trainers have also implemented our citywide customer survey initiative, discussed in a recent newsletter, which has involved over 20,000 participants so far. Starting 2017, we have begun a second day of training for our fleet operators focusing on our new rule barring hands-free phone use while driving and discussing our Safe Fleet Transition Plan. We are also continuing to train operators who missed the first day.

In total, the City has trained over 42,000 in safe driving, with classes continuing daily. The largest programs have been at DSNY, DCAS and Parks, but all fleet agencies are participating. NYPD and FDNY provide a separate safety course for emergency responders.

Our Vision Zero Forum was well attended and featured a powerful line-up of speakers from across City agencies, technology manufacturers, private fleets, academia, and the advocacy world. We will have more to say on the forum in future newsletters. For this newsletter, however, we want to thank and recognize the driver trainers whose commitment and energy are helping to make a real difference in safety for all New Yorkers.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

NOVEMBER 30, 2017

ISSUE 204

NEW AGENCY FLEET MANAGERS

KEITH T. KERMAN

Fleet is pleased to report on the promotion of new fleet managers at three of our Fleet Federation Agencies. Consistent with Executive Order 161, DCAS partners with fleet agencies on the appointment of senior fleet managers and we appreciate the help of senior management at DOT, DOC and DCAS in this process.

Eric Dorcean is now the Associate Deputy Commissioner for Fleet at the City Department of Transportation. Greg Dimesa has joined the Department of Correction as its new Executive Director of Fleet Operations. Finally, Greg Blaine will now serve as the new Director of Client Fleet Services for DCAS. In total, the three will manage servicing for over 6,800 units or 23% of the City's fleet. See more about them below:



Gregoire ("Greg") D. Blain has been working with DCAS since 2001 as a claims examiner. He moved up the ranks to Director of the CRASH unit. Greg helped develop the DCAS role in Vision Zero especially leading the expansion in safe driver training. Greg is the City's lead driver trainer and also manages our affirmative claims process for vehicles. Greg received a 100 Year Association Award in 2015 for this work.

Greg is no stranger to client fleet repairs. He has overseen the bodywork and glass repairs for client agencies for over 5 years and will now manage the full scope of client servicing for over 3,000 vehicles and 40 agencies. Greg will also play a lead role as we transition NYCHA to DCAS servicing. Greg is a native of Haiti and has a Bachelor in Technology from GIT. He and his wife Marjory live in Far Rockaway, Queens, with their loyal dog and companion Max.



Gregory Dimesa started with the MTA as a bus maintainer. He has spent the last 29 years with NYPD Fleet Services, most recently as Director of Fleet Services. Greg is a Certified Automotive Fleet Manager (CAFM) and a 2006 graduate of the Mayor's Management Academy offered through DCAS. Greg will bring a wealth of experience in law enforcement fleet management to DOC.

While excited about the chance to lead DOC fleet operations, the change is a big one. "NYPD personnel are truly the finest." states Greg, "I will miss an agency where one can find an expert happy to assist you in any field especially within my FSD family." The Dimesa family will still be part of the NYPD where his son Andrew currently serves as a Detective. In addition Greg and his wife Therese have a son Daniel, a paramedic, and Gregory, a doctor, and live on Staten Island.



Eric Dorcean is also making a transition from NYPD Fleet Services to a new agency, DOT. Eric's first fleet experience was with DHL where he served as a fleet supervisor. In 1993 Eric joined the NYPD where he started as an auto mechanic and came up through the fleet ranks.

Before his transition to DOT, Eric served as the Deputy Director of Fleet Services for NYPD. Eric reflected on his time at NYPD and simply said "I will miss the people at NYPD" but decided to take this opportunity to advance his government career.

Eric graduated from Thomas Edison High School with his automotive vocational degree and then earned an associates degree at Queens Community Collage in applied science. He is a native of Queens where he resides with his wife Barbara and 3 children. He spends his off-duty time coaching baseball and loves to go fishing.

Congratulations to all. We look forward to working with all of you in these new and essential roles. We thank everyone in fleet citywide for assisting this important transition.



For Immediate Release

December 5, 2017

Jacqueline Gold, jgold@dcas.nyc.gov

DCAS FINALIZES CONTRACT FOR SOLAR PORTABLE LIGHT TOWERS; ZERO EMISSION, ZERO NOISE UNITS WILL REPLACE DIESEL GENERATORS

Effort comes as part of Mayor de Blasio's NYC Clean Fleet initiative

NEW YORK – Department of Citywide Administrative Services announced today the completion of a contract with Progress Solar Solutions for the supply of solar-electric, zero emission light towers for mobile fleet operations. In the next five years, DCAS and the City's major fleet operating agencies will switch existing diesel light towers for these clean, zero emission, and programmable units.

New York City currently operates more than 530 diesel light towers which provide emergency lighting and power generation for special events, emergencies, night-time repair operations, and added security citywide. Agencies using light towers include the NY Police Department (NYPD), the NYC Department of Transportation, the City's Office of Emergency Management, the Department of Sanitation, and NYC Parks. Current light towers burn heavily-polluting diesel fuel and are maintenance intensive, and time-consuming to turn on and off each evening.

In October 2015, Mayor de Blasio announced that the City's vehicle fleet will reduce greenhouse gas emissions 50% by 2025. Already the City has introduced more than 1,000 electric vehicles to advance this initiative. The City also operates and fuels more than 5,200 off-road units including these portable light towers and the new solar units will be critical to achieving NYC's greenhouse gas reduction goals.

The new light towers boast solar panels which will charge electric batteries on the units, providing zero emissions and fully autonomous lighting and power generation. These units will use improved LED lighting and are also programmable, eliminating the need for manual turn on and off. The solar units will save on fuel, maintenance, and operational costs, while being clean and quiet. In the last three years, NYC has piloted nine units at NYC Parks and with the NYPD. Both agencies served as partners with DCAS Fleet and Procurement on this initiative.

"Mayor de Blasio has challenged us to reduce greenhouse gas emissions from our fleet 50% by 2025," said **Lisette Camilo, commissioner of the Department of Citywide Administrative Services**. "Our fleet includes more than 5,200 critical off-road support units. These new solar light towers are an exciting step which will eliminate fuel use and improve the operations of this aspect of our fleet operations. "

“Meeting the City's ambitious climate goals will continue to require an unprecedented effort to reduce our energy use and secure more renewable energy sources,” said **Daniel Zarrilli, Senior Director of Climate Policy and Programs and Chief Resilience Officer for the NYC Mayor's Office**. “Today's announcement is one more way that New York City is stepping up with innovative solar and storage infrastructure that will support communities and City operations, all part of our OneNYC effort to build a more sustainable and resilient city.”

“While operationally essential, diesel light towers are fuel intensive, noisy, and costly to operate and maintain,” said **NYC Chief Fleet Officer Keith Kerman**. “These new solar-electric light towers will provide better lighting with zero emissions, zero fuel, and far less expense and hassle.”

Council Member Costa Constantinides, Chair of the City Council's Environmental Protection Committee, said, “Replacing our City's diesel generators with solar, emissions-free light towers will help bring us closer toward our goal of reducing emissions 80% by 2050. The new towers will produce better lighting, make less noise, and save money on fuel costs. These benefits will improve our quality-of-life and our environment at the same time. Thank you to DCAS Commissioner Camilo for leading the way on this important issue.”

“Each step taken to increase the use of zero-emissions electricity generators makes a positive impact in reducing the total amount of gas emissions produced in the city. The advantages of replacing fuel lights for advanced solar technology make New York an environmental city, improving the quality of life of all New Yorkers, especially those who live next to where these towers are placed,” said **Council Member Ydanis Rodriguez**. “Global warming is a real threat and NYC, as one of the most populated cities in the world, should keep implementing more measurements like this to help reduce the gas emissions produced by heat, electricity, and cooling which make more than 60% of the total amount of gas emissions produced by buildings.”

“Whether paving high-traffic roads like the FDR Drive or repairing our busy bridges, DOT work crews do a lot of our most important maintenance work at night,” said **Polly Trottenberg, commissioner of the Department of Transportation**. “We simply cannot do that work without high-powered lights, and so we are thrilled that DCAS will be taking the lead to replace diesel light towers with solar-powered LED lights that are quieter, more efficient and more sustainable. With more than 100 light towers in our own fleet, new solar light towers will be a welcome change that will make an enormous difference as we try to meet the City's ambitious environmental goals.”

“Following an emergency, we often deploy light towers to the scene so that responders can continue working seamlessly after dark,” said **NYC Emergency Management Commissioner Joseph Esposito**. “The new solar light towers will help to support emergency operations with a friendlier environmental footprint, and the additional power generation will be useful to charge electric batteries during power outages.”

NYC Parks Commissioner Mitchell Silver stated: “Parks was one of the first City agencies to utilize solar light towers to reduce emissions and noise in our open spaces. From managing one of the greenest fleets in the country, to cultivating green and white roofs across the city, we are

dedicated to meeting the ambitious goals outlined by Mayor de Blasio to reduce the impact of greenhouse gases on our environment.”

“CALSTART commends DCAS for continuing to build out New York City’s zero-emission energy infrastructure,” said **Alycia Gilde, Northeast Regional Director at CALSTART**. “There is a growing connection between renewable energy generation, storage, and transportation. By integrating Progress Solar Solutions’ light towers throughout the city, DCAS is both reducing emissions from its fleet operations and innovating the way renewable energy can be used to keep the city running 24-7, maintaining its leadership in clean transportation and energy efficiency management.”

NYC operates the largest municipal fleet in North America with more than 30,000 vehicles. Through Mayor de Blasio’s NYC Clean Fleet sustainability efforts, this fleet is also one of the largest alternative fuel fleets in the world, with 1,030 on-road electric vehicles, 5,700 hybrid vehicles, and more than 17,000 units that use alternative fuels, including biodiesel, natural gas, electric, and solar.

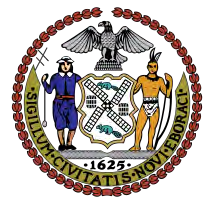
About DCAS:

The [Department of Citywide Administrative Services](#) (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. We do this in part through working with City agencies with needs in recruiting, hiring, and training; providing facilities management for 55 public buildings; purchasing, selling, and leasing City property; purchasing more than \$1 billion in supplies and equipment annually; and implementing conservation programs throughout City facilities. Follow us on [Twitter](#), [Instagram](#), and [Facebook](#).

About CALSTART:

CALSTART is a member-supported organization of more than 175 firms, fleets, and agencies worldwide dedicated to supporting a growing high-tech transportation industry that cleans the air, creates jobs, cuts imported oil, and reduces global warming emissions. CALSTART provides services and consulting to spur advanced transportation technologies, fuels, systems, and the companies that make them.

###



Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

DECEMBER 8, 2017

ISSUE 205

SOLAR LIGHT TOWERS

KEITH T. KERMAN

On November 3, 2017 DCAS registered its first fleet requirements contract for solar light towers. These units will be supplied by Progress Solar Solutions and will provide LED outdoor lighting powered by solar panels feeding electric batteries.

In December 2015, Mayor de Blasio issued NYC Clean Fleet which charged the City fleet with reducing greenhouse gas emissions 50% by 2025. NYC's 30,000 fleet units include over 5,200 off-road units such as forklifts, carts, chippers, and front end loaders.

Among these off-road units are 520 diesel light towers with most operated by NYPD and DOT, along also with Parks, OEM, DSNY, FDNY, DEP and DCAS. These light towers provide essential portable lighting for security, special events, traffic management, and emergencies. The units, however, are maintenance, fuel and emissions, intensive; noisy; and must be manually turned off and on with each use.

In normal use, these new solar light towers will be zero emission, silent, and provide improved LED lighting. Each unit will power itself autonomously with solar power but will have a backup fuel generator in case of emergency need. The units are also programmable and will not require manual turn-off and turn-on. We anticipate up to 50% cost savings over the life of each unit.

Since 2014 fleet has been operating and testing 9 initial units in preparation for the citywide initiative. Thanks to NYPD, Parks, OEM and DCAS Fleet and Procurement for their work on this exciting initiative.



FLEET SPOTLIGHT: YAMILE SALMAN, PARKS

LENIN FIERRO

In the backdrop of Citifield and the USTA Billie Jean King National Tennis Center is Parks Flushing Meadows Garage in Queens. This is where Yamile Salman serves as a Fleet Project Manager for NYC Parks.

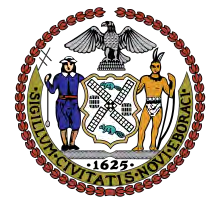
The staff and mechanics at Flushing Meadows Garage maintain over two hundred and fifty pieces of equipment with a special focus on forestry units such as tree trimmers, log loaders, and chippers. Yamile coordinates servicing and customer issues for the garage including scheduling vehicle recalls, preventive maintenance, salvage, EZ Pass installations, and managing collision and incident reporting for the citywide CRASH system.

Yamile also coordinates the strategic parts contract for Parks at the 5-Boro Citywide Garage as well as Flushing Garage. In the last two years, Yamile has facilitated the timely delivery of over 106,000 parts for 11,400 separate work orders, with nearly no outstanding parts backlog. The City is also not fiscally responsible for parts inventory through this initiative.

"Every day is different and you can never predict your day," states Yamile, "and that is the enjoyable part of working at this location in Parks. It is a team effort." Yamile is also a safe driving instructor for Parks and was recognized at the Vision Zero Fleet Forum in November.

Yamile hold a Master's Degree from Manhattan College in marketing and management. She resides in Riverdale, NY with her husband Martin and her 4-year-old dog January Rose. In her spare time Yamile loves to read and also volunteer for community groups in the Bronx. Congrats Yamile and thanks.





Bill de Blasio, Mayor
 Lisette Camilo, DCAS Commissioner
 Keith T. Kerman, Chief Fleet Officer

DECEMBER 15, 2017

ISSUE 206

FARMERS AND BIODIESEL PRODUCERS VISIT NYC FLEET

KEITH T. KERMAN

In a now annual ritual, farmers and biodiesel producers from six states visited NYC this week to learn more about our nation leading program of biodiesel use in fleet and buildings. The National Biodiesel Board and the Oil Heat Association of NY coordinated the tour along with DCAS Fleet.



Farmers from Arkansas, South Dakota, South Carolina, Wisconsin, Illinois and Nebraska attended this year. On December 11, Parks hosted the farmers at the Central Park Zoo. Chair of the Council

Environmental Protection Committee Costa Constantinides updated the farmers on NYC's environmental initiatives. DCAS also presented on the continued expansion of biodiesel use in our City fleet and buildings. In FY17, City operations implemented the largest yet program of biofuels, with further expansion planned in FY18.

From Central Park, the farmers moved on the next day to the engine repair shop of FDNY at 35th Street in Queens. FDNY Fleet provided an insider view on how our fleet of engines, ladders, and specialized response vehicles are maintained and discussed FDNY's own implementation of biodiesel blends in their emergency response trucks.

Under Mayor de Blasio's NYC Clean Fleet initiative, expansion of biofuels will have a critical role to play in reducing greenhouse gasses by 50%. NYC was happy once again to engage this effort directly with America's farmers.

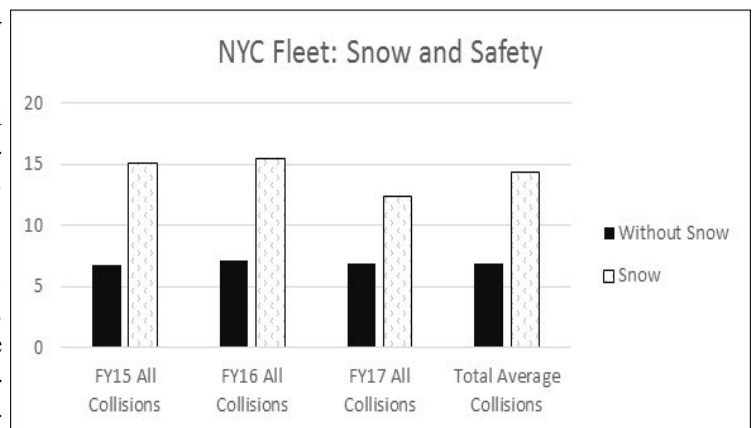
FLEET SPOTLIGHT: STAYING SAFE WHEN IT SNOWS

LENIN FIERRO

Led by DSNY, NYC has tackled an early and first snow event even before winter officially arrives.

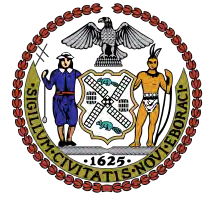
Snow is the biggest single external risk to fleet safety and winter is the most difficult season in which to drive. In addition to snow and ice conditions, the reduced hours of daylight adds to the driving risks.

For most, winter weather events are a time to avoid driving. For NYC plow operators and emergency response staff, that's not an option. Our CRASH reporting shows that the risk of a collision for our NYC fleet drivers more than doubles when operating a vehicle during a snow event as opposed to any other day.



Here are some basic safety tips for driving in winter weather events:

- Reduce your speed and increase following distance. If you lose traction, decrease your speed even more.
- Signal your turns further ahead of time to give other drivers and roadway users more warning.
- Brake early when you decrease speed behind another vehicle or come to an intersection stop.
- For better visibility keep your headlights on low beam. Remember New York State law requires you to turn on your headlights when the weather conditions require the use of windshield wipers.
- For additional winter driving tips please visit <https://www.nhtsa.gov/winter-driving-tips>. Thanks and stay safe.



Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

DECEMBER 29, 2017

ISSUE 207

FLEET IN REVIEW 2017

KEITH T. KERMAN

NYC Fleet achieved on many fronts in 2017 including best ever years for acquisition and servicing and continued national leadership in sustainability and safety.

- **As part of Mayor de Blasio's NYC Clean Fleet Initiative, we surpassed 1,000 on-road electric vehicles in 2017 and are way ahead of our goal of 2,000 by 2025. NYC operates one of the largest EV fleets in the nation.** Fleet added 596 on-road electric vehicles in 2017 with 173 more already on order. We also expanded the EV fleet charging network to 434 total units including our first 7 solar carports. Adding EV charging capacity will be a main focus for 2018 as we race to eliminate fossil fuel use.
- **2017 marked our largest ever implementation of biofuels with over 2.1 million gallons of B100 equivalent. NYC also uses biodiesel in all government buildings.** We will expand our use of biodiesel in 2018 including using B10 for heating oil and piloting one million gallons of renewable diesel.
- **With support from OMB and DCAS Procurement, Fleet again implemented its largest ever commitment of \$370 million for fleet vehicles in FY17.** The City purchased 4,064 new vehicles for both replacements and also to support critical new administration initiatives. FY18 is already on a new record pace. Since the establishment of NYC Fleet in FY12, the City has now invested \$2 billion to purchase over 21,000 fleet and equipment units. Among many exciting procurements were 365 new Sanitation collection trucks and 167 ambulances with new anti-idling technology.
- **As part of Mayor de Blasio's Vision Zero plan, Fleet completed in 2017 a first Safe Fleet Transition Plan (SFTP).** The plan was produced in partnership with US DOT Volpe and will ensure that NYC specifies the safest possible fleet units. NYC already operates over 1,400 truck side-guards, the largest such program in North America. We also received our first 450 units with automatic braking in 2017 with hundreds more in store for 2018.
- **Working with fleet agencies DCAS has now surpassed 40,000 staff trained in safe driving and 20,000 fleet customer surveys administered.** Fleet honored our citywide agency safe driving trainers at our 4th Vision Zero Fleet Forum on November 14. Fleet continues to engage all drivers on the Vision Zero initiative and began a second day of training in 2017. Fleet achieved reductions in collisions and injuries per mile in 2017. Fatalities were reduced from 8 in 2014 to 3 total in the three years since for non-emergency response fleet use.
- **In 2017, citywide servicing again achieved its best performance rates since daily fleet reporting began in 2012.** Vehicle out of service citywide was 8.1% in 2017, the third straight year of progress and a 21% improvement from 10.3% in 2014. The citywide fleet service consolidation program continued successfully with NYCHA on plan to consolidate with DCAS in early 2018.
- **Fleet continues to partner far and wide to support sustainable fleet initiatives.** Among our most exciting announcements of the year were the new solar carport at Thomas Edison High School; an RFI to expand participation by MWBEs and others in our fleet contracts; our SmartCharge agreement with Con Edison; and our sustainable forum in June with Calstart. Fleet will take these efforts overseas in January, joining the City of London in sponsoring an international Future Fleets Forum.
- DCAS and NYC Fleet also stood up publicly in 2017 for sustainable fleet policy including issuing comments on federal CAFE policy and renewable fuel policy. DCAS will continue to weigh in on critical fleet policy matters in the years ahead. DCAS will also work with all agencies as we continue our fleet compliance review to ensure proper use of our fleet units. Already 2018 is looking like an incredible busy year for fleet. We look forward to working with all of you on another year of service, initiative, and accomplishment. Until then...

Happy Holidays and a Safe and Successful 2018!

From: Mayor's Press Office [<mailto:pressoffice@cityhall.nyc.gov>]

Sent: Monday, January 8, 2018 10:53 AM

To: Mayor's Press Office <pressoffice@cityhall.nyc.gov>

Subject: VISION ZERO: MAYOR DE BLASIO ANNOUNCES PEDESTRIAN FATALITIES DROPPED 32% LAST YEAR, MAKING 2017 SAFEST YEAR ON RECORD



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE, January 8, 2018

CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

**VISION ZERO: MAYOR DE BLASIO ANNOUNCES PEDESTRIAN FATALITIES
DROPPED 32% LAST YEAR, MAKING 2017 SAFEST YEAR ON RECORD**

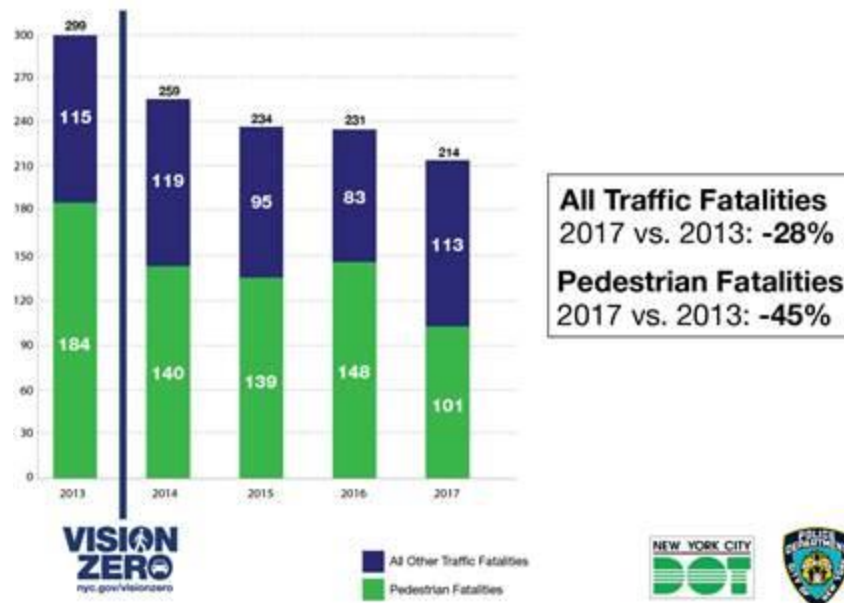
Fourth consecutive year of declining traffic fatalities under Vision Zero, fewest New Yorkers lost since 1910—strongly countering national trends

NEW YORK—Mayor Bill de Blasio announced that New York City saw the fewest traffic fatalities on record last year, driven by a 32 percent drop in pedestrian fatalities. This marks the fourth consecutive year of declining traffic deaths under Vision Zero. Since 2013, fatalities have dropped 28 percent. Pedestrian deaths have plummeted by nearly half—45 percent. These mark the lowest levels since recordkeeping began in 1910. The Mayor made the announcement at an event at NYPD's Central Garage in Woodside, Queens where he thanked City workers responsible for implementing Vision Zero.

In 2017, 214 people, 101 of them pedestrians, were lost in traffic crashes. This compares to 231 total fatalities and 148 pedestrians in 2016. These reductions are sharply bucking the national trend. According to the National Highway Traffic Safety Administration (NHTSA), traffic fatalities nationwide have *increased* more than 13 percent from 2013-2016.

“Vision Zero is working. The lower speed limit, increased enforcement and safer street designs are all building on each other to keep New Yorkers safe. Now we must deepen this work. Not even a single tragedy on our streets is acceptable, and we’ll keep fighting every day to protect our people,” said **Mayor de Blasio**.

Traffic Fatalities in NYC



“Thanks to the incredible work of everyone at DOT, the NYPD, and our agency partners, the first four years of Vision Zero have been the safest ever on our city streets. Vision Zero has truly saved lives — of family members, friends, neighbors and fellow New Yorkers,” said **DOT Commissioner Polly Trottenberg**. “In 2017, under the Mayor’s leadership, DOT’s work helped fuel a historic drop in pedestrian fatalities, including through a record number of street safety redesigns and turning treatments, and by reprogramming a record number of traffic signals to give pedestrians a head start in crosswalks. However, the number of lives lost on our streets is still too high, including the increases in fatalities we saw this year among cyclists, drivers and motorcyclists. We know we have much more work to do to fully achieve Vision Zero.”

“These year-end Vision Zero statistics show that, since the initiative began, our combined efforts have significantly reduced traffic-related fatalities. We’ve made the streets of our City safer, and that has saved lives,” said **NYPD Commissioner James P. O’Neill**. “But the stats also show us that there’s more for the members of the Vision Zero Task Force to do, and we will – together.”

“Instilling the critical message of Vision Zero in our licensees, alongside the very real risks of unsafe driving, has never been more important,” said **TLC Commissioner Meera Joshi**. “We’ve achieved an impressive number of milestones in our fourth year of working toward the goal of zero traffic fatalities, including the induction of a record number of drivers and businesses into our safety Honor Roll. But this has only deepened our resolve to ensure that we have the safest taxi and for-hire industries in the world.”

“Ensuring the safety of students, families, educators and school staff always comes first, and by increasing enforcement, having speed cameras in school zones and providing curriculum to schools, New York City has taken essential steps to prevent injuries as people travel to and from school each day,” said **Schools Chancellor Carmen Fariña**. “We will continue to work

tirelessly across City agencies to ensure the safety of all New Yorkers, while providing a safe commute for students, families, and school staff.”

“City fleet operations has shared in the overall improvement in safety with a major reduction in fatal events since 2014 when Mayor de Blasio began Vision Zero,” said **DCAS Commissioner Lisette Camilo**. “Thanks to the Safe Fleet Transition Plan that DCAS and City fleet agencies completed in 2017, we will be procuring even safer vehicles and trucks moving forward to build on this progress.”

“Vision Zero has become a national model for street safety, and 2017 was yet another record year in our city,” said **Health Commissioner Dr. Mary T. Bassett**. “As we step closer to our goal of zero traffic fatalities, I thank Mayor de Blasio and our sister agencies for working with us to address this vital public health issue with unprecedented determination and focus.”

Among notable Vision Zero achievements in 2017:

A Steep Decline in Pedestrian Deaths: As part of Vision Zero, New York City committed to strategies to protect pedestrians, the most vulnerable street users. In 2017, the 32 percent decline in pedestrian fatalities was the steepest-ever one-year percentage decline in the City’s recorded history. For decades, pedestrians usually made up the majority of New York City’s traffic fatalities. The 101 pedestrian fatalities in 2017 comprised 47% of all fatalities, the smallest-ever proportion of traffic deaths in New York City.

A Single Fatality Among School-Aged Pedestrian Children (aged 5-17): No family should ever have to feel the tragic loss of a child from a traffic crash. This year, the City continued to redesign corridors and intersections, strengthened automated enforcement around schools and taught the *Cross This Way* curriculum in public schools. On August 16th, a 13-year-old boy was tragically struck on an East Harlem street, and became New York City’s only child pedestrian fatality for the entire year. While still too many, one fatality is the fewest ever among children under 17. The previous five years had seen an average of 7 schoolchildren killed per year. As recently as 2004, 17 children were killed.

Fewest Ever Fatalities in Queens: Traffic fatalities were down in all boroughs except Brooklyn, with Queens leading with a new record low in traffic deaths. In Queens, 2017 saw 59 fatalities compared to 65 in 2016, a 9 percent decline. The previous record low in Queens was 63 fatalities in 2011.

Continued Strong Traffic Enforcement: As part of ongoing Vision Zero enforcement, NYPD Traffic officers issued more than 50,000 summonses to drivers who failed to yield to pedestrians or cyclists in 2017 -- more than four times the pre-Vision Zero annual average. Over the same period, officers issued nearly 150,000 speeding summonses, and automated speed cameras issued nearly 1.2 million Notices of Liability in 2017, with more than 50% issued at Vision Zero Priority Locations. Continuing trends from prior years, the Taxi & Limousine Commission increased traffic safety enforcement in 2016, focusing on behaviors like speeding and distracted driving. The agency partnered with the NYPD to increase LIDAR speed enforcement training among TLC officers, allowing the agencies to work together to respond to speeding complaints.

Dusk and Darkness Initiative: In 2017, DOT continued to partner with the NYPD and the Taxi & Limousine Commission on a second annual Dusk and Darkness enforcement and education campaign during the fall and winter evening hours that are most dangerous to pedestrians. Before the first campaign launched in October of 2016, severe crashes involving pedestrians increased by nearly 40 percent in the early evening hours compared to crashes outside the fall and winter. Already, over the first two months of the current Dusk and Darkness initiative, pedestrian fatalities have decreased to 17 from 30 over the same period in 2016, which in turn was a decrease from 41 over the same pre-initiative period in 2015.

A Safer NYC Fleet: In 2017, the Department of Citywide Administrative Services (DCAS) completed its Safe Fleet Transition Plan (SFTP) – updating specifications with an eye towards safety for all City fleet vehicles. Through the SFTP, 160 types of vehicles will be procured with improved safety outfitting, including 450 new vehicles now using automatic braking. In 2017, the City spent more than \$370 million on vehicles and expects the new safety specifications will help influence a national marketplace for safer vehicles and trucks. The initiative was completed in partnership with the US DOT Volpe Center, which had also assisted DCAS in its pioneering requirements for rear and side under-ride protection (“side guards”) for all City trucks. Side guards have been shown to reduce cyclist fatalities by 60% and pedestrian fatalities by 20% in side-impact collisions with trucks.

Safer For-Hire Vehicles: In October, the Taxi & Limousine Commission (TLC) honored 420 drivers and 25 businesses for their exemplary safety records, the highest number of honorees in all four years of the event. Safety Honor Roll drivers have no crashes involving an injury or fatality, no moving violations, and no TLC rule violations for at least four years. In February the TLC also approved the final version of its fatigued driving prevention rules, which set daily and weekly hour limits for drivers to help keep tired drivers off the road. TLC continued to hold driver outreach meetings at licensed For-Hire Vehicle (FHV) bases and taxi garages throughout the city, highlighting protected bike lanes, high-risk driving behavior that can lead to crashes, and the crucial role that professional drivers play in promoting a culture of safe driving.

Safety Improvement Projects: The City completed 114 street safety engineering projects in 2017, more than double the pre-Vision Zero annual average, with 76 projects at Priority Locations. More than 350 safety engineering projects have been completed since the start of Vision Zero, with more than 250 at Priority Locations.

Leading Pedestrian Intervals (LPIs): As has been [reported](#), DOT this year installed 832 new LPIs to give pedestrians a “head start” in crosswalks and protect them from turning vehicles. More than half of the new LPIs are in Senior Pedestrian Focus Areas. The City has now installed 2,334 LPIs, increasing their number by seven-fold since the start of Vision Zero.

Turning Safety Improvements: In 2016, Mayor de Blasio had announced the use of new left-turn safety treatments as part of Vision Zero. In 2017, 110 intersections received improvements to reduce the speed of left-turning drivers, with nearly 220 intersections since the start of Vision Zero. 53 locations received Turning Safety Signal Treatments last year, including Split Phases to give pedestrians, cyclists and drivers dedicated times to proceed through intersections. Since the start of Vision Zero, DOT has installed more than 150 new Turning Safety Signal Treatments.

Traffic Signal Retiming: DOT adjusted traffic signal phases around the city to discourage speeding and align with the safer 25MPH citywide speed limit. When signals are retimed, drivers exceeding speed limits encounter more red lights. DOT retimed signals along more than 135 miles of streets in 2017, and has retimed them on more than 400 miles of City streets since the start of Vision Zero.

Making Cycling Safer: The City installed 25 miles of protected bike lanes in 2017, the most of any year and more than triple the pre-Vision Zero annual average. More than 180 miles of dedicated cycling space (conventional and protected bicycle lanes) have been installed since the start of Vision Zero, with a bicycle network now nearing 1,200 miles. This year, DOT released its [Safer Cycling report](#), which found that the rapid growth in the number of New Yorkers cycling – doubling in the last decade -- has made bicycling safer in New York City. This year’s increase in fatalities among cyclists was nevertheless troubling; the study’s findings about cycling deaths and serious injury are helping guide DOT’s ambitious plans for cycling infrastructure in 2018, including Manhattan’s first-ever two-way protected crosstown bike lane on 13th Street (opening in advance of the 2019 L train shutdown) and consideration of additional protected bike lanes along other Manhattan crosstown streets.

Transforming Queens Boulevard and Woodhaven/Cross Bay Boulevard: This year, DOT completed its third phase of street redesign along Queens Boulevard in Rego Park and Forest Hills with numerous safety improvements, including 2.6 protected bike lane miles. Once known as “the Boulevard of Death,” Queens Boulevard in 2017 [had a third consecutive year without a single pedestrian or cyclist fatality](#). Meanwhile, in November, DOT and the MTA unveiled Select Bus Service along Woodhaven and Cross Bay Boulevards; in addition to faster and more reliable bus commutes, the transformation of one of Queens’ most crash-prone streets includes dramatic pedestrian safety improvements.

“Vision Zero’s substantial impact on public health and safety is a testament to our City agencies and community partners coming together to solve a critical urban challenge,” said **Brooklyn Borough President Eric Adams**. I commend Mayor de Blasio, DOT Commissioner Trottenberg, and NYPD Commissioner O’Neill for their efforts to make Brooklyn’s roads safer for everyone. As pedestrian deaths have substantially decreased, we should be mindful of the continued threats to cyclists across the borough, particularly in heavily trafficked areas without bicycle paths. I look forward to continue working with our partners across the City as well as transportation advocates to ensure our borough remains a safe place for drivers, cyclists, and pedestrians alike.”

"This is a safer city as a result of Vision Zero," said **Manhattan Borough President Gale A. Brewer**. "There is still room to cut the death rate further-- especially among cyclists. I thank the DOT and NYPD for their effort and their continued vigilance."

"One fatality is one too many, but as a supporter of Mayor de Blasio’s Vision Zero, it is encouraging to see how the plan has been successful in reducing, for the fourth consecutive year, the number of traffic-related deaths on our roads and streets,” said **State Senator Jose Peralta**. “It is my hope that in 2018 we are finally able to pass my proposal to expand the school zone speed camera program. This is all just about protecting New Yorkers. Together we made and are making progress..”

“Our commitment to pedestrian safety is reflected in our legislation and budget. As a walkable city, we must continue to work hard to keep up our progress in achieving our Vision Zero goals. I look forward to working with Speaker Johnson, my colleagues in the Council and the Administration in this new session,” said **Council Member Ydanis Rodriguez**.

“With national trends showing a tragic rise in traffic fatalities every year, it is heartening to see that New York City’s comprehensive approach to traffic safety is not only changing behaviors, but truly saving lives,” said **Council Member Debi Rose**. “Vision Zero has not always been a popular or easy-to-implement set of policies, but it has resulted a downward trend in fatalities citywide, to their lowest levels in more than a century. We will continue to work together to reduce these numbers reduced to zero, because every traffic death is a preventable tragedy.”

“Queens Boulevard is proof that longstanding notions of intractable problems can be solved with determination, perseverance and fresh thinking,” said **New York City Council Member Jimmy Van Bramer**. “I am proud of our work on Queens Boulevard and throughout the City to lower the traffic fatalities. I applaud Mayor de Blasio and Commissioner Trottenberg’s efforts and will continue working to make the dream of Vision Zero become a reality.”

"This news of life-saving progress in NYC is inspiring to communities across the nation, as more than 30 cities have followed the City's lead by committing to Vision Zero," said **Leah Shahum, Director of the Vision Zero Network, a national nonprofit supporting local efforts**. "NYC's improvements show us that a firm commitment to Vision Zero principles and actions do indeed make a difference in keeping people safe. As we look ahead, we count on NYC to continue to show strong leadership and stepped-up action to prioritize safety over speed in advancing Vision Zero."

"That fatalities have fallen for a fourth straight year in New York -- at a time when traffic deaths are on the rise across the nation -- is a testament to the City's commitment to Vision Zero," said **Paul Steely White, executive director of Transportation Alternatives**. "The unprecedented drop in pedestrian deaths in particular is proof that the Department of Transportation's data-driven approach is working."

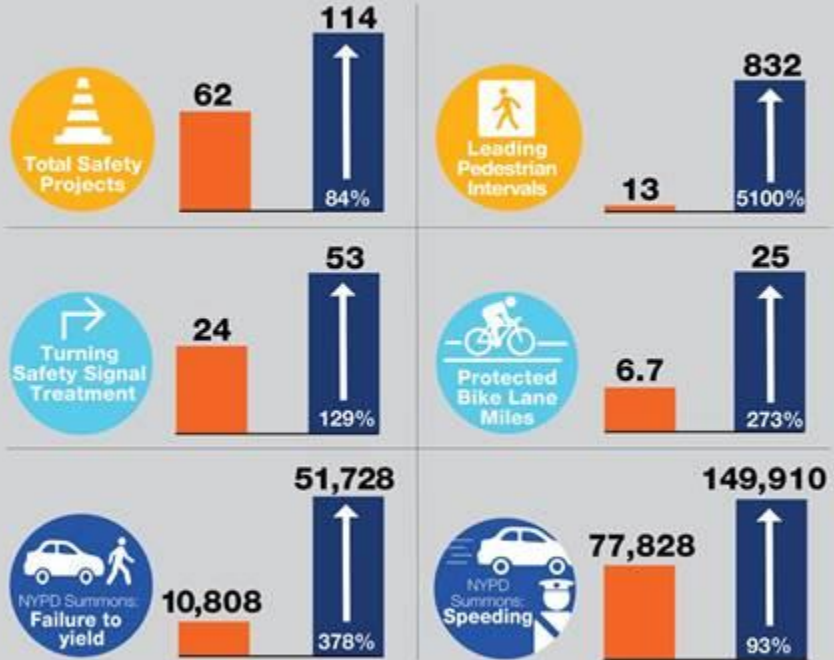
For more information about the de Blasio Administration’s Vision Zero initiative, please see www.nyc.gov/visionzero.

Traffic Fatalities by Year

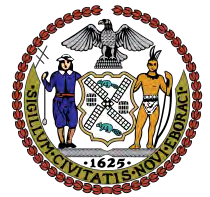
	Pedestrian	Bicyclist	Motorcyclist	Motor Vehicle	TOTAL
2017	101	23	33	57	214
2016	148	18	19	46	231
2015	139	14	22	59	234
2014	140	20	37	62	259
2013	184	12	42	61	299

2017 VISION ZERO

■ Before Vision Zero (Average, 2009-2013)
 ■ Vision Zero (2017)



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Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

JANUARY 8, 2018

ISSUE 208

2017 SAFEST YEAR YET

KEITH T. KERMAN

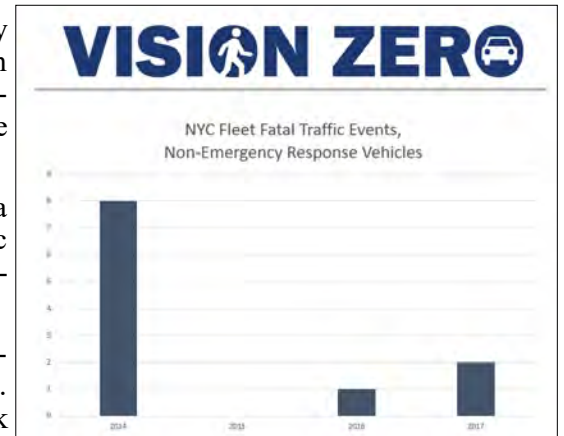
On January 8, 2018 Mayor Bill de Blasio announced that New York City saw a decline in traffic fatalities for the fourth consecutive year under Vision Zero with 214 fatalities total, improving on the previous record of 231 overall traffic fatalities set in 2016. The decrease in NYC has taken place while fatalities nation-wide increased more than 15 percent.

The decline was fueled by a 32% decline in pedestrian deaths in 2017, with a record-low 101 fatalities, as opposed to 148 in 2016. At 47% of all traffic fatalities, pedestrians made up the smallest-ever proportion of the total number of fatalities.

Helping to drive this improvement is a record amount of street redesign being led by City DOT, along with improved traffic enforcement by NYPD. The Mayor's Office of Operations leads the inter-agency Vision Zero Task Force which coordinates strategies across all agencies to maintain focus on safety and continually evaluate and expand these efforts.

NYC's fleet is the largest single fleet that operates in NYC and has an important role to play as part of Vision Zero. City owned vehicles have been part of the overall reduction in fatality events. In 2014, as Vision Zero was first launching, there were 8 fatal events involving City vehicles in non-emergency response activities. In the three years since, there have been 3 total fatality events.

DCAS looks forward to working with each agency and also other public and private fleets to maintain and further advance Vision Zero in the years ahead.



FLEET SPOTLIGHT: YUK-SHING LEUNG, NYPD SHOP #4

LENIN FIERRO

Today's Vision Zero announcement took place at NYPD and our fleet spotlight highlights a story of quick action, courage, and safety by one of fleet's best. Auto Mechanic Yuk-Shing, "Johnny", Leung works at NYPD Fleet Services, Shop 4 in Queens.

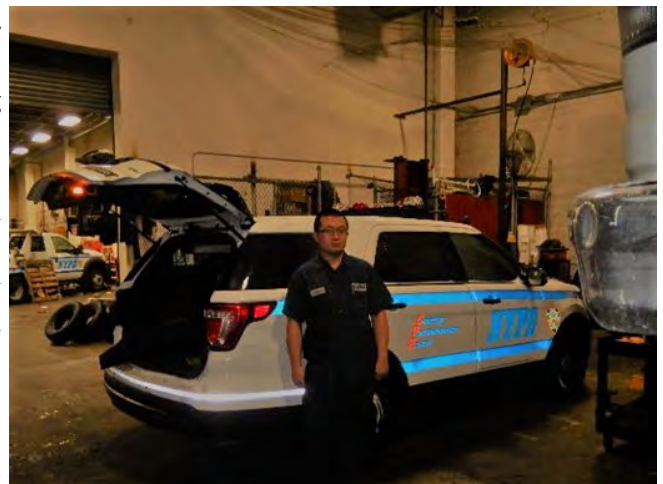
On Friday, October 20, 2017, at approximately 0930 in the morning, Johnny was performing a highway road test to reset monitors on an NYPD vehicle.

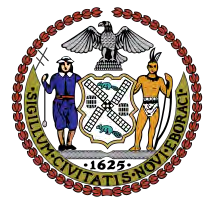
While travelling northbound on the Van Wyck Expressway by Flushing Meadows Corona Park, the private vehicle traveling in front of him began to display signs of distress and caught fire shooting out smoke and flames.

Without hesitation, Johnny pulled on to the shoulder to assist the motorist. He evacuated the female driver and her two children from the vehicle and then proceeded to extinguish the fire with the assistance of a police officer who had been driving by in an unmarked vehicle.

When asked about his quick response, Johnny said "I had no choice but to help. The vehicle was in front of me. I couldn't ignore it." Auto Mechanic Leung remained on the scene until FDNY arrived. A true professional, as soon as his services were no longer needed at the emergency, he proceeded to complete the road test he had been doing.

Johnny worked 9 years with BMW as a mechanic before joining NYPD three years ago. Johnny is a graduate of Lincoln Tech and resides in Flushing Queens. Many thanks for your quick and skilled response to a motorist in need and for all your work supporting NYC's Finest and keeping New York City safe.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

JANUARY 12, 2018

ISSUE 209

MAYOR DE BLASIO SIGNS NEW BIODIESEL BILLS

KEITH T. KERMAN

On January 8, 2018 Mayor Bill de Blasio signed a series of new environmental laws aimed at further improving our City's air quality and reducing greenhouse gasses. Among these were bills that launch formal efforts to expand the use of biodiesel to City school busses and marine ferries.

Local Law 28 of 2018 was sponsored by Council Members Rosenthal, Richards, Constantinides, Koo, and Rose and calls for DCAS and the Department of Education to work together to assess opportunities to expand biodiesel use to the City's private school busses. The agencies will survey the current fueling practices among current City school bus companies and assess options for increasing access to biodiesel supplies in the private marketplace including retail fuel stations.

NYC currently uses biodiesel in all its trucks at agencies including Sanitation, Parks, Police, Correction, Fire, Transportation, and Environmental Protection. The City has a large in-house fueling capacity for managing biodiesel distribution. Increasing availability of biodiesel blends for private school bus companies will be a focus of the required study.

Local Law 27 of 2018 calls for a similar effort focused on the City's fleet of passenger ferries. DOT will coordinate this effort.

Biofuels are critical to our NYC Clean Fleet initiative and we look forward to pushing the envelope to increase adoption.

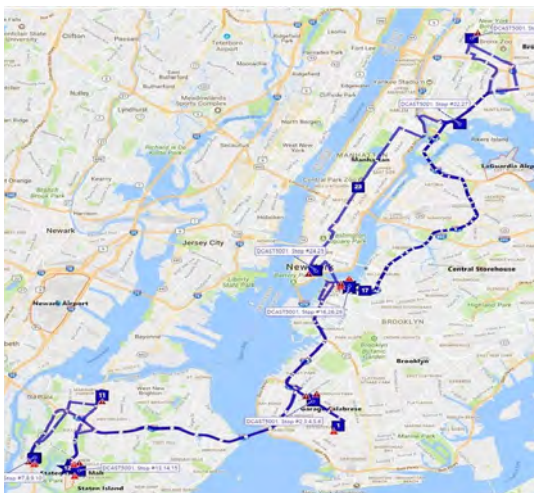


AGENCIES WORK TOGETHER TO FUEL SCHOOLS, FACILITIES

KEITH T. KERMAN

Following Hurricane Sandy, NYC implemented an equipment resiliency initiative to increase our fleet of emergency related equipment such as light towers, generators, and water pumps. As part of this initiative, DCAS also doubled the City's fleet of fuel trucks.

This week, our emergency fuel plan got put to the test. Due to the extended cold spell, the winter storm, and the requirement for facilities to interrupt natural gas and use backup oil tanks, the City's fuel vendor reported a major backlog in deliveries and asked for help.



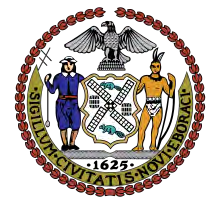
City agencies including DSNY, FDNY, DOT, NYPD, DCAS and OEM answered the call.

With little notice, agencies completed over 70 deliveries on Sunday, January 7 keeping the heat on at City schools and fuel running to emergency response vehicles.

As shown in the caption, our DCAS fuel truck alone deployed to all five boroughs during the day on January 7. Agencies continued to work together to provide 24 hour per day fueling support throughout the week.

We want to thank all the agencies and staff who went beyond the call to support their fellow agencies and the Department of Education. This was really the best of fleet on display!





Bill de Blasio, Mayor
 Lisette Camilo, DCAS Commissioner
 Keith T. Kerman, Chief Fleet Officer

JANUARY 19, 2018

ISSUE 210

THE 2018 FLEET CALENDAR

KEITH T. KERMAN

Move over excessively attractive firefighters and hard working sanitation workers, there's a new calendar in town—and its low emissions!

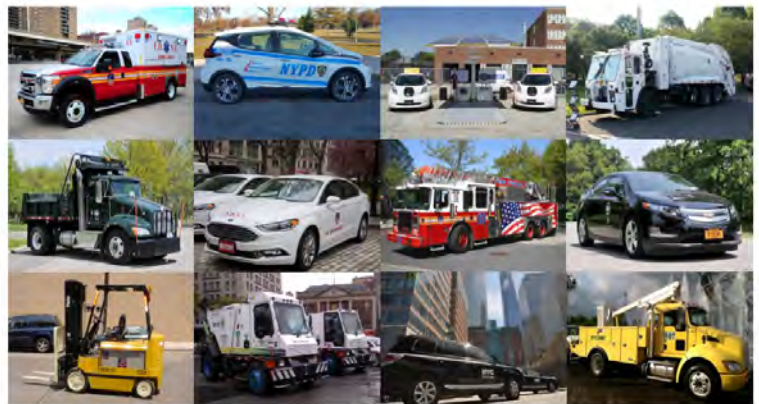
Welcome to the inaugural NYC Fleet Calendar featuring alternative fuel vehicles from City agencies including NYPD, DSNY, FDNY, DOT, DOB, DCAS, and DPR. Everyone loves calendars and there's no shortage featuring vehicles whether its sports cars, antiques, luxury cars or even muscle cars.

The NYC Fleet Calendar may be the first, and is certainly the best, highlighting low or zero emissions fleet units from hybrid ambulances, electric forklifts, shared plug in sedans, biodiesel burning trucks, to zero emissions police cars.

Each day at fleet we hope to make more sustainable than the day before, and now we have a calendar to mark those days.

Thanks to Carmine Rivetti, Jacqueline Gold, Krishna Kirk, Stacy Beatty, Jon Ells, our contributing agencies, and especially DanFeng Li of City Graphics for their work and quick turn-around on this inaugural calendar. Fleet in action will be our 2019 theme so get your images ready.

2018 Fleet Calendar



Thanks to DSNY, FDNY, NYPD, Parks, Education, DOT, OCME, and Buildings for sharing their photos.

2018 FLEET SHOW

KEITH T. KERMAN

SAVE THE DATE!

Thursday May 17

**Join us to celebrate the 30th
 NYC Fleet and Equipment
 Show!**

**Hosted by Parks and DCAS at
 Flushing Meadows
 Corona Park**



**30TH ANNUAL
 EQUIPMENT
 & VEHICLE
 SHOW**

Thursday, May 17, 2018, 9am to 2pm
 Rain Date: Friday, May 18
 Flushing Meadows Corona Park,
 Queens, by the Unisphere

This show highlights vendors who support NYC's Clean Fleet and Vision Zero initiatives, as well as daily operations. We will have vendors offering a wide array of products to improve vehicle safety including cameras, truck side guards, systems to track and manage fleets, and systems to avoid or mitigate collisions. The show also highlights vehicles and equipment with alternative fuels and emissions reducing technologies, along with the latest in light and heavy-duty vehicles, trucks, horticultural equipment, tools, fleet services, and more.

Free to all exhibitors and attendees.
 For more information or to RSVP, please call (212) 386-0377 or email dkrantz@dcas.nyc.gov

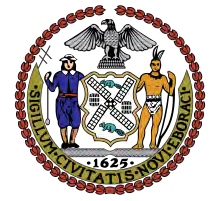
Accessibility Questions? Contact DCAS Accessibility at 212-386-0256, or accessibility@dcas.nyc.gov by May 11, 2018.



DCAS Side-guard Initiative Hits 1,500 Mark

Thanks to Mayor de Blasio's Vision Zero initiative, DCAS has now installed more than 1,500 truck side-guards on City trucks from all agencies including NYPD, FDNY, and the NYC Departments of Sanitation, Transportation, Environmental Protection, and Parks.

Truck side-guards are common sense safety installations that protect pedestrians, bicyclists, motorcyclists, or small cars from going under a truck in a side collision. In Europe, side-guards have been mandated for decades, but they are still rare in North America. DCAS partnered with the US Department of Transportation Volpe Center on a report in 2015 about truck side-guard implementation and launched its program that year. Our effort is now the largest of its type in the United States. The partnership with the Volpe Center received a national Federal Laboratory Consortium Award in 2016. NYC Local Law 56 of 2015 now requires these installations on City trucks and commercial waste vehicles by 2024.



Bill de Blasio, Mayor
 Lisette Camilo, DCAS Commissioner
 Keith T. Kerman, Chief Fleet Officer

JANUARY 30, 2018

ISSUE 211

LONDON, NYC HOSTS FUTURE FLEETS FORUM

KEITH T. KERMAN

Last week, DCAS, the City of London Corporation, City of London Police, Local Authority Plant and Vehicles (LAPV) and the Chartered Institute of Logistics and Transport (CILT) hosted an international Future Fleets Forum and weeklong best practices exchange in London.

The program has been over a year in the making and was a chance for these two great international cities to compare notes and join forces for fleet sustainability and advancement. Awards were also given to local fleets in London who are leading the way on clean and safe alternatives.

A wide variety of public organizations participated in the exchange including the National Department for Transport, Transport for London which is the London DOT, London Planning and Transportation Committee, City of London Corporation, City of London Police, Commercial (Procurement) Director for London, London Borough of Hackney Council, and also the City of Montreal Canada.

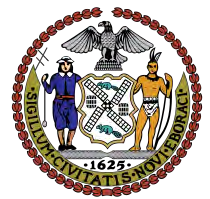
A number of academic institutions participated and presented including King's College London and the University of Hull. Professor Claes Tingvall of Sweden presented on the founding and guiding principles of Vision Zero. Transport for London recently announced their adoption of Vision Zero. DCAS also met with victim advocacy representatives from Road Peace and See Me Save Me.

There were also a series of private sector presentations. Geesinknorba and NRG Fleet Services showed off London's first all electric garbage truck, which got its public debut at the conference. Assetworks presented on its vehicle acquisitions and planning module. Babcock presented to DCAS on the maintenance and servicing program for London's police and fire vehicles. Among many innovations, London Police operate motorcycles that are both plug in electric and also some powered by hydrogen.



London and NYC face common fleet challenges in safety, sustainability, and procurement including how to expand electric charging, change habits of fleet operators, and facilitate better and more competitive procurements. We expect this forum will be the beginning of a long relationship and partnership as we work with London and other cities across the globe on a more sustainable future for transportation.

Many special thanks to Ann Marie Knecht, Vincent Dignam, Jason Pidgeon, Arend Mouton, Chris Ruane, Catherine Barnett-Radu, Aidan O'Donovan, Graham Sheen, Eric Richardson, Stephen Stamo, Vanessa Salazar, Sherry Lee and Tamika Johnson for all their work on this program. We will be posting more from the event and the presentations on our website.



Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

FEBRUARY 8, 2018

ISSUE 212

FLEET SPOTLIGHT: RANDY JOHN, SERVICE WORKER, FDNY

LENIN FIERRO

This week we begin our annual fleet spotlights in recognition of Black History Month. We begin with Randy John, an automotive service worker at the FDNY.

Randy joined FDNY Fleet Services after working in the service department of Plaza Honda and Star Nissan where he got his initial fleet repair experience. At FDNY, Randy is currently assigned to the machine shop where he assists with re-building of specialized components including brake rotors and radiators for FDNY fire fighting trucks. Randy also recently assisted on boom cylinder repairs, a less common repair challenge.

Randy is very grateful for the opportunity to work for the city and especially FDNY. Randy views his co-workers as the best part of the job. "They all treat you like family," confirms Randy, "and assist you when you need help. They don't let you just sink or swim."

Randy graduated from Abraham Lincoln High School in Brooklyn and then got his certificate in Automotive Repair from Lincoln Tech. He holds a CDL with a Class A tow truck endorsement. He also recently took the mechanics civil service test and is looking forward to moving up the ranks.

Randy resides in Crown Heights, Brooklyn, and his hobbies include working out, playing football, and modifying performance cars. Welcome from all of us to fleet and thanks!



NYCHA AND DCAS PARTNER ON FLEET

KEITH T. KERMAN

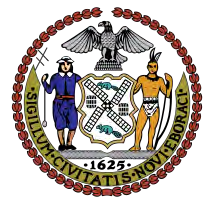
City Hall, the New York City Housing Authority (NYCHA), and DCAS finalized an agreement on January 18, 2018 to consolidate fleet management services between NYCHA and NYC Fleet. Under the agreement, NYCHA will become fleet's newest client fleet and DCAS will provide fleet administration, servicing, and fuel access for approximately 900 light and medium duty NYCHA units citywide.

The partnership between NYCHA and DCAS has been developing over many years. In November 2014, NYCHA began using NYC Fleet Focus through DCAS as the management system for its fleet and equipment operations. In August 2013, DCAS completed a special initiative to assist NYCHA with auctioning of their City vehicles. In January 2016, we formalized that partnership and DCAS has been performing all NYCHA's fleet auction functions. In 2017, DCAS also began training NYCHA drivers as part of our Vision Zero safe driving initiative, shown here. DCAS has already trained over 800 NYCHA vehicle operators.

Starting this month, NYCHA will now receive full client services including repair inspections, fueling, body and glass work, auction, and fleet administration. NYCHA will join the Fleet Federation and more closely adopt the citywide fleet rules. We also hope to partner further on Vision Zero, NYC Clean Fleet, fleet tracking, and other initiatives.

This agreement furthers our shared services initiative in fleet which now covers over 6,000 fleet units. Thanks to everyone at NYCHA, Law, DCAS General Counsel, OLR, OMB, Fleet and the Mayor's Office who worked on this initiative, and welcome NYCHA.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

FEBRUARY 16, 2018

ISSUE 213

FLEET SPOTLIGHT: BENJAMIN ANATSUI, NYPD FLEET

LENIN FIERRO

We continue this week with fleet spotlights in honor of Black History Month. This week we present Benjamin Anatsui, Supervisor of Mechanical Equipment (SOME) at NYPD Shop 4 in Queens.

In 2006, Ben was working in the service department of a Saturn dealership in Queens when he opted for a change and joined NYPD Fleet Services. Ben started as an Auto Service Worker and worked his way up the ranks to Auto Mechanic. Late last year, he was promoted to SOME.

Ben worked at a number of fleet shops around the city. He first started with the salvage unit at NYPD Central Repair Shop (CRS) and has also worked at the old Shop 9 on Randalls Island, the new Shop 9, and Shop 7 in the Bronx. Ben is now at Shop 4 where he manages day to day repair operations and supervises 21 employees.

When asked about his time at NYPD, Ben said “it a great job, challenges arise every day that you must resolve.” Ben is a graduate of Bronx Community College (BCC) with a degree in automotive technology. BCC has a great automotive program and fleet partners with them on a number of efforts.

Ben currently resides in Manhattan with his wife Edwige and his children Victoria and Benjamin. Many thanks for your dedicated service to the City, NYPD, and citywide fleet.



FLEET TALKS PROCUREMENT

KEITH T. KERMAN

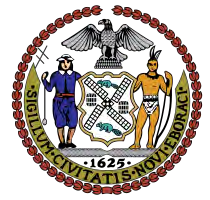
NYC has one of the largest fleets in North America and spends nearly \$1 billion annually on fleet related services. Procurement of vehicles, trucks, parts, fuel, and services is a critical dimension of our citywide fleet program. On February 15, 2018 DCAS Fleet, for the first time, presented on the fleet program to the regular meeting of all Agency Chief Contracting Officers (ACCOs) as organized by the Mayor’s Office of Contract Services (MOCS).

The City’s Fleet Manual structures the procurement rules for fleet and related services. NYC also has 17 Local Laws that govern fleet procurement and operations, particularly Local Law 38 of 2005 which requires the most fuel efficient vehicles be purchased for each type of unit.

As importantly, both Mayor de Blasio’s Vision Zero and NYC Clean Fleet initiatives have critical procurement aspects. Through our Safe Fleet Transition Plan, the City will now specify and procure the safest possible vehicles in the marketplace for all vehicle types. Through NYC Clean Fleet, we are making the transition to buying electric plug in vehicles and biofuels.

As with all aspects of City operations, fleet relies on effective procurement services from MOCS, our Office of Citywide Procurement at DCAS, and as supported by all the City agency ACCOs. We hope today’s presentation will lead to even closer and better coordination in the future. Thanks to Dan Symon, Ryan Murray, and Nadia Quddus from MOCS for inviting fleet to present.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

FEBRUARY 28, 2018

ISSUE 214

FLEET SPOTLIGHT: FABIEN PIERRE, NYC PARKS FLEET

LENIN FIERRO

Completing our Black History Month spotlights, this week we present Parks Auto Mechanic Fabien Pierre.

Fabien is a graduate of Elmont Memorial High School and attended Suffolk County Community College. Fabien started his career as a mechanic at Huntington Chevrolet in Long Island but shortly after he was introduced to city employment by his mother.

Fabien is very proud of the fact that his mother Ghislaine Pierre is a 25 year Parks employee and credits her for introducing him to the opportunities that Parks had to offer.

Fabien began his Parks employment as a seasonal worker. In 2013 he became a permanent city employee as an Auto Service Worker (ASW) and has since progressed to Auto Mechanic (AM). He recalls that when he started he mostly worked on lawn mowing equipment at the 5-Boro Repair Complex on Randalls Island and is currently assigned to Flushing Meadows Garage where he repairs complex forestry equipment like log loaders, bucket trucks, and chippers.

Fabien mentioned “that the on the job training that was made available help him grow professionally” and credits Parks leadership for the opportunity he has received to get his CDL with air brake endorsement, CNG certification, forklift certification, and his NYS inspection license. Fabien said “in general Parks helps you grow, with training and support. You can feel the family vibe and its a great environment to work in.”

Fabien resides in Elmont NY. His hobbies include barbecuing, cooking, and basketball.



NYC Parks Chief of Operations for Citywide Services Apollon Paris, Auto Mechanic Fabien Pierre, Ebony Society President Arnyce Foster, NYC Parks Commissioner Mitchell Silver.

DCAS POSTS REPORT ON CAR AND FLEET SHARE FOR 2017

KEITH T. KERMAN

Local Law 41 of 2015 calls for the City to implement car sharing in its fleet operations, and charges DCAS with reporting annually on these efforts. Last month, DCAS posted our second annual report on car share.

NYC operates the nation’s largest car and fleet share program. There are two aspects to our initiative. City employees can use private share cars in the same manner as private individuals. In addition, DCAS has installed sharing devices on City owned fleet vehicles, what we call fleet share.

In 2017, there were 95 agencies or divisions that used our citywide private car share contract with Zipcar. This is a 72% increase from the 55 agencies and offices that participated in 2016. On average, all City accounts spent \$149,000 per month on car share services in CY17. This was an increase of over 98% from the previous year’s report. The Agency for Children’s Services (ACS) was the largest user of car share.

In addition, in the last year, we expanded the number of City owned and shared fleet units to 764, an increase of 57 or 8%. Most of these were our new citywide all electric shared units managed through DCAS. NYC Parks has been the largest partner with DCAS on the citywide EV share initiative. We plan to reach at least 1,000 total shared units in 2018. We are also updating the technology from Fast Fleet to Local Motion, which offers additional functionality, and going to a single citywide all-agency web portal for fleet share reservations and administration.

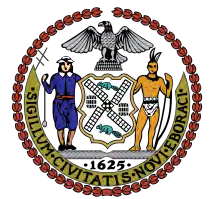
Car and fleet share continues to advance and present a new model for addressing transport needs for fleet vehicles. We look forward to working with all agencies to continue to grow these efforts.

NYC Citywide Administrative Services **Fleet Share**

home about how it works faq contact

How Does NYC DCAS Fleet Share Work?

- Activate.** Eligible drivers will receive instructions on how to activate an access card that becomes their key to NYC DCAS Fleet Share vehicles.
- Reserve.** Reserve any of our NYC DCAS Fleet Share vehicles - for a couple hours or the entire day. Do it right online.
- Unlock.** When you reach your reserved vehicle, just hold your access card to the windshield. The doors will unlock, and it's yours to drive.
- Drive!** Drive away... and return the vehicle to its designated parking area at the end of your reservation. It's that simple.



Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

MARCH 9, 2018

ISSUE 215

FLEET SPOTLIGHT: NILSA ANA WYNTER-MOORE, DOT FLEET

LENIN FIERRO

In honor of Women's History Month, we want to celebrate the life of Nilsa Ana Wynter-Moore, Procurement Analyst at DOT Fleet Services.

Nilsa's career with the New York City Department of Transportation began in 1986 and spanned thirty-one years. Nilsa began as a traffic agent and later became a procurement analyst with fleet. In this role, Nilsa helped administer over \$8 million annually for fleet services.

She was a valued staffer and often recognized for her exemplary service. Her fellow employees became her extended family and the office became her extended home. Her energetic and charismatic nature resulted in many good friends within the department and her local community in Riverdale. Her warm and compassionate personality won her many admirers and Nilsa was both loved and respected by those who knew her.

Nilsa was born in La Boca, Panama, in the Canal Zone. Nilsa attended the Fashion Industry High School and studied at John Jay College of Criminal Justice. Nilsa was a proficient seamstress and could sew everything with or without a pattern. She was fascinated by legal matters and soon became an advocate, helping people in need.

Nilsa passed away in October 2017 and left a void in DOT's Fleet Office as well as in their hearts. Michael Krafinski, Director of Fleet Services, wanted us to know that "she was more than simply a co-worker. Nilsa was a champion, advocate, leader, and an integral part of Fleet operations. She will not be replaced at Fleet easily and will never be replaced in our collective memory." DOT and DCAS Fleet extend our condolences to her family and loved ones and remember her three decades of dedicated service to our great city.



FLEET DONATES ENGINES TO AUTOMOTIVE HIGH SCHOOLS

KEITH T. KERMAN



NYC Fleet partners with the Department of Education in many ways including paid internships for automotive high technical students, donation of vehicles for repair training, provision of electric cars for driver's education, and special programs and events.

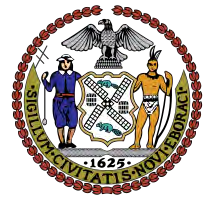
This month, DSNY, NYPD, and DCAS added a new dimension to this partnership through an agreement to donate used vehicle and truck engines for diagnostic and classroom training.

DCAS Fleet executed a memorandum of understanding with Automotive High School in Williamsburg, Brooklyn to provide the school with a MP7 Volvo engine, John Deere engine, and a Pony Engine supplied by DSNY. The DSNY staff at the Central Repair Shop (CRS) in Queens created mounts with wheels to make the engines mobile while on school grounds and graciously delivered the engines to the school.

In addition to the engines donated by DSNY, NYPD also donated 4 additional engines to Automotive High. The donated engines include 3 conventional engines and 1 hybrid engine. NYPD fleet staff packaged and delivered them as well.

All the engines will be incorporated into hands-on training organized by DOE automotive instructors Renato Rosales and Pete Rosenson. Education's Automotive High Schools and Career and Technical Education (CTE) program produce many of the service workers, mechanics, and supervisors who repair and manage the NYC Fleet. We are proud of our continued and growing partnership with DOE and thank DSNY and NYPD for their recent donations.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

MARCH 23, 2018

ISSUE 216

VISION ZERO YEAR 4 REPORT

KEITH T. KERMAN

Today, the Mayor's Office of Operations released the Vision Zero Year Four Report. This report outlines the progress made in the first four years of Vision Zero and lays out a blueprint for additional investments and initiatives in Year 5 and beyond. Vision Zero is not just a set of specific initiatives and capital projects. It's a long term plan to transform the safety of our streets and vehicles for drivers, passengers, pedestrians, and bicyclists alike.

The agencies coordinating Vision Zero including NYPD, DOT, DOHMH, TLC, Law, OMB, and BIC regularly meet with the Mayor's Office of Operations to review progress and develop next steps, including monitoring events on the ground. This report reflects both the progress that has been made and the many challenges remaining.

For Fleet, we are proud of the many efforts already in place including the nation's largest truck side-guard initiative, the Safe Fleet Transition Plan (SFTP) to buy safer fleet units, barring hands-free phone use, training 42,000 staff in safety, and the first phase of vehicle tracking.

That said, these efforts must continue in earnest and there is much more to do. We will begin the upgrade and transition to live fleet tracking in 2018 and bring our drivers in for a second day of training. We are making the first set of financial investments in safety technology as part of the SFTP and will explore new ways, including virtual reality, to help train and orient drivers for difficult traffic situations.

Most importantly, we look forward to working in partnership with our partner agencies, non-profits, public and private fleets and vehicle operators to further this vital work. We will post the report on our fleet site at DCAS.



CAR FREE EARTH DAY 2018

KEITH T. KERMAN

Save the Date

April 21, 2018

Car Free Earth Day

For more on how to participate, go to

NYC.gov/CarFreeNYC

CAR FREE EARTH DAY
BROADWAY
TIMES SQ TO UNION SQ
SATURDAY 4/21 • 9AM - 3PM • NYC.GOV/CARFREENYC

30 BLOCKS = **OPEN** STREETS
+ ZERO CARS

Car Free Earth Day (Broadway)

Car Free Earth Day Background

Car Free Earth Day is an annual car-free event, which will be held this year on Saturday, April 21st, the day before Earth Day. The Event opens thirty blocks of Broadway from Times Square to Union Square for people to explore on foot during event hours, 9:00 AM to 3:00 PM. Programming is presented at five rest stops: Times Square (42nd Street and Broadway), Herald Square (34th Street and Broadway), Garment (39th Street and Broadway), Flatiron (23rd Street and Broadway), and Union Square (17th Street and Broadway). Environmental programming is offered by City agencies and nonprofit organizations along the route to promote activism and education surrounding climate change, sustainability and other relevant topics. Visit DOT Flickr for images of past Car Free Earth Day events, www.flickr.com/nycstreets.



For Immediate Release



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**CITY INSTALLS 500 ELECTRIC VEHICLE CHARGERS AND
COMPLETES CONSTRUCTION OF SOLAR-POWERED
CARPORTS**

***Chargers are Powering City Government's Fleet of 1,300 Electric
Vehicles Across the Five Boroughs***

NEW YORK – The Department of Citywide Administrative Services (DCAS) today announced the installation of the City's 500th electric vehicle charger and the completion of the first phase of solar-powered electric vehicle carports. The City's 500 electric vehicle chargers are accessible at facilities operated by several City government agencies. The solar-powered carports are installed at 37 locations and can fully charge electric vehicles without use of the City's electric grid. The chargers and carports help power the City's 1,300 electric vehicles. The use of the new solar carports will save the City 13,000 gallons of gasoline and yield up to 500,000 vehicle miles annually.

The 500th charger was today unveiled at the John F. Kennedy High School Campus, home to five Bronx high schools and one of the recently-completed solar carports. The announcement was made with students and staff from Bronx Theatre High School, one of the schools located at the Kennedy campus.

"New York City has the largest and greenest municipal vehicle fleet in the country," said **Lisette Camilo, Commissioner of the Department of Citywide Administrative Services**. "With 500 electric vehicle chargers, we are powering a clean and modern vehicle fleet that is reducing City government's carbon footprint. Our solar carports are taking it a step further by using nothing but sunshine to power many of our cars."

The City's 1,300 electric vehicles include City vehicles operated across 23 separate City government agencies. Under the NYC Clean Fleet plan announced by the de Blasio administration in December 2015, the City set a goal of 2,000 on-road electric vehicles by 2025. The City is well ahead of pace of this initial goal, with 1,300 electric vehicles procured so far and hundreds more on the way.

The carport at the John F. Kennedy High School Campus will power a City fleet electric sedan that is used for drivers' education. As part of the extensive partnership between DCAS and the NYC Department of Education, electric vehicles at six schools are used for drivers' education. Additional school campuses include South Richmond High School, Automotive High School, Thomas Edison High School, Brooklyn South Community High School, and George Washington High School.

“Over the past three years, our schools have greatly expanded environmental initiatives, including our Zero-waste program and the installation of solar panels, and with this solar carport, the John F. Kennedy High School campus has taken another big step in the right direction, said **Elizabeth Rose, NYC Department of Education Deputy Chancellor**. “This initiative is one more way in which we are making our school district one of the most sustainable in the country.”

The City's 500 fleet chargers now include 37 portable solar carports, the largest such initiative in the nation. The first solar carport was installed at the David N. Dinkins Municipal Building in September 2015. These solar carports are free-standing and do not plug into the electric grid. Each carport can power two to three electric vehicles daily depending on use.

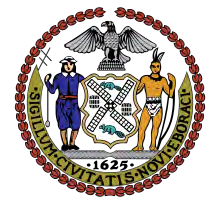
“In the last five years, we have seen dramatic growth in electric vehicle models for sedans,” said **Keith Kerman, NYC Chief Fleet Officer**. “We expect this to expand to SUVs, vans, pickups, and trucks in the next five years. Growing our charging network will be critical to supporting this electric fleet of the future.”

“With the largest fleet of municipal vehicles in the United States, New York City must take the national lead in reducing our carbon footprint,” said **Fernando Cabrera, Chair of the New York City Council Committee on Governmental Operations**. “As the chair of the NYC Council Committee on Governmental Operations and a Bronx resident, I'm proud to see the installation of the 500th electric vehicle charger and completion of the City's installation of solar-powered carports at the John F. Kennedy High School campus in the Bronx. By incorporating an electric vehicle into the school's driver education program, we are also equipping our students with the knowledge, awareness and understanding of green technology and the importance of protecting the environment. I commend Commissioner Camilo and the Department of Citywide Administrative Services for reaching this milestone.”

“When New York City steps up to lead, the rest of the world takes notice,” said **Costa Constantinides, Chair of the New York City Council Committee on Environmental Protection**. “Over 20% of the city's greenhouse gas emissions come from cars, trucks, and buses, so when we as a City show that electric vehicles are a solution for both the public and private sector, that creates a model for everyone to emulate. With forward-thinking initiatives like this, New York City will be that much closer to achieving our 80x50 goal.”

About DCAS

The Department of Citywide Administrative Services (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. It does this in part by working with City agencies on recruiting, hiring, and training; providing facilities management for 55 public buildings; purchasing, selling, and leasing City property; purchasing more than \$1 billion in supplies and equipment annually; and implementing conservation programs throughout City facilities. Follow us on Twitter, Instagram, and Facebook.



Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

MARCH 28, 2018

ISSUE 217

FLEET INSTALLS 500TH EV CHARGER, 37 SOLAR CARPORTS

KEITH T. KERMAN

On March 28, DCAS Commissioner Lisette Camilo, NYC Chief Fleet Officer Keith Kerman, and Assistant Principal James Barron cut the ribbon on the City fleet 500th electric charging station, which is also our 37th citywide solar carport. This completes the first phase of our solar carport initiative. The 500th charger is located at the Bronx Theatre High School at the JFK Campus.

NYC Fleet has been operating electric cars since the donation of Toyota Rav 4 EVs in 1998. These units were discussed in the clearly premature “Who killed the electric car” documentary. The real momentum in fleet electrification has come under Mayor de Blasio’s NYC Clean Fleet Plan. NYC now operates 1,300 on road plug in vehicles, 500 charging units, with much more to come.

The most exciting aspect of this program continues to be our partnership with the Department of Education at 7 schools, including Bronx Theatre, where students are learning to drive and getting their licenses in all electric vehicles provided by DCAS. Bronx Theatre is now the second school where the units will also be charged exclusively by the sun using a solar carport.

Many thanks and congratulations to the 16 separate City agencies who manage this charging network in partnership with DCAS. We look forward to reaching additional milestones in vehicles and chargers as quickly as we can.



FLEET SPOTLIGHT: JENNIFER ROBERTON, SUSTAINABILITY

LENIN FIERRO

Keeping to the themes of vehicle electrification and Women’s History Month, this week’s spotlight is on Jennifer “Jen” Robertson. Jen currently serves as a Transportation Policy Advisor for the Mayor’s Office of Sustainability and she is helping to lead efforts to promote electric vehicle adoption citywide and expand public EV charging.

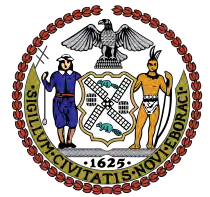
Jen is a graduate of The University of British Columbia and hold a Master’s Degree in City and Urban Community Planning where she was awarded the Joseph-Armand Bombardier Canada Graduate Scholarship.

Prior to coming to NYC, Jen spent six years in urban planning with non-profits in Toronto and also worked for the City of Toronto promoting alternative modes of transportation as a Smart Commute Specialist.

Jen is now focused on greening private and public vehicles in NYC and helping expand electric and plug in vehicle adoption. Jen joined DCAS in presenting on electrification last week along with the Mayor and Fleet Chief of Austin, Texas in a program for the National Conference of Mayors.

Jennifer finds her position very rewarding especially thanks to her new colleagues. “I love the people that I work with.” said Jen. “It’s an honor to work with so many knowledgeable coworkers that I can learn from.” Jen resides in Long Island City with her domestic partner Marsha. She is an avid cyclist and recently has taken up boxing. Many thanks to Jen, her predecessor Ben Mandel, and to Sustainability for all their partnership.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

APRIL 13, 2018

ISSUE 218

PUT SPRING IN YOUR STEP, BUT SLOW DOWN YOUR CAR

KEITH T. KERMAN

Spring has finally arrived and more New Yorkers and tourists will be out and about. This week, City DOT and NYPD warned of the increased risks of collisions, injuries and fatalities on the roads in the spring, especially on weekends. Traffic fatality risks in April increase 28% over the winter months.

City fleet operations also step up in the warm weather months, as do increased safety risks. A look at the non-emergency fatalities impacting the City's fleet since 2014 shows that 60% of the events took place from April through July and all of them between February and September.

The most important thing fleet operators can do is to drive slowly at all times. In FY17, we did record a 13% decrease in speed events across the 39 million miles tracked through our current telematics initiative. That said, there is much more to do. City fleet vehicles are just as responsible to slow down at school areas, work zones, and throughout the City as all private vehicles. This spring we need to refocus efforts to ensure safe and cautious fleet operations.

Along with slow driving, City operators are reminded to stay focused and avoid driving distractions. City fleet has barred use of cell phones, hand held or hands free, smoking or texting while driving. NYC is too busy and hectic a place to do anything but stay focused on the road at all times when behind the wheel.

This spring, fleet will also be rolling out new bumper stickers to promote safe driving and encourage the public to let us know when we fall short.

Enjoy the improved weather and stay safe.



FLEET SPOTLIGHT: FORKLIFT SAFETY

KEITH KERMAN AND LENIN FIERRO

In the last month, NYC has experienced two fatalities involving forklift operations and employees of private sector companies. In Brooklyn, a 47-year-old construction worker lost his life in a work site incident, as did another 34-year-old construction worker in Queens.

While these tragic incidents did not involve City operations, they are a reminder to us of the risks inherent in all fleet operations and forklift operation specifically. NYC operates 541 forklifts across 11 agencies with DSNY, DEP, DOT and NYPD using the most.

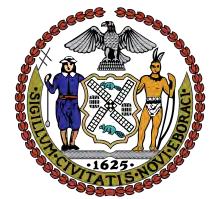
At our Fleet Federation meeting on April 13, we reviewed safety requirements for forklifts. We also received a demonstration of Virtual Reality technology that holds promise of adding to our tool of training options for forklifts. All forklift operators must have an up to date OSHA training certification and also be re-assessed at least every three years. DCAS offers a requirements contract with Continental Lift Truck for a one day safety and training course for forklift operations which meets the OSHA requirements.

Among the most serious dangers with forklifts:

- Tip-over events especially when forklifts are improperly loaded, on uneven surfaces, or brakes are not properly applied;
- Collisions of forklifts with staff working in confined spaces.

Please take this opportunity to review safety requirements with all operators. Please reach out to NYCFleet@dcas.nyc.gov if you need assistance coordinating the safety training. Thanks.





Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

APRIL 20, 2018

ISSUE 219

NYC BUILDINGS LEAD NATION IN BIOHEAT, B10 USE

KEITH T. KERMAN

For over a dozen years, NYC has been a leader in biofuels implementation in fleet units and buildings. NYC took another big step this winter with our first citywide program to use bioheat blends of 10 percent (B10). Through March 31, 2018 NYC buildings have used over 80% more biodiesel for heating than last year, with over 6 million gallons of B10 used.

Education, Sanitation, Parks, Homeless, and DCAS led the way in this first B10 citywide program. This is the largest B10 initiative ever implemented by a single organization in the country.

In 2016, NYC passed Local Law 119 which requires all buildings in NYC, public and private, to use bioheat. The first threshold was for all buildings to use five percent bioheat (B5) by October 2017. NYC had already been using B5 for its government owned buildings for over 5 years.

The next threshold in the law is for all buildings to use B10 but not until October 2025. NYC Buildings were way ahead on B5 and now we are doing the same for B10. NYC Parks has used B10 and B20 successfully for bioheat since 2009. This winter, 259 City buildings used B10. The B10 initiative focused on sites that use D2 fuel. D4 and D6 fuel are being phased out completely by NYC.

Many thanks to all the agencies who supported this initiative. We look forward to completing the B10 effort at all facilities next year and beginning the planning for B20!

NYC Government Buildings Bioheat, B10		
Total Biodiesel (B100 Equivalent) in Gallons		
Agency	FY17TD	FY18TD
ACS	490	504
Aging	0	186
Correction	1,150	940
DCAS	15,818	23,416
Education	338,569	644,313
DEP	1,481	1,564
Fire	7,075	6,968
Homeless Services	18,665	31,287
HRA	2,380	2,113
Parks & Recreation	41,042	37,139
Police	16,551	21,652
Sanitation	45,716	111,834
Transportation	457	2,567
Citywide	489,394	884,483

*as of 3/31/18

RENEWABLE FUELS FORUM, MAY 2, PROSPECT PARK

As NYC's use of biofuel, bioheat, and renewable diesel expands, DCAS, NYC Parks, Calstart, and the National Biodiesel Board will host a forum to explore the development and use of biofuels.



Renewable Fuels Forum

Hosted By: DCAS

In Partnership With

The National Biodiesel Board and CALSTART

Wednesday May 2, 2018

8 AM - 4 PM

At the Picnic House in Brooklyn's Prospect Park

To RSVP, Please Contact Jonathan Ellis: Jells@dcas.nyc.gov

Wednesday May 2, 2018
 Brooklyn's Prospect Park
 Picnic House
 Please reach out to DCAS Fleet
 for more information.

For Immediate Release



Media Contact:

Nick Benson
Deputy Communications Director
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646-832-6533

NYC to Use 99% Petroleum-Free Diesel in Over 1,000 City Vehicles, Including Many Sanitation Trucks

900,000 Gallons of Renewable Diesel Will Power 11.3 Million Miles of Low-Emissions Driving

NEW YORK – The New York City Department of Citywide Administrative Services (DCAS) today announced that it will for the first time use renewable diesel, a low-emissions, 99% petroleum-free fuel, to power over 1,000 City government vehicles. Renewable diesel is made almost exclusively of plants and animal fats, with just 1% of its contents derived from petroleum. Use of the new fuel will power City vehicles to drive 11.3 million miles with reduced emissions. Renewable diesel will be used in large vehicles like sanitation trucks.

“Mayor de Blasio set an historic goal of reducing greenhouse gas emissions 80% by 2050, and using plants instead of petroleum to fuel our vehicles is an example of how we’re delivering on this commitment,” said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. “New York City government has the cleanest and greenest vehicle fleet in the country and we are proud to lead the way.”

Renewable diesel will reduce greenhouse gas emissions by over 60% compared to traditional petroleum-based diesel. New York City will be one of the first fleets to use renewable diesel in the northeast. Currently, San Francisco uses renewable diesel for its entire municipal fleet. Most renewable diesel use is currently concentrated in California.

The use of renewable diesel builds upon the City’s success using alternative fuels, including biodiesel. Biodiesel is a blend of 5% to 20% organic fuel combined with regular petroleum diesel. Almost every City truck, including those used by Fire and Sanitation, runs on biodiesel. The City also uses solar and wind energy to power government buildings and vehicles.

This initiative is part of Mayor Bill de Blasio's historic commitment to reduce greenhouse gas (GHG) emissions in New York City by at least 80% by 2050 (80 x 50).

“Fossil fuels are a destructive and increasingly outdated energy source,” said **Mark Chambers, Director of the Mayor’s Office of Sustainability**. “Incorporating biofuels into

our City's fleet sets the example for the market, and furthers our transition to clean energy."

"In order to reach our goal of reducing emissions 80% by 2050, we in government will need to do some heavy lifting," said **Council Member Costa Constantinides**. "Using biodiesel and renewable fuels will help us go a long way in achieving that goal. I'm proud to have been working to bring these types of fuels to our City's ferries and buildings. By adding biodiesel to our City's vehicle fleet, we will be one giant step closer to accomplishing our 80 by 50 goals and I applaud the Mayor for his efforts."

"NYC blends biodiesel in all fleet fuel and heating oil for municipal operations and has over 12 years of practical experience with biofuels," said **Keith Kerman, DCAS Deputy Commissioner and NYC Chief Fleet Officer**. "Renewable diesel is an exciting next step which holds the prospect of completely replacing regular diesel with no impact to operations."

"It's our mission to keep New York City healthy, safe and clean, and having a modern, green fleet that uses renewable energy complements that," said **Kathryn Garcia, Commissioner of the NYC Department of Sanitation**. "Today, our entire diesel fleet runs on 20% biodiesel fuel and we've reduced unleaded fuel by nearly half since 2005. We're proud to stand with other City agencies in expanding the use of alternative fuel sources like renewable diesel and making our City fleet the greenest and cleanest in the country."

"New York and DCAS have been at the forefront of the clean fuels movement for more than a decade," said **Donnell Rehagen, CEO of the National Biodiesel Board**. "We have been thrilled to see all they have done with biodiesel and are equally excited to see what they can accomplish with renewable diesel."

"Renewable diesel bears immense promise to greatly cut climate and air emissions - today - from trucks and buses that are already on the road," said **Benjamin Mandel, Northeast Regional Director at CALSTART, a national clean transportation not-for-profit organization**. "Today's announcement demonstrates the City's resolve to meet its climate and air quality commitments, and DCAS being an early adopter catalyst will help to build volumes for this fuel and other clean transportation technologies across the Northeast market."

"Sprague is pleased to continue our longstanding partnership with New York City agencies in introducing cleaner fuels to the city," said **David Glendon, President and CEO of Sprague Energy**. "We applaud the commitment of Mayor de Blasio, DCAS and City agency fleets to this initiative and look forward to a successful implementation using our fueling infrastructure."

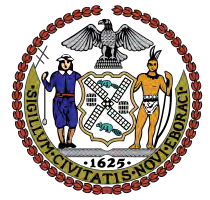
"New York City continues to be a leader in the adoption of higher blends of biodiesel and implementing policies that support the use of cleaner fuels," said **Randy Howard, President and CEO of Renewable Energy Group**. "We are proud to partner with the City to supply domestically produced renewable diesel and look forward to continue to grow the consumption of advanced biofuels in the city to improve air quality for New Yorkers."

DCAS made the announcement today at a Biofuels Forum hosted by DCAS and the NYC Parks Department in Prospect Park. The forum is produced in partnership with the National Biodiesel Board and CALSTART and discusses the latest trends and technologies in biofuels.

The renewable diesel used by the City will be produced domestically by Renewable Energy Group and will be distributed by Sprague Energy.

About DCAS

The Department of Citywide Administrative Services (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. It does this in part by working with City agencies on recruiting, hiring, and training; providing facilities management for 55 public buildings; purchasing, selling, and leasing City property; purchasing more than \$1 billion in supplies and equipment annually; and implementing conservation and safety programs throughout the City's facilities and fleet.



Bill de Blasio, Mayor
Lisette Camilo, DCAS Commissioner
Keith T. Kerman, Chief Fleet Officer

MAY 2, 2018

ISSUE 220

DCAS ANNOUNCES RENEWABLE DIESEL PROGRAM

KEITH T. KERMAN

DCAS today announced it had finalized a demonstration contract with Sprague Energy and the Renewable Energy Group (REG) to supply 900,000 gallons of renewable diesel fuel for the City fleet. City trucks from Sanitation, Parks, DOT, DEP and other agencies will begin use of the sustainable fuel this May and will use the fuel through October or until this initial supply lasts.

NYC has long been a leader in biodiesel implementation in City fleet units and City buildings. Renewable diesel takes these efforts to a new phase. Like biodiesel, renewable diesel (RD) is produced from plant products and animal fats and is not a fossil fuel. Like biodiesel, RD reduces greenhouse gas emissions over 60% and also reduces tailpipe pollution. RD is manufactured to the same specification as regular diesel, however, and avoids some of the cold weather and materials compatibility issues that must be addressed with higher blends of biodiesel. In fact, we will be implementing RD99, an almost complete replacement of regular fossil diesel.

RD is mostly used in California today. San Francisco has adopted RD for their entire fleet of vehicles including emergency services. As part of our demonstration contract, we want to establish that RD is a viable operational fuel for our City fleet. We also want to begin developing a larger industry and supply of the fuel on the East Coast.

As part of that effort, DCAS made the announcement at our first Biofuels Forum, hosted by DCAS and NYC Parks at the Prospect Park Picnic House. Industry leaders from across the country came to discuss the state of the renewable fuels industry and to partner with NYC on this important effort.

Thanks to the California Air Resources Board, City of San Francisco, National Biodiesel Board, Calstart, Iowa DOT, Port Authority of NY/NJ, Union of Concerned Scientists, Prospect Park Alliance, and everyone who participated in the forum. Many thanks to FDNY Fire Prevention, DEP Air Quality, DCAS Procurement and Legal, and our partner fleet agencies for their work on this exciting and promising initiative. The event materials will be posted online.

FLEET SPOTLIGHT: DENNIS JIMENEZ, HRA

LENIN FIERRO

This week, the fleet spotlight turns to Dennis Jimenez, Director of Fleet Administration for the Human Resources Administration (HRA). Dennis currently works out of the Police Operations Office at HRA, located in downtown Manhattan.

Dennis manages day to day operations for HRA's fleet of 211 vehicles which is comprised of sedans, SUVs, vans, and outreach units. HRA also manages the new ID NYC Command Center announced by Mayor de Blasio in March 2017. This unit is helping to conveniently sign up New Yorkers citywide for ID NYC and also serves as a backup emergency resource.

HRA has 585 authorized drivers and Dennis has led Vision Zero efforts to improve driving safety. HRA has been a model fleet in scheduling safety training, completing rules compliance on ESS, and promoting safe behavior. Collisions at HRA have declined 38% from 84 in 2014 to 52 in 2017. We are looking forward to working with Dennis on additional initiatives including the upgrade of our telematics system.

Dennis began with HRA as a Motor Vehicle Operator (MVO) in 1995 and has served 22 years with the City. Reflecting on his career, Dennis stated "The people I work with are like family. I cherish the camaraderie I share with my fellow workers no matter what position they hold."

Dennis graduated from Seward Park High School in Manhattan. Prior to his City employment, he worked as a tool machinist. Dennis is a proud father of Dennis and Aizel and loves being recognized by his kids as number one Dad and Grandad. Dennis resides in the Lower Eastside of Manhattan where he recently moved from Queens.

Thanks Dennis for all your partnership and keep it up.



Fleet Partners with Academia on Big Data

By: Keith T. Kerman

Last month DCAS finalized a Memorandum of Understanding (MOU) with the Wagner School of Public Service at New York University to partner on analytical projects using big data from our fleet telematics initiatives. This latest agreement follows similar recent partnerships between DCAS and the Data Institute at Columbia University and separately with the University Transportation Research Center (UTRC) at the City College of New York.



As part of Vision Zero, DCAS has implemented one of the largest fleet telematics efforts ever conducted in the public sector. DCAS is also working now on an update to the original technology.

Fleet uses this data to manage vehicle utilization, speed, hard braking, and to ensure vehicles operate within approved locations. Agencies can also use this data for operational purposes such as tracking work crew activities or keeping to assigned schedules.

With over 13,000 telematics units in place, the data produced is enormous, in the billions of records. This type of big data can be analyzed to identify all types of potential issues impacting safety, sustainability, street design, traffic flow, vehicle design and maintenance, idling, as well as other areas beyond the day to day scope of fleet.

DCAS has a tremendous partnership with the public automotive high schools and colleges and is excited to extend our educational work in the areas of data analysis and research. Each university brings to bear expertise in research, statistics, modelling, and analysis that can help us bring fleet management to new levels. We look forward to reporting on the results of this research in the months and years ahead. Thanks to DCAS Legal for their support on these agreements.

We also want to introduce you to the new format for the Fleet Newsletter and welcome new users of NYC Fleet Focus who are receiving the newsletter for the first time.

We also look forward to seeing you on **Thursday, May 17, at our 30th Annual NYC Fleet Show in Flushing Meadows Corona Park.**

// CONNECT WITH DCAS TO FOLLOW NYC FLEET //



Visit us on the web at nyc.gov/DCAS

For Immediate Release



Media Contact:
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NYC to Expand Network of Electric Vehicle Chargers, Use New Technology to Charge Cars in as Little as 15 Minutes

Fast Chargers Will Help Keep City Government Vehicles in Continuous Use

NEW YORK – The New York City Department of Citywide Administrative Services (DCAS) will today announce a planned major expansion of the City’s network of electric vehicle (EV) chargers. The City currently operates 500 EV chargers, which are used to charge City government vehicles. It is the largest network of EV chargers for any vehicle fleet in the country, and the City expects to add 100 new chargers. The new chargers will also be the City’s first ‘fast electric vehicle chargers,’ which will keep electric vehicles in continuous use by reducing lengthy charging periods that can take vehicles out of commission. The new chargers can charge vehicles in as little as 15 minutes. Most of these new chargers will be located at existing City-managed fueling locations. This project is expected to be funded by \$10 million from the City’s proposed capital budget with construction to begin early next year. The EV expansion is part of a series of announcements to be made today at the City’s 30th Annual Truck and Equipment Show presented by the NYC Parks Department and DCAS at Flushing Meadows Corona Park.

“New York City government has the cleanest and greenest vehicle fleet in the country, and we’re building upon our success by installing 100 new electric vehicle chargers that will significantly decrease charging times,” said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. “In as little as 15 minutes, we’ll be able to charge environmentally-friendly electric vehicles and get them back on the streets serving the people of New York City.”

DCAS will also announce additional enhancements to the City’s municipal vehicle fleet, including:

- Construction of 50 new solar carports. Solar carports capture solar energy to fully charge EVs without any connection to the electric grid. In addition to environmental benefits, the solar carports offer an important resiliency measure if the City were to lose power and need to charge EVs. The City currently operates 37 carports that were put into operation over the last six months.
- The City of New York has installed over 12,000 new safety features on City vehicles in the first year of the Vision Zero Safe Fleet Transition Plan. The plan, part of Mayor de Blasio’s Vision Zero initiative to protect the public by reducing injuries and fatalities stemming from traffic collisions, formalized best practices to integrate vehicle safety technologies into City vehicles. Installed safety features include automatic braking systems, rear-view cameras, sideguards that prevent pedestrians and bicyclists from going under large trucks during side-impact collisions, and adaptive headlights, among other technologies.

These advances in greener and safer vehicle technologies are part of record investments in the specialized emergency and heavy fleet units that support NYC government

operations. In FY18, over \$380 million has been invested in new City fleet vehicles, including 662 sanitation trucks for the City of New York Department of Sanitation. This is the third consecutive year of record investments in the fleet that supports City government agencies. This includes \$1.1 billion invested in the last three years alone.

"NYC is one of the nation's largest procurers of safe and sustainable fleet technology," said **DCAS Deputy Commissioner and NYC Chief Fleet Officer Keith Kerman**. "At today's 30th Fleet Show, we celebrate our latest milestones including 1,500 electric vehicles, our first contract for hybrid police vehicles, expanding electric charging, and the safest fleet we have ever ordered. We thank our partner agencies and our vendors at the show."

"New York City continues to be at the forefront of Vision Zero initiatives, including fleet safety, helping to end traffic deaths and injuries on NYC streets," said **David Braunstein, President of Together for Safer Roads**. "As private sector leaders, our member companies are proud to be a part of the City's Equipment and Vehicle Show to share how we too are doing our part by incorporating the best technologies into our fleets and to promote access to best practices that improve public health and road safety."

"Congratulations to New York City for achieving four straight years of declining road fatalities thanks to its vision zero initiative," said **Jean-Claude Lauzon, Québec Delegate General in New York**. "And for recently installing the city's 500th electric vehicle charging station to service the country's largest and greenest municipal fleet. I'm proud of the Quebec companies participating in today's NYC Fleet Show and for their solutions that contribute to a safer and more sustainable environment."

"We are excited to come visit the NYC Fleet Show this year," said **Robert Besner, Commissioner for the Environment and Sustainable Development, City of Montréal**. "Our cities share a common goal to be a welcoming place for sustainable and innovative technologies, and I am thrilled to meet with the many participants, including the companies from Québec."

The 30th Annual Truck and Equipment Show is free to vendors and the public and offers a chance for the automotive and trucking industry to demonstrate the latest and best in safe, green, and reliable vehicle technology.

About DCAS

The Department of Citywide Administrative Services (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. It does this in part by working with City agencies on recruiting, hiring, and training; providing facilities management for 55 public buildings; purchasing, selling, and leasing City property; purchasing more than \$1 billion in supplies and equipment annually; and implementing conservation and safety programs throughout they City's facilities and fleet.

The City's 30th Annual Fleet Show Hosted in Queens

By: Keith T. Kerman

Despite the rain, DCAS and the Parks Department hosted its 30th Annual Fleet and Equipment Show in Flushing Meadows Corona Park. The rain couldn't dampen the enthusiasm of over 150 vendors who displayed the latest in safe and green technologies at the show.



DCAS made a series of announcements at the show, including plans to install 100 'fast electric vehicle (EV) chargers' at City facilities. While City agencies currently operate over 500 chargers currently, these are all level-2 chargers which require six to eight hours to charge. The 100 chargers announced today will be the first fast chargers, enabling charging from 15 to 30 minutes and greatly facilitating adoption of the City's growing EV fleet. As the City awaits the arrival of remaining FY18 light duty vehicles, the electric fleet is closing in on 1,500 on-road units.

At last year's show, DCAS announced the completion of its Safe Fleet Transition Plan (SFTP) as part of Mayor de Blasio's Vision Zero initiative. Through SFTP, the City committed to procuring the safest possible fleet units in our new procurements. DCAS announced at the show that its first round of buying since SFTP will include over 12,000 new safety features for City vehicles, including automated braking, driver alerts, variable high-beams, backup cameras, and truck side-guards. These new investments will reduce collisions and lessen the impacts of crashes that do happen.

All these advances are part of a record investment in fleet being implemented by the administration. In FY18, DCAS has already committed over \$380 million for new fleet units, highlighted by 662 new DSNY trucks. This is the third straight year of record investment, with over \$1.1 billion being devoted to upgrade the fleet in the last three years alone.

There were lots of other great aspects of the show this year. Both DCAS Commissioner Lisette Camilo and City Council Environmental Chair Costa Constantinides addressed the annual meeting of Empire Clean Cities, a non-profit that promotes fleet sustainability. Together for Safer Roads also participated in the show supporting our Vision Zero efforts.

The City of Montreal Canada was out in force at the show bringing ten vendors to display. We also had a welcome visit from Mahanth Joishy and the City of Madison Wisconsin, which is working to adopt many of NYC's fleet initiatives in the Midwest. The MTA also displayed their new electric buses.

Not to be outdone, City agencies were there in force including the new Rikers Visit Bus and DSNY's new hybrid sweepers.

As always, we will post pictures and more from the show on our website, along with today's public announcement. We will also detail more about the initiatives announced today in future newsletters.

Thanks to Daniel Shinn-Krantz at DCAS Fleet who organized the show, along with everyone at Parks who hosted.



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Visit us on the web at [nyc.gov/DCAS](https://www.nyc.gov/DCAS)

Fleet Spotlight: Armando Lisojo and His New Fleet EV

By: Keith T. Kerman and Lenin Fierro

At last week's fleet show, DCAS made a public announcement about the administration's record investments in safe and cleaner vehicles. In the end, our fleet investments aim to support day to day City services and our fleet operators are the linchpins in adopting and making these investments successful. In this week's newsletter, we spotlight a long time fleet operator and expert, Armando Lisojo, Mechanical Inspector at DCAS.



Armando began with DCAS in 1981 as an auto service worker. He was promoted to auto mechanic in 1985 and is our senior technical field inspector in the DCAS Client Services unit. His role is to inspect complex mechanical repairs, ensuring the City gets the best services, quality, and costs. Armando also assists with special projects and emergency operations and played a key role addressing thousands of damaged City and private vehicles after Hurricane Sandy. More recently, Armando is helping DCAS make the transition to servicing nearly 1,000 additional vehicles from NYCHA as part of our recent consolidation.

In his long career as a field inspector, Armando has operated many different City vehicles, including the Dodge Aries K, Ford Taurus, Altima Hybrid, and the Chevy Volt hybrid plug-in. In his role, he also performs mechanical inspections for our full range of alternative fuel units. As part of Mayor de Blasio's NYC Clean Fleet initiative, we asked the entire DCAS fleet services unit to transition to all-electric Chevy Bolts.

While uncertain at first, Armando quickly became a believer. "I have to say, it didn't take long for the Chevy Bolt to become my favorite," states Armando. "The Chevy Bolt is an impressive addition to our fleet." The range of the Bolt is about 230 miles per charge, more than any of our other electric vehicles and has proven more than adequate for Armando to travel to shops in all five boroughs to do his inspections. The Bolt is a cross-over and has more interior space than most sedans.

Armando's glowing review for his newly assigned electric vehicle goes beyond the battery range and zero emissions. The biggest attraction is that the car is packed with safety features that have been put to the test while on the road. These safety features include forward collision alert, automatic braking, front pedestrian braking, lane keep assist, lane change alerts, and a backup camera in the rear-view visor, shown below. These features have helped Armando on his daily drive and are the focus of our Vision Zero Safe Fleet Transition Plan.

Armando grew up in Williamsburg, Brooklyn and attended Thomas A. Edison Vocational and Technical High School in Queens, one of fleet's primary DOE partner schools. He is a longtime Staten Island resident and is married to Nancy. Together they have two daughters, one son, and four grandchildren. His hobbies include biking and fishing.

Many thanks to Armando for four decades of exemplary City service and for leading the way as we make the transition to a more sustainable future for transport.

Wishing everyone a great Memorial Day weekend!



An example of a backup camera in a rear-view visor.

// CONNECT WITH DCAS TO FOLLOW NYC FLEET //

Visit us on the web at nyc.gov/DCAS

Repurposed Fleet Vehicles are Keeping New Yorkers Safe

By: Keith T. Kerman

Shared services in fleet take many forms, including inter-agency repair of vehicles through consolidation, fleet sharing through our partnership with Zipcar, and cross-agency collaboration on specifications for new vehicles.



DCAS also helps transfer units between agencies to save money and address changing operational needs. Since 2014, DCAS has coordinated 258 inter-agency fleet transfers, involving 58 separate agencies and offices. The units run the gamut from garbage trucks and sweepers, pick-ups, SUVs, sedans, and electric carts. In many cases, agencies are upgrading older, less efficient units with newer, but still used, units elsewhere. In other cases, units that are no longer needed or under-used at one agency are transferred to an agency with a more pressing operational need.

Our most recent transfer initiative supports NYPD with "blocker" vehicles. In recent years, vehicles are increasingly being used in terrorist and violent actions throughout the world, including New York City. One security measure that cities are taking is to set up physical barriers to protect vulnerable areas. Large City trucks can be used for these purposes to provide mobile physical security on short notice wherever needed.

In 2017, NYPD reached out to DCAS for support in creating a blocker security fleet by re-purposing older work trucks that are scheduled for replacement. These large trucks can be used to block street or sidewalk access and provide enhanced building security in a quick and flexible manner. The first five NYPD blocker units are now in place, converting trucks from DEP and DSNY. These units have been specially reinforced and will support NYPD event and emergency response operations citywide.

Thanks to Bob Martinez, Vartan Khachadurian, and Steven Ciregna at NYPD and Jon Ells at DCAS for coordinating this effort.

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NYC Fleet Spotlight: FDNY's Dolores Richardson

By: Lenin Fierro

This week's spotlight is bittersweet for FDNY Fleet Services. Dolores Richardson is a Planner and Scheduler at FDNY's Review Avenue Ambulance and Support Shop in Long Island City, the shop transferred to FDNY through fleet consolidation. FDNY at Review Avenue manages an around-the-clock repair and maintenance operation for the City's ambulances, personnel carriers, and support units.

The Ambulance Shop is one of the City's most critical and demanding fleet operations and Dolores plays an essential support role. Dolores has been a fixture with Fleet Services for many years, but as of next week she will retire after 30 years of service to the City of New York.

Among many roles, Dolores monitored ambulance and support unit readiness as units came in and out for service, and she coordinated with service shop and vendors on needed recalls and warranty work. There is no more important role in fleet than ensuring our ambulances are ready for action and Dolores supported our mechanics and fleet managers to do that daily.

Dolores started her career with FDNY in 1987 and has enjoyed every day since. "It's the people and I enjoy what I do" is what Dolores said about her time working for FDNY Fleet Services. Dolores added, "by coming in everyday and giving 100% and with great people around, that mix makes everything work well." Dolores worked hard and embraced the essential mission of FDNY, especially after 9-11 when she helped with the coordination for damaged and destroyed fire trucks and ambulances.

Dolores is a graduate of Franklin Delano Roosevelt High School in Brooklyn. Her last day of employment with FDNY will be Monday, June 11, 2018, and she already has plans to enjoy her retirement as soon as possible. She plans to take a couple of trips with her husband Emanuel Richardson. Dolores is a resident of Brooklyn and is ready to have more time to spend with her three daughters Korren, Charlene and Natasha.

Congratulations from all of us at DCAS Fleet on your long career in public service and a well-earned retirement!





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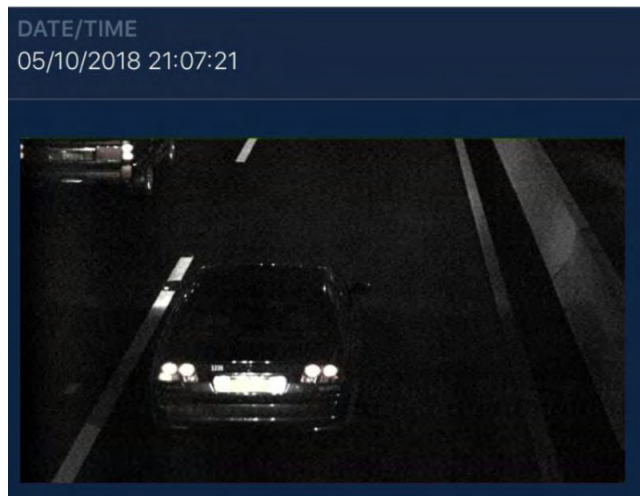
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NYPD Nabs Fleet Car Thief

By: Keith Kerman

Stealing a vehicle in New York State is grand larceny and a felony. Stealing an official City vehicle is particularly brazen and raises increased risks due to the expanded potential for serious misuse and misrepresentation.

Nonetheless, this is what recently happened with a 2005 Honda Civic issued to the Health Department. The vehicle was slated for salvage, but while parked and being readied for auction, the unit went missing. DCAS Auction Analyst Christopher Towns played a critical role in identifying the disappearance.



After extensive, but unsuccessful searching by Health Fleet and Police, DCAS and Health reached out to NYPD Deputy Commissioner Robert Martinez for assistance in finding the unit. On May 11, 2018, DC Martinez tasked Lieutenant John Pizzano of NYPD Support Services with finding the car.

Lt. Pizzano utilized license plate reader (LPR) camera technology to track the vehicle's movements in order to potentially identify a pattern and locate the vehicle. The initial results showed that the vehicle was being used on a daily basis, at sporadic times of the day and night. There were toll crossings throughout the city, most frequently to the Rockaways. Over the next few weeks, Lieutenant Pizzano continued to monitor the movements of this vehicle every day.

At 5:30 PM on Saturday, June 9, while he was leaving home on his off day for a concert at Nassau Coliseum, his persistence paid off. Lt. Pizzano once again, as he had done every day, made a remote inquiry regarding this vehicle. The inquiry showed that the vehicle was observed by a mobile LPR just minutes earlier, parked in the Flatbush section of Brooklyn.

Lt. Pizzano immediately called the 70th Precinct and coordinated with Police Officers Romanelli, Beccerra, Neamtu, and Pollastro. Within minutes, the vehicle was located but it was unoccupied. Under Lt Pizzano's direction, the officers parked strategically and covertly to observe. A short time later, an individual was observed leaving a nearby residence getting in the vehicle and attempting to drive away. The officers swooped in, made the arrest, and were

not deterred by the suspect's attempts to impersonate a City employee. The individual was subsequently charged with Grand Larceny Auto and Criminal Possession of Stolen Property, and the vehicle is back in the City's custody.

Many thanks to DC Robert Martinez, Lieutenant Pizzano, and the arresting officers for their focus and persistence, and to everyone at Health, DCAS, and DOI who assisted with this matter. The City fleet performs a critical public service mission and abuse of the fleet in this manner cannot, and in this case, did not, stand thanks to NYPD.



NYPD Lt. John Pizzano (left) helped find the stolen fleet vehicle and track down the alleged thief.

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Bill de Blasio, Mayor
Lisette Camilo, Commissioner
Keith T. Kerman, Deputy Commissioner
and Chief Fleet Officer

NYC Fleet Newsletter

June 22, 2018 - Issue 227

Save the Date: 5th Annual Vision Zero Fleet Safety Forum

By: Keith Kerman

On November 28, 2018, DCAS will host the 5th Annual Vision Zero Fleet Safety Forum at Queens Theatre in Flushing Meadows Corona Park. Each year, we bring together private and public fleets, fleet technology providers, and safety advocates to share and advance best practices. The event is a half day with lunch and free to all. Please see the details below for more information.

We also want to recognize our new class of driver trainers who will be supporting DCAS Fleet's Vision Zero efforts. On May 29, 2018, DCAS Fleet hosted a train the trainer session for Vision Zero Safe Driving instructors that added 12 instructors to our citywide training program. The trainers were from DEP, Parks, HRA, ACS, NYCHA, and DCAS and join existing instructors from DSNY and NYPD. There are now 88 instructors Citywide, and over 47,000 people have been trained in safe driving. This program is a model for other fleets and organizations. In FY18 alone, DCAS and its partner fleet agencies trained over 10,000 staff.

Thanks to everyone for your support of the training initiative and look forward to seeing you in the park to discuss safety on November 28.

Fleet Spotlight: Darren Merritt, Parks Fleet Services

By: Keith Kerman and Lenin Fierro

As we gear up for hurricane season, we are reminded of the critical importance of the City's fleet fueling infrastructure. Fully topped off, NYC's underground and vehicle tank holding capacity is over 2.3 million gallons. This includes 414 internal fueling sites, 59 mobile fuel trucks, and additional access to private fueling through the DCAS fuel card program. As we learned during Hurricane Sandy, liquid fuel supply can be at immediate risk during major storm events and proper management of these resources is essential.



All of which leads us to this week's spotlight. Darren Merritt is an Administrative Manager with the Parks Department's Fleet Services and coordinates fuel operations for nearly 3,000 fleet and equipment pieces.

Darren began with the City in 1988 and first served as a Parks Inspector. Darren would travel the City, closely inspecting and grading City parks and playgrounds to ensure safety and compliance with technical standards.

In 2011, Darren joined Fleet Services at Citywide Operations, 5-Boro. Darren manages tracking and deliveries of fuel to Parks 11 in-house fuel sites and also coordinates toxic waste disposal and tank maintenance and repairs. Darren's role is to ensure that Parks fuel sites are working and fuel is available 7 days a week, especially during the busy summer months at the city's parks.

Parks is also a leader in alternative fuels, including biodiesel and now renewable diesel, compressed natural gas (CNG), and electric vehicle adoption. Darren has played a supportive role in implementing all of these initiatives. Fleet was a big change for Darren but, as he states, "I learn a lot from the Parks Fleet team because of all the experience." He adds "The fact that I work for the city I live in, it gives me a great sense of pride and joy."

Darren is a graduate of Manhattan College and a past recipient of the Light of the World Award from the Parks Ebony Society. Darren resides in the Bronx with his wife of 27 years

and his two sons. When he is looking to relax, listening to music, reading a good book, or exercising does the trick.

Thanks to Darren for 30 years of committed service, and good cheer, to NYC, Parks and now Fleet.

Wishing everyone a safe and happy July 4th weekend!

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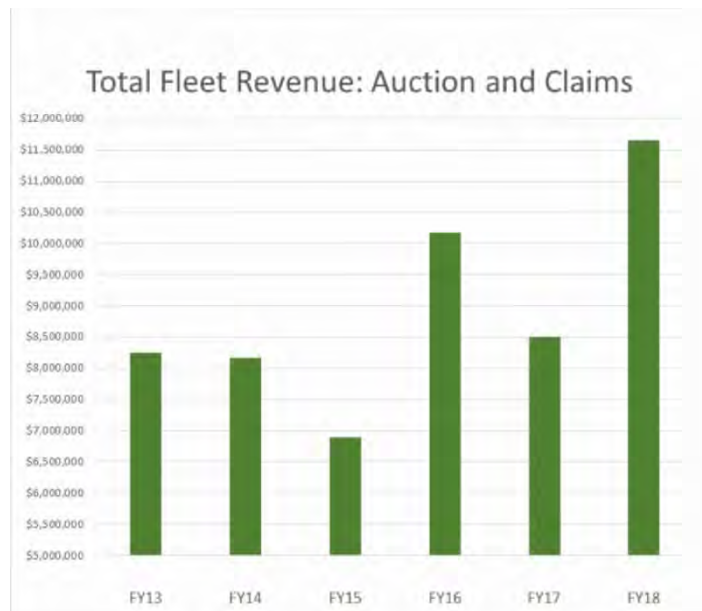
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City's Fleet Posts Record Revenue

By: Keith Kerman

DCAS, in partnership with OMB, is implementing a series of efficiency initiatives aimed at saving money and further optimizing fleet operations. These initiatives include efforts to increase revenues tied to vehicle auctions and to improve management of claims when City vehicles are damaged by private cars.

This push is paying off. The City posted record revenue from its fleet in FY18, with \$11.65 million in total revenue. This was \$1 million above the previous best year and \$3 million more than last fiscal year.

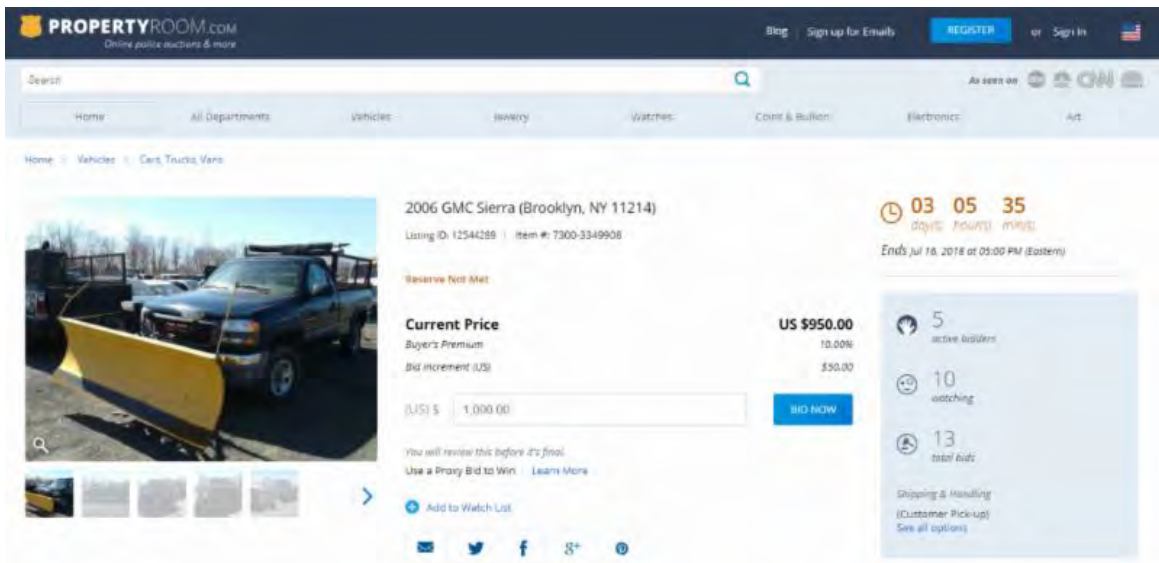


The City achieved its best ever year in both auction and claims, best ever per-vehicle auction returns, and a near tie with its best achievement for per-claim performance.

DCAS moved to online auctions for decommissioned vehicles in 2012, allowing for the repurposing of over 6 acres of land previously used for auctions. This land is now being used to generate economic development at the Brooklyn Navy Yard. The auctions are currently administered through a contract with Property Room. The general public can go to PropertyRoom.com to participate in the auctions. Auctions are open to all without fees to participate. While the revenues support City operations, City employees themselves may not participate in the auctions.

The improvement in claims management stems from improved tracking of collisions through DCAS Fleet's CRASH tracking system. These results are especially heartening as the team that manages this system went through a major staff transition this year, including promotions, new hires, and retirements. DCAS Fleet expects this positive trend to continue and accelerate as it introduces upgraded telematics and automated collision reconstruction in FY19. In March 2018 DCAS also signed an MOU with the Comptroller to improve data sharing and coordination of claims management.

Thanks to everyone for a great revenue year and keep it up. We will continue our annual reports on fiscal year performance in the upcoming newsletters.



Pictured above is the PropertyRoom.com website where City vehicles are auctioned.

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NYC DOT and Fleet Partner on Connected Vehicles

By: Eric Richardson

On July 19, 2018, DOT Deputy Commissioner of Traffic Operations Joshua Benson and DCAS Deputy Commissioner Keith Kerman finalized an MOU formalizing fleet's role in the Connected Vehicle Pilot Deployment Program being funded by the U.S. Department of Transportation (USDOT) and administered by NYC Department of Transportation



(DOT). Connected vehicle technology holds tremendous promise for increasing safety and efficiency on our city's roadways and could be a path to partial or fully autonomous vehicles.

On September 1, 2016, USDOT awarded three cooperative agreements collectively worth more than \$45 million to initiate a design, build, and test phase of the Connected Vehicle (CV) Pilot Deployment Program in three sites: New York City (NYC), Wyoming, and Tampa, Florida.

In NYC, connected vehicle technology will be installed in 8,000 vehicles. The City fleet will now be a major participant in this effort making up almost half the vehicles in the program. Other partners will include United Parcel Service, the Metropolitan Transit Authority, and NYC Tax and Limo Commission-licensed vehicles. DCAS and DOT will install the technology in conjunction with the upgrade of our existing telematics system for fleet. Together these efforts will constitute the most substantial step forward to date in fleet systems technology citywide.

The Connected Vehicle Pilot Deployment Program is a national effort to deploy, test, and operationalize cutting-edge mobile and roadside technologies and to connect vehicles to each other and to street fixtures in different environments. NYC's program will be the test case for a dense urban environment, focusing on Manhattan and Downtown Brooklyn.

"We are excited about this innovative pilot that will not only allow cars to communicate with each other but with our traffic signals as well," said Mohamad Talas, Director ITS Program Manager. "This test, which preserves driver anonymity, will prove to the federal government whether this technology is ready for the most complex streets in the nation or not."

How does connective vehicle technology work? The system deploys sensors and global positioning systems on vehicles and street infrastructure. The vehicles and infrastructure can then communicate with each other, identify potential hazards, and alert drivers to take preventive actions. For example, two connected vehicles could alert each other that they are heading toward impact and the vehicles could then alert both drivers to brake or take protective action. A street light could alert a vehicle that it's going too fast to safely stop before an upcoming red light.

This technology has the potential to increase safety, enable more efficient management of roadways, and reduce environmental impacts such as from idling. For more information regarding the Connected Vehicle Pilot Program, please visit <https://www.cvp.nyc>. Among many, thanks to Mohamad Talas and Juan Martinez at DOT, Eric Richardson and Stanley John at DCAS, and Robert Silberstein at DCAS Legal.

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DCAS Implements Largest Ever Fleet Acquisition

By: Keith T. Kerman

Working together, DCAS Procurement, Fleet, OMB, and the major City fleet agencies implemented the City’s largest single-year fiscal investment. During FY18, investments in new fleet and equipment units totaled \$419 million in commitments for 3,709 units.



Investment in the City's fleet has gone up each of the last four years, with the last three years all constituting record plans. The first full acquisition plan since the citywide consolidation of fleet was in FY13. Since FY13, the City has invested \$2 billion for over 21,000 new fleet units.

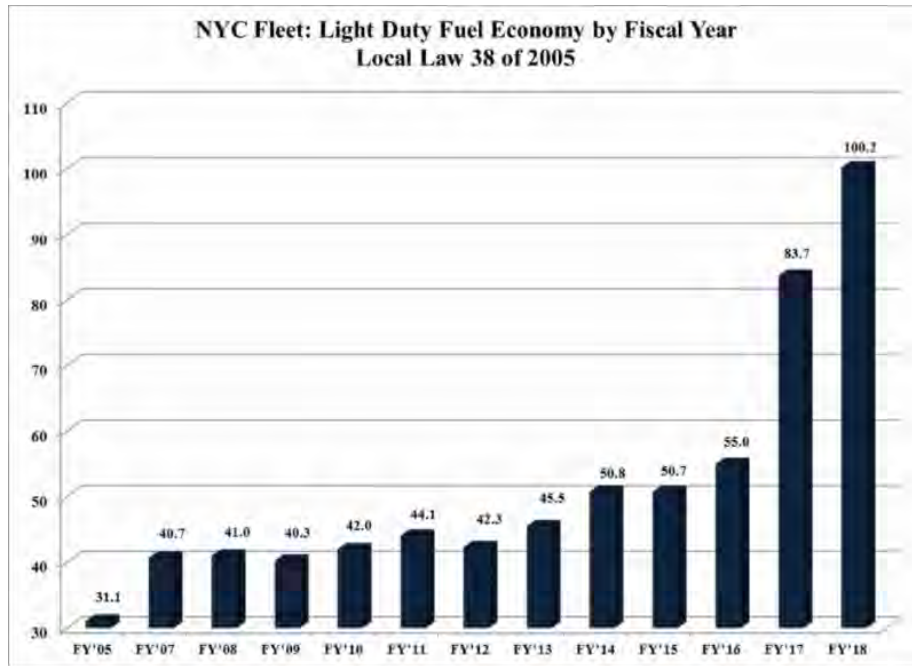
The plan included \$36 million for 1,006 alternative fuel vehicles. Of these, 581 were plug-in electric or solar units, including 452 electric sedans, 51 solar light towers, and our first two plug in mini-vans.

Local Law 38 of 2005 requires the City to report its fleet equivalent of Federal Corporate Average Fuel Economy Standards (CAFE) for light duty vehicles. For this year’s new units, we broke the 100 MPG mark for average fuel economy. This is the best MPG mark we have ever achieved, and, thanks to Mayor de Blasio's NYC Clean Fleet Plan and a focus on electric vehicles, we have nearly doubled where we were just three years ago.

Other highlights of the plan include 717 new police interceptors, a major replacement of 485 garbage trucks, and 91 replacement ambulances. All new City trucks will operate on blends of biofuels, including biodiesel and renewable diesel. The ambulances will also be outfitted with alternative power units enabling them to operate as hybrid units and even plug-in.

The average age of fleet units has also decreased from 74 months in FY14 to 69 months today.

Thanks to everyone who worked on this year's plan. We will further discuss aspects of this new fleet in future newsletters.



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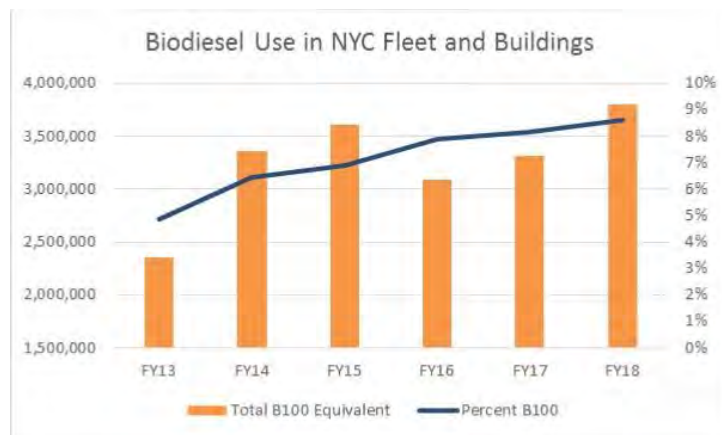
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FY18 Fuels Report: Record Biodiesel Year for Fleet and Buildings

By: Keith T. Kerman

NYC governmental operations, fleet, and buildings, implemented a record use of biofuels in FY18, continuing our investment in these cleaner, domestic fuels. In total, 3.8 million gallons of pure biodiesel (B100) were used through blends from B5 to B20. This was 9% of all diesel fuel, both records.



Driving this achievement was our initial rollout of B10 for heating oil. Over 6.8 million gallons of B10 was used to heat City buildings this winter, nearly seven times the amount of B10 used in FY17. We plan to implement B10 across the board in blends with D2 this coming winter.

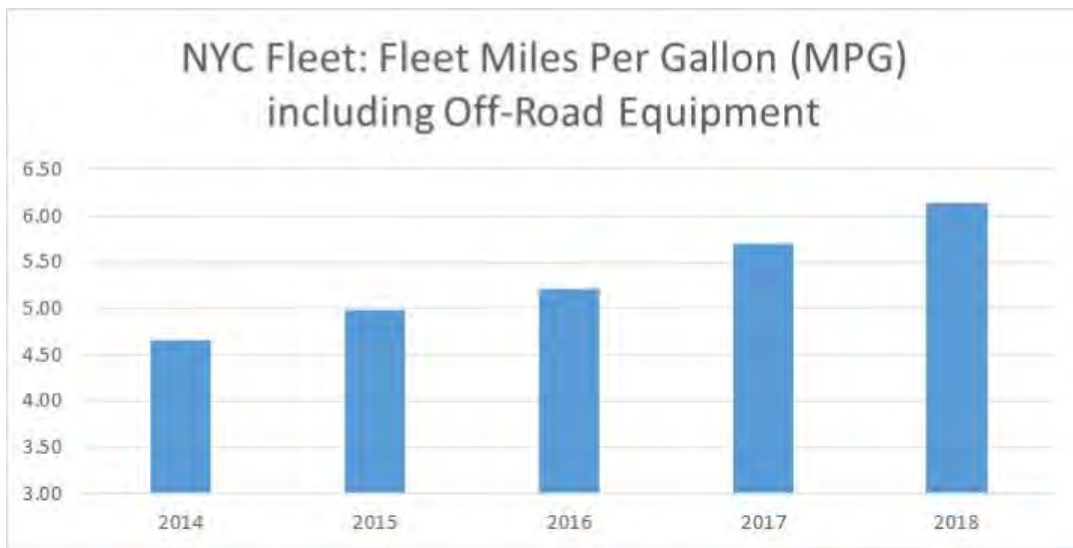
Fleet agencies also used a record amount of biodiesel in fleet units this year, at 2.087 million gallons of B100 equivalent. As importantly, Fleet agencies led by DSNY, Parks, and DEP have now employed our first 230,000 gallons of renewable diesel (RD). RD is an advanced biofuel that achieves more than 60% reduction of greenhouse gasses while avoiding some of the cold weather and materials compatibility issues with high blends of biodiesel. Along with biodiesel, RD holds the potential to dramatically increase our biofuels usage even further, including complete replacement of diesel fuels in many applications. We will report more on RD as our initial rollout continues.

Overall fuel economy for the City fleet continues to improve as we switch out older vehicles and trucks with electric, hybrid, and more fuel efficient models. DCAS tracks what we refer to as Fleet MPG, or miles per gallon. This differs from vehicle MPG by including fuel use associated with our more than 15,000 off-road and 2- and 4-cycle equipment pieces, which are generally used in conjunction with on-road fleet vehicles and use a great deal of fuel. We continue to see a steady and

substantial improvement in fleet MPG, even with off-road equipment impacts included.

NYC operates 414 liquid fueling sites, with 171 general use sites and the remainder at firehouses. When vehicles and mobile fuel trucks are added in, the City can hold more than 2 million gallons of fleet fuel at any one time. Through the DCAS contract with WEX, NYC also has access to all private retail fueling.

Through Mayor de Blasio's NYC Clean Fleet, we are working to displace fossil fuel use in fleet with electric vehicles and biofuels. In a future newsletter, we will update on the electric vehicle side.



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NYC Fleet: 2,000 Truck Side-guards and Counting

By: Keith T. Kerman

If you go to England, Brazil, and many other parts of the world, commercial and public trucks come with a standard safety feature called a truck side-guard. This common-sense railing blocks the space between the high truck tires on both sides, preventing children, bicyclists, motorcyclists, and even small cars from getting trapped in the gap and badly hurt or killed.

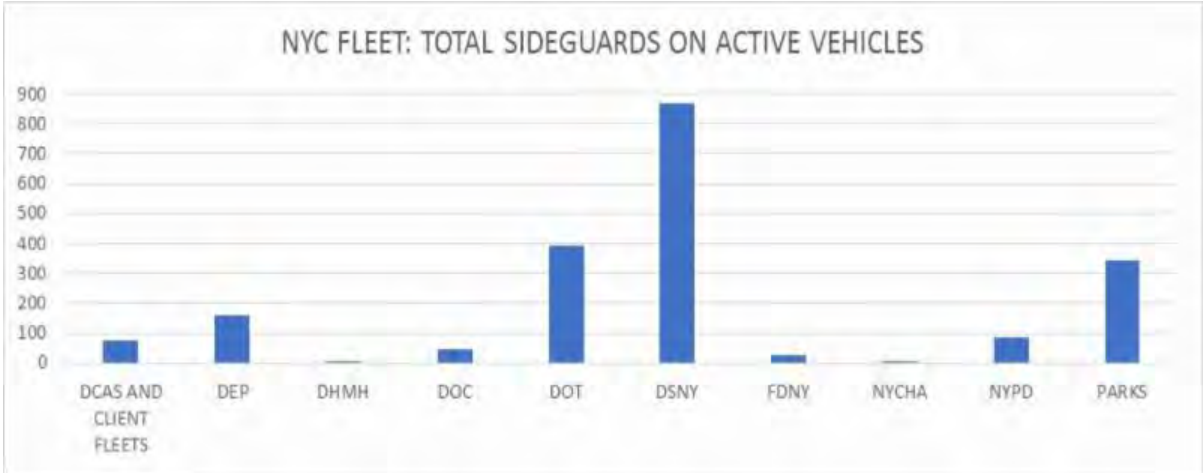


While standard and mandated in much of the world, these safety guards are still rare in the United States. As part of Mayor de Blasio's Vision Zero initiative, DCAS is working to change that. This week, we installed our 2,000th truck side-guard on City fleet units, the largest such initiative in North America, and with installations continuing weekly. NYC Parks, DOC, DOHMH, and DCAS have all completed installations for all of their trucks.

As part of Vision Zero, DCAS announced in May 2014 a partnership with the US DOT Volpe Center to study the efficacy and design of truck side-guards. In February 2015 DCAS and Volpe published a report on side-guards. As discussed in the report, trucks are 3.6% of vehicles operating in NYC but accounted for 12.3% of pedestrian fatalities, 14.8 deaths annually from 2002 to 2006, and 32% of bicyclist fatalities, 7.4 deaths annually from 1996 to 2003. Truck sides are involved with up to 25% of pedestrians hits and 55% for bicyclists. The fatality rate for bicyclists and pedestrians colliding with the side of a truck decreased by 61% and by 20%, respectively, following a national side-guard requirement in the United Kingdom in the 1980s.

In 2015, DCAS began installations on City trucks and the City Council passed Local Law 56 requiring side-guards to be implemented on City trucks and trucks from commercial waste fleets. In 2016, the Federal Laboratory Consortium (FLC) nationally recognized US DOT Volpe, NYC, Boston, Cambridge and San Francisco for their partnership on this initiative, and there is bi-partisan legislation pending in Congress to mandate this type of under-ride truck protection throughout the country.

Thanks to all our agencies, vendors and partners who brought this idea to life. DCAS will post a gallery of our newly safeguarded truck fleet on our website.



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NYC Fleet: Automotive Interns Summer 2018

By: Keith T. Kerman and Lenin Fierro

There are lots of ways for high school students to spend the summer, but none that we appreciate more at Fleet than our summer automotive interns. This week, we wrap up a successful hands-on internship program involving 29 talented students from DOE's Career and Technical Education (CTE) program. The students served as paid summer interns from July 11 through August 17.

These students completed hands-on internships at ten separate facilities including fleet garages at NYPD, FDNY and DOT and also with our CRASH unit at DCAS. An additional 11 students completed their automotive internships at MTA garages.

Students from Alfred E. Smith, Automotive High, and Tottenville High were joined this year by students from Urban Assembly Gateway School for Technology, Aviation High, Bronx Design and Construction Academy, School of Cooperative Technical Education, and Ralph R. McKee High School.



Through the internships, City supervisor of mechanics (SOMEs) and auto mechanics serve as mentors for the interns, guiding them through the day-to-day functions of a busy repair and maintenance facility where they can apply all the basic skills they learned in the class room. Students check batteries and brakes, change tires, check and change oil and fluids, and learn to do inspection checks. Vladimir Lerner, SOME at DOT, states that students, "learn about different aspects of repair shop operations like preventive maintenance, running repairs, and environmentally responsible recycling programs."

FDNY Fleet Director Louis Morbelli welcomed the students' participation at his facility and wanted to thank them for their hard work and dedication this summer.

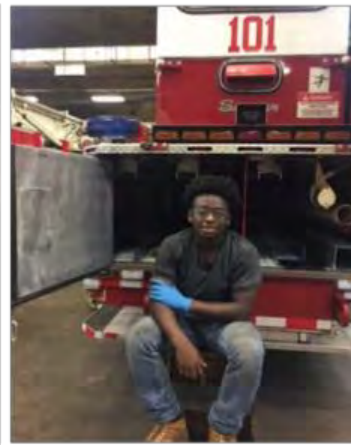
"I believe the experience was very gratifying both for them and the FDNY mechanics at the shop as they enjoyed teaching the interns."

Louis added that "this is an awesome program. We believe the interns are the future for fleet."

In addition to their hands on tasks, students tour the garages and agency workplaces and job shadow in complex repairs.

The automotive internship is just one piece of the partnership among DCAS Fleet and DOE. DCAS also provides vehicles for hands-on training at individual schools, supplies electric vehicles and chargers for DOE driver education programs, and partners on educational and safety initiatives. In the next year, DCAS will also join MTA in co-chairing CTE's Automotive and Transportation Commission.

Thanks to all the participating agencies and to DOE and CTE for another successful summer. DCAS will publish the list of student participants on our website.



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NYC Electricians Partner with Fleet on Charging

By: Keith T. Kerman

Vehicles are changing. Advances in electrification and information technology are playing major and expanding new roles in the design and operation of fleet units. Nowhere is this truer than with the NYC Fleet, which is leading the nation with its electric vehicle initiative and through upgrades of fleet telematics.

These changes introduce new partners and roles into fleet operations. As we continue to expand our electric charging infrastructure, the City's electricians at the major fleet operating agencies have now joined the forefront in providing power and fuel to City fleet units.

On August 7, this growing relationship was on display as DCAS and DSNY hosted a training session for City electricians on the latest in charging infrastructure. The training was administered by ABM, the DCAS vendor for charging infrastructure, and reviewed installation and activation of the CPF25 series and CT400 series Charge Point chargers on the DCAS contract.

The training was attended by City electricians and staff from multiple agencies, including DCAS, DEP, DOC, DOE, DOHMH, DSNY, FDNY, and NYPD. The training reviewed safe and proper assembly and connection of the chargers, maintenance, and also features of the newest chargers. As our charging program develops, DCAS Fleet Management is adding multiple connection ports to each charging unit, where we traditionally had only one, and is introducing smart charging capacities which will enable us to control when charging happens and to minimize the impact on the electric grid.

The City of New York already operates 520 charging units, with a large expansion planned in the next two years. We will also be looking at new types of charging technology and will have more to say about that in upcoming newsletters.

Critical to this change will be the expanded role and coordination with our City's electricians. We want to take this opportunity to thank them for embracing and supporting this effort and welcome them to the future of fleet.

We also want to wish everyone a great end of summer and Labor Day holiday week!



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For Immediate Release



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CITY FLEET VEHICLES GET 100 MILES PER GALLON: ALL-TIME HIGH

As Washington Rolls Back Fuel Economy Standards, NYC Leads the Way

NEW YORK – The NYC Department of Citywide Administrative Services (DCAS) today announced that the City of New York has achieved an average fuel economy of 100 miles per gallon for light duty fleet vehicles purchased during Fiscal Year 2018. This achievement is part of Mayor Bill de Blasio’s NYC Clean Fleet Plan and nearly doubles the average fuel economy from vehicles purchased just three years ago. This milestone comes on the heels of the Trump Administration’s announcement that it plans to halt existing plans to increase federal fuel economy standards.

“At a time when Washington is turning its back on fuel economy standards, the City of New York is leading the way,” said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. “Through the use of electric and alternative fuel vehicles, we have achieved a significant milestone that demonstrates that cities have an important role to play in fighting the climate crisis.”

“NYC Fleet employs sedans, SUVs, small pickups and mini-vans, the same vehicles and makes that most Americans drive daily,” said **Keith Kerman, DCAS Deputy Commissioner and NYC Chief Fleet Officer**. “We are successfully employing hybrid and electric models, reducing fuel use and maintenance costs, and operating in every type of condition. We are moving forward on fuel economy, not backwards.”

In FY18, the City, through DCAS, has invested \$36 million to purchase more than 1,000 alternative fuel vehicles, including 581 plug-in electric or solar units. This includes 452 electric sedans, 51 mobile solar light towers, and its first two plug-in mini-vans.

DCAS achieved the 100 MPG mark through a combination of electric cars, hybrid SUVs, and small pickups. The vehicles purchased during FY18 will reduce fossil fuel use by nearly 70% compared to traditional vehicles.

The City of New York has the cleanest and greenest municipal government vehicle fleet in the country. Recent milestones include:

- Purchasing the City's 1,700th electric and plug in vehicle.
- Beginning the use of renewable diesel, a 99% petroleum-free alternative to traditional diesel fuel.
- Installing 37 solar charging carports to charge electric vehicles using nothing but sunlight.

The NYC Clean Fleet initiative was announced by Mayor de Blasio in 2015. Under the plan, the City will cut municipal vehicle emissions in half by 2025 and 80% by 2035. This plan is part of the Mayor's overarching goal to reduce all greenhouse gas emissions in New York City 80% by 2050. Several of the goals of the NYC Clean Fleet plan include:

- Replacing at least 2,000 fossil fuel sedans with plug-in electric vehicles.
- Expanding the use of anti-idling, hybrid, and stop-start technologies to reduce emissions when vehicles are not driving.
- Increasing the use of alternatives to traditional diesel fuels.

At the end of FY18, over 18,500 City fleet units used some type of cleaner fuel alternative including biodiesel, renewable diesel, electric, natural gas, hybrids, and even solar units. The City now operates 40 different makes and models of alternative fuel equipment. The City also operates more than 500 electric charging stations, the largest electric vehicle charging network for any fleet in the nation.

"Reducing our reliance on fossil fuels not only decreases greenhouse gas emissions but makes our air cleaner," said **NYC Council Member Costa Constantinides, Chair of the Committee on Environmental Protection**. "It is especially encouraging to see the City fleet's fuel economy of 100 miles per gallon, because transportation is a leading source of carbon emissions nationwide. We must further this work as well as bolster the strides we have already made to incorporate more electric vehicles into our fleet."

The City's more fuel-efficient fleet is also a safer fleet. Thanks to Mayor de Blasio's Vision Zero initiative and our Safe Fleet Transition Plan, DCAS is incorporating additional safety outfitting at the same time as the agency introduces greener vehicles. Safety and fuel efficiency go together.

About DCAS

The Department of Citywide Administrative Services (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. It does this in part by working with City agencies on recruiting, hiring, and training; providing facilities management for 55 public buildings; purchasing, selling, and leasing City property; purchasing more than \$1 billion in supplies and equipment annually; and implementing conservation and safety programs throughout the City's facilities and fleet.

NYC Fleet’s FY18 Work Report, Over 275,000 served

By: Keith T. Kerman

This week, we celebrated Labor Day and this gives us a chance to thank and recognize the combined efforts of the 1,784 staff who work full time in the City's fleet service, repair and administration, and also the hundreds more in fleet dispatch and our Agency Transportation Coordinators (ATCs).

NYC Fleet	
FY18 Service Work	
Repair Orders	275,126
Jobs	716,554
Preventive Maintenance	88,983
Motor Vehicle Inspections	30,827
Parts Replaced	2,973,644

The City’s fleet includes over 31,000 on and off-road units and thousands of other equipment and machinery units. It’s as complex a fleet operation that exists in the nation with 173 different types of fleet unit of 379 different makes.

The City’s supervisor of mechanics, mechanics, machinists, auto service workers, tire maintainers, tow truck operators, parts staff, fleet and contract administrators, and specifications writers administer daily this complex fleet resource which is so critical to emergency service, policing, and public works at each major operating agency.

In FY18 alone, over 275,000 work orders were completed and tracked through our fleet management system, NYC Fleet Focus. These work orders encompassed over 716,000 separate jobs and services. Of these, over 91,000 or 13% were inter-agency shared service jobs as part of fleet consolidation and led by DCAS, NYPD and DSNY and also including DOT and Parks as service providers. Almost 3 million auto parts were installed on fleet units just last fiscal year.

As we all know, vehicles are more complex today than ever, with information and electric battery technology introducing more and more technical challenges. NYC Fleet staff perform their critical daily service and emergency response roles while also working to implement and transition to the greenest and safest fleet in the country.

It’s true in fleet as everywhere else that customers rarely thank you when things are working well, but expect instant response when issues occur. And while those expectations won’t change, we do want to remind all our fleet operators and customers that repairing vehicles is hard, physical, and complex work. This week, we recognize the enormous amount of skilled, committed, dedicated, and shared effort that takes place in the NYC Fleet program among all our partner agencies and thank the fleet staff citywide.



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NYC Fleet: Remembering Conan Freud

Today, we remember September 11, 2001 and the incredible impact it had on our nation, our city, and each of us personally. That impact continues with the recent loss of one of our own, Conan Freud. On June 27, 2018 Conan passed away after a battle with 9/11-related cancer. Conan was a proud, dedicated, and talented public servant who spent over 30 years making NYC a better place to live for all of us.

Conan spent his entire adult life serving NYC in public sector roles going back to 1984 when he graduated college. He spent 16 years at City OMB and was an Assistant Budget Director. He did two stints at DOT as both a Deputy Commissioner and the Fleet Chief. Conan was the Chief Operating Officer at the Taxi and Limousine Commission (TLC) for four years. He also took a break from City agencies for 3 years serving as a Vice President with Hunter College, CUNY, where he saw the impact education truly has on someone.



Conan became ill many years after working in the 9/11 recovery area. He initially reported to the site out of his own recognizance to support the emergency responders. His role there grew and he helped DOT organize many of its response efforts at the site. Conan was a serious, smart, thoughtful and professional government manager. He knew how to make things happen, work forward through issues, push when necessary, compromise when appropriate. As his son Matthew noted “ my father had this ability to understand and be curious in a way to help an agency or person solve any problem they faced.” He faced his illness with the same calm, focus, and hopefulness that he brought to his work and life.

Conan graduated from Stuyvesant High School in lower Manhattan and then attended SUNY Binghamton for his undergraduate studies. He also earned a Master of Science (MS) in Policy Analysis from the New School. Conan hails from an incredibly service-oriented and publicly impactful family. His wife Judy served as First Deputy Commissioner at the Department of Juvenile Justice and is a leader in the non-profit sector today. His sister, Sally, is the Chief of Water Quality Operations at City DEP. His father, Edgar, and mother, Olive, have pushed aggressively as engaged citizens to improve the quality of life in our City. Conan is also survived by two beloved sons, Matt and Josh. Matt is becoming an auto mechanic at Bronx Community College and working part-time at NYC Buildings. Josh is currently attending the High School for Math Science and Engineering at City College.

We miss Conan. We are thankful for his family and colleagues who carry on his work, service, and memory.



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NYC Fleet Spotlight: Peter Ortiz, Auto Mechanic, Parks

By Keith Kerman and Lenin Fierro

With over 160 types of equipment in the fleet, our fleet garages service and support many different specialty operations. As we face another hurricane season, we spotlight the City's critical forestry operations and one of our forestry mechanics, Peter Ortiz at NYC Parks.

New York City has over 666,000 street trees and over 5 million total trees. The main forestry program for the City is at NYC Parks, which operates log loaders, tree trimmers, stump cutters, chippers, and dump units to care for trees and address emergency situations.



Peter Ortiz is an auto mechanic with the Parks Department's main forestry operation at the Flushing Meadows Garage in Queens. He has been with the City since September 15, 2014.

Peter began his career as a seasonal mechanic with New York State Parks. He left to work for an oil company and then returned, this time to City Parks at the 5-Boro Garage, where he helped maintain DEP and Parks units as part of our shared services and consolidation efforts.

Peter is now at the Flushing Garage, focusing on keeping our complex forestry equipment ready and on the road. He performs a wide variety of in garage and rolling repairs, with a newly developing focus on hydraulic and electrical systems. He has also tackled repairs and rebuilds for Parks major tub grinder, which grinds log wood to chips.

"Every day there is something different," explains Peter, but "the guys in the shop are the best part of the job."

Forestry isn't the only fleet operation dear to Peter. Peter grew up in Baldwin NY and serves as First Deputy Fire Chief for the Baldwin Volunteer Fire Department. He graduated from Baldwin High School and later received his diesel auto mechanic certification from the College of Automotive and Diesel Technology (NYADI). Peter is a licensed New York State inspector and holds a Class-A Commercial Driver's License with towing endorsement. His hobbies include working and restoring two of his own classic vehicles.

Thanks to Peter and everyone in Parks forestry operations.

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Parks Invests in Hybrid Vans

By: Keith Kerman

NYC operates 5,485 hybrid electric vehicles and another 2,147 electric plug in and solar fleet units including off-road.

We have made tremendous progress in Mayor de Blasio's NYC Clean Fleet effort. Still, the vast majority of vehicles designed for alternative fuel use in the fleet marketplace are sedans and SUVs, Class 1 light duty vehicles.

NYC Fleet also includes 5,400 vans and pickups and 12,300 total on-road medium and heavy duty vehicles. It is critical that viable and effective alternative fuel and electric plug in options develop in these areas.

NYC Fleet has announced partnerships recently including with the California Air Resources Board (CARB) and Calstart to support development of electric truck options nationally and worldwide.

NYC Parks made a start in FY18, introducing our first 27 hybrid passenger vans. The vans use the XL hybrid system with 22 Chevy Express Vans and 5 Ford Transit vans. The XL system, which was retrofitted on the vans, uses regenerative braking to achieve fuel efficiency. Braking and accelerating are among the most fuel intensive vehicle operations. With the hybrids, the electric motor and hybrid battery help slow and speed up the van, reducing demands on the gas engine.

XL reports 33% fuel improvement from the first 100,000 miles with the Parks vehicles. DCAS will be working with Parks on regular assessments of these units. These 27 hybrid gas-electric vans join 168 hybrid diesel-electric units that Fleet introduced years ago at agencies including DSNY, DOT and Parks. More recently, FDNY has also implemented hybrid and plug in systems on 300 ambulances, which are F550 trucks. Fleet will continue to aggressively seek these type of alternative technologies, while also carefully monitoring how the systems fare in actual operations.

In the last decade, biofuels and tailpipe emissions traps have been fleet's most prevalent strategies for reducing truck emissions. As we grow those efforts even further, we also want to



see hybrid and electric options for trucks become as common as they are for light duty. Thanks to Parks for taking one more step on the way.

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Fleet Performs in the Mayor's Management Report (MMR)

By: Keith Kerman

At the end of each fiscal year, we devote many of our newsletters to the annual performance of the City's fleet operations in various critical areas. This performance reporting culminates in the publishing of the fleet section in the Mayor's Management Report (MMR), which is produced by the Mayor's Office of Operations and was released in September 2018.

Fleet made major progress in many areas in FY18. Vehicle readiness was at a reporting high of 92% for the entire fleet, with each agency meeting their daily service and repair targets. The City's daily fleet readiness is reported publicly each day on the Operations and DCAS websites. DCAS and NYCHA also completed a fleet service consolidation effort during this reporting period.



Investment in City fleet and equipment was also at an all time high in FY18, with \$419 million in total investments for new and replacement units. The average age of our fleet declined in the reporting period from 70 to 67 months.

DCAS manages two fleet-related revenue programs: auction of used vehicles and claims restitution for City vehicles damaged by private vehicles. We achieved record years in both areas, with \$10.9 million in auction revenue and \$3.2 million in claims revenue. Our claims program has benefited from improved tracking of crashes as part of Mayor de Blasio's Vision Zero initiative and a closer working relationship with City agencies and the City Comptroller's Office on these issues.

Our fleet sustainability initiatives continue to advance. Our electric fleet, on and off-road, reached a new high of 2,105 units. We installed our largest number of electric and solar vehicle chargers at 112 new units. Sixty two (62%) percent, or 18,540 fleet units, now use some type of alternative fuel, both records for our fleet. Total actual fuel economy for our entire fleet continues to improve, up 21% in just the last two years.

Fleet achieved reductions in collisions, preventable collisions, and injuries in FY18 from FY17, with much more work to do in this area. Over 11,000 fleet operators were trained by DCAS and our partner agencies in safe driving, with 86% of all drivers now having done at least one day of safety training. Classes continue daily.

The MMR also reports on costs of operations, local law compliance, and provides detailed sections for each of the major fleet agencies. The Fleet Section of the MMR can be found at the Mayor's Office of Operations website and will also be posted at the DCAS Fleet website.

Thanks to our partners at Operations and particularly Emily Newman for all their support with this year's MMR.

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Fleet Spotlight: Carl Chiaramonte, DOC

By: Keith Kerman and Lenin Fierro

A core responsibility of the Department of Correction (DOC) is to get inmates to court dates safely and reliably. DOC's fleet of 850 units, including 132 transport busses and 91 vans, and the Rikers Island Garage operation, are critical to this effort.



Correction has installed new leadership in fleet in the last year, with both Greg Dimesa and Carl Chiaramonte of NYPD Fleet taking leadership roles on the island. Carl is now serving as Director of Fleet Maintenance for DOC after 19 years with NYPD as an Operations Supervisor. Carl began with NYPD as an auto mechanic and worked his way up to supervisor of mechanical equipment (SOME).

Carl played an important role at NYPD Fleet. He was the direct contact for emergency repairs for executive leadership at NYPD and the Mayor's Office and helped implement the rollout of integrated mobile Wi-Fi technology. Carl assisted in opening new facilities and repair shops for NYPD and led high pressure efforts to address emergency fueling and lighting after Hurricane Sandy. DCAS has worked with NYPD and other agencies to greatly expand fueling and portable light resources since the storm.

About moving to DOC, Carl states, "The Department of Correction provides a new set of challenges that I did not face at the NYPD. A fresh beginning with a great support staff. I hope to bring the experience of near 20 years with the NYPD to the Department of Correction and build up on their successes and make new ones to call my own."

As director of fleet maintenance, Carl oversees repair and parts operations, including the DCAS strategic parts contract, purchase and acquisitions of vehicles, and facility upkeep. Carl is also helping DOC lead on various citywide initiatives, including introducing a new electric fleet of vehicles (shown here), installing upgraded telematics on all DOC units, expanding biodiesel use, and supporting Vision Zero on many fronts, especially being the first agency to complete all truck side-guard installations.

Carl graduated from Manhattan College with a Bachelor of Science in Education and has been certified a Master Engine Rebuilder by General Motors. Carl is happily married for 18 years to Christina and together they are raising three girls, Caylee, Carla and Claire. They call themselves the 5 Cs and live in Queens, where Carl spends his spare time coaching softball and doting on his daughters.

Thanks to Carl, and Greg, for taking on these new challenges and bringing innovative and best practices to this part of our Fleet Federation. Thanks to NYPD for letting them go!

Check out past editions of the Fleet Newsletter

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[NYC Fleet Newsletter 239, October 5, 2018](#): Parks Invests in Hybrid Vans

[NYC Fleet Newsletter 238, September 28, 2018](#): Spotlight on Peter Ortiz, Auto Mechanic, Parks

[NYC Fleet Newsletter 237, September 11, 2018](#): Remembering Conan Freud

[NYC Fleet Newsletter 236, September 7, 2018](#): FY18 Work Order Report: Over 275,000 Served

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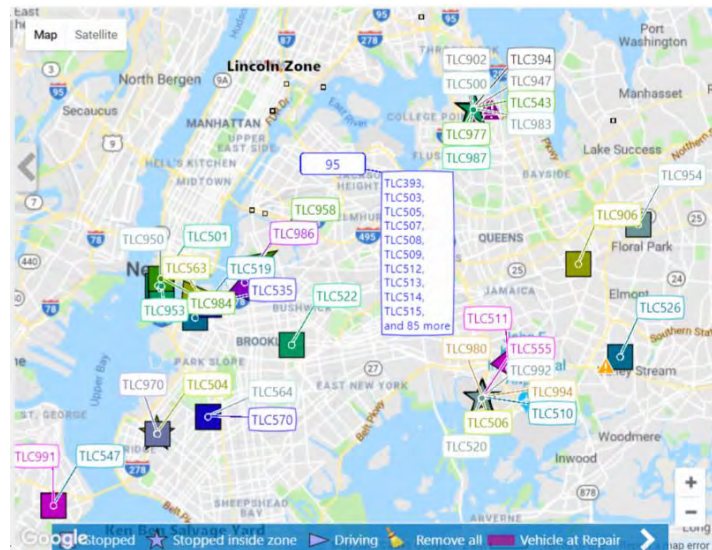
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DCAS Finalizes Fleet Technology Contracts

By: Keith Kerman

DCAS recently completed and registered two major fleet tracking and technology contracts, one with Zipcar and the other with Geotab/AT&T. While separate contracts, these initiatives will be implemented in tandem in FY19 as we update our fleet sharing and telematics capacities.

In 2012, DCAS introduced the first Citywide contract with Zipcar, following a successful initial project at NYC DOT. The contract includes both access to private, short term, rental Zipcars and use of Zipcar's sharing technology on City owned fleet units. We tend to refer to the first as 'Car Share' and the latter as 'Fleet Share.'



Our initial program was implemented through a contracting partnership with the City of Chicago. DCAS rebid the contract directly and Zipcar will continue as our vendor for at least five more years.

As part of the new contract, we will upgrade the current fleet sharing technology, called Fast Fleet, with Zipcar's new Local Motion technology. Among many changes, Local Motion will be implemented to enable fleet sharing within and across agencies and will include improved telematics. DCAS currently has nearly 800 units on fleet share and plans to increase that to at least 1,000 units by the close of FY19.

Fleet will also be upgrading its stand-alone telematics tracking with Geotab units and cellular services provided by AT&T. DCAS rolled out telematics for the first time citywide in 2014. The implementation used DOITT's internal NYCWIN system for cellular communications and reported out data when vehicles entered specific zones. The new system will track the same vehicle data such as speed, location, hard braking, and seat belts. The system however will come with improved mapping, analytics, collision reporting, and data speed.

In FY19, on-road fleet units will be getting one of the two updated systems installed. Over 3,000 upgrades have already been put in place. Together, these contracts will enable the City's fleet to take the next steps in fleet safety, sustainability, efficiency, and sharing.

Thanks to DCAS Procurement, Fleet, and Legal, and our 50 partner agencies and offices, for all their work on these two exciting initiatives.

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For Immediate Release



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DCAS to Expand Use of 99% Petroleum-Free Renewable Diesel in City Vehicles

City Aims to Phase Out Use of Traditional Diesel Fuel

NEW YORK – The NYC Department of Citywide Administrative Services (DCAS) today announced that it will expand use of renewable diesel fuel, a 99% petroleum-free alternative to traditional diesel fuel. The fuel reduces CO2 emissions by 65% compared to the petroleum-based version. This move is part of the City’s efforts to phase out its use of regular diesel.

The City plans to bid a long-term contract to purchase renewable diesel following a successful six-month demonstration period in which the City tested nearly one million gallons of renewable diesel in City fleet vehicles. Each year, City fleet units use up to 17 million gallons of diesel that could be displaced through this initiative.

“The climate crisis is real and it’s urgent, and that is why the City of New York is leading the way on reducing carbon emissions,” said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. “Renewable diesel is 99% petroleum-free and helps keep fossil fuels in the ground and emissions out of our air.”

“Every time we choose to reinforce our reliance on fossil fuels for transportation, we choose to pollute our air and accelerate the current climate crisis,” said **Mark Chambers, Director of the Mayor’s Office of Sustainability**. “By transitioning away from traditional fuels and focusing on clean, effective alternatives like renewable diesel, New York City is prioritizing the health of our communities and choosing better for our shared planet.”

Made from animal fat, soybeans, and other organic material, renewable diesel works in traditional diesel-powered vehicles. It can be used as a complete replacement for traditional diesel fuel as well as in blends with regular diesel fuel. During the recent demonstration period, this greener alternative fuel powered garbage trucks, Parks Department equipment, Department of Correction buses, NYPD emergency service units, and other heavy and specialized fleet units. NYC operates almost 13,000 diesel trucks and off-road equipment pieces that will benefit from this implementation. The emissions reductions achieved during this period is equal to removing trucks driving three million miles on New York City’s streets.

“NYC has demonstrated over 12 years of leadership in biodiesel implementation in fleet and buildings,” said **Keith Kerman, NYC Chief Fleet Officer and DCAS Deputy Commissioner**. “Renewable diesel is the next step in our efforts to replace traditional fossil fuels. This summer’s initial program was successful and the fuel proved fully compatible with our existing trucks and storage tanks.”

The use of renewable diesel builds upon the City's success using biodiesel. City fleet units currently use biodiesel in blends of 5 to 20 percent at all City agencies and for all diesel-powered equipment. Renewable diesel is a complement to the City's longtime leadership in biodiesel use and will be implemented in conjunction with biodiesel efforts. Biodiesel and renewable diesel will help the City phase out use of traditional diesel fuel.

Under Mayor de Blasio's NYC Clean Fleet initiative, NYC is leading in alternative fuel implementation. In addition to biofuels, NYC now operates 1,700 on-road electric vehicles, nearly 6,000 hybrid units, solar-powered units, and natural gas-powered fleet units.

This initiative is part of Mayor Bill de Blasio's historic commitment to reduce greenhouse gas emissions in New York City by at least 80% by 2050 (80 x 50).

About DCAS

The Department of Citywide Administrative Services (DCAS) ensures that all City agencies have the critical resources and support needed to provide the best possible services to the public. It does this by working with City agencies on recruiting, hiring, and training; providing facilities management for 55 public buildings; purchasing, selling, and leasing City property; purchasing annually more than \$1 billion in supplies and equipment; and implementing conservation and safety programs throughout the City's facilities and vehicle fleet.

Renewable Diesel Powers Fleet In Summer 2018

By: Keith Kerman

This week, DCAS and the major fleet agencies completed a first demonstration use of renewable diesel (RD). This summer, City agencies replaced 950,000 gallons of regular diesel fuel with the advanced biofuel. DCAS announced this in a [press release](#), which also highlights plans to expand the use of renewable diesel.

Since 2005, NYC Fleet agencies, beginning with Parks and DSNY, have used biodiesel in fleet operations. Blends of five to twenty percent biodiesel are now used in all fleet fuel at all agencies, including emergency services.

Biofuels are not fossil fuels. They are produced from organic and farm feed-stocks and greatly reduce greenhouse gas emissions and air quality emissions from vehicles, especially when used in conjunction with federally required diesel particulate filters (DPFs), which NYC Fleet employs.

NYC Clean Fleet: Renewable Diesel (RD) Implementation, 2018						
Agency	BRONX	BROOKLYN	MANHATTAN	QUEENS	STATEN ISLAND	TOTAL (GALLONS)
CORRECTION				8,700		8,700
ENVIRONMENTAL PROTECTION		12,300	4,600	22,797		39,697
PARKS AND RECREATION	41,300	26,950	50,905	42,300	14,282	175,737
SANITATION	139,119	142,012	83,500	185,170	120,502	670,303
TRANSPORTATION	4,700					4,700
NEW YORK CITY POLICE DEPARTMENT	3,400	4,700	1,000	24,600	1,500	35,200
TOTAL	188,519	185,962	140,005	283,567	136,284	934,337

Biodiesel is produced mostly from soybean oil and is manufactured to ASTM D6751 which is specific to biodiesel. Biodiesel has water content and other attributes that make its use easiest at blends of 20 percent or less.

Renewable diesel (RD) also comes from feedstocks such as animal fat, tallow, and soybean, but is manufactured to the ASTM specification for regular diesel fuel D975. RD is produced to operate within trucks and underground fuel tanks comparably to regular diesel, enabling a full replacement of diesel fuel as opposed to a blend.

DCAS finalized a demonstration contract in April 2018 to introduce RD and test its operational capacities. The fuel in the demonstration contract was supplied by REG which reports the fuel was 100% sourced from animal fat and achieved a 65% reduction in carbon emissions. The fuel was distributed by the City’s current diesel contract holder Sprague Energy.

This demonstration project alone constitutes a 25% increase in total annual biofuels use for City fleet and buildings in any normal year, and a 45% increase in biofuels use for the City fleet alone. This project does not stop there. As part of the demonstration, DCAS will prepare a report on the initial implementation and is taking steps to bid a long term citywide requirements contract for renewable diesel, to be used in combination with biodiesel, as required by Local Law 73 of 2013.

Thanks to all the participating agencies, especially DSNY and Parks, DCAS Procurement, Law, and Quality Assurance, the vendors, and everyone who supported this project, one of our most critical as part of Mayor de Blasio's NYC Clean Fleet plan. We look forward to further updates as we continue this initiative in FY19.

Check out past editions of the Fleet Newsletter

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[NYC Fleet Newsletter 241, October 19, 2018](#): Fleet Spotlight on Carl Chiamonte, DOC

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City to Better Protect Pedestrians and Cyclists Through Use of New Trucks

New Truck Design Improves Driver Visibility, Reduces Potential for Collisions

NEW YORK – The NYC Department of Citywide Administrative Services (DCAS) today announced that the City’s vehicle fleet will transition to using trucks that better protect pedestrians and cyclists. The trucks, known as high vision trucks, minimize blind spots by lowering the height of the truck cab, using additional windows, and reducing the size and height of the truck’s hood. This move is part of Mayor Bill de Blasio’s historic Vision Zero initiative to end traffic deaths and injuries on our streets.

“Mayor de Blasio’s historic Vision Zero initiative continues to take common sense steps to save lives and keep people safe,” said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. “Things as simple as vehicle design can reduce blind spots and prevent tragic collisions. That is why the City of New York is leading by example and helping build the safest vehicle fleet in the country.”

The City will purchase high vision trucks whenever suitable options exist. This includes vehicles like tow trucks, garbage trucks, and dump trucks, among other types. Many emergency service units including fire engines, ladders, and some NYPD emergency response vehicles already come as high vision. DCAS will expand high vision to additional types of emergency units as well if there are suitable models available on the market. Overall, the City of New York operates at least 2,500 conventionally designed work trucks which could be transitioned to high vision trucks through this initiative.

According to a report by the City of London, vehicle reaction times are 70% slower in traditional vehicles compared to high vision alternatives. This includes reaction times that are twice as slow in collisions involving pedestrians. The study also found that cyclists are at particular risk when approaching the passenger side door of a conventional truck due to low visibility. High vision alternatives include design changes to the slope and shape of the hood, additional windows, and peep holes that allow drivers to see beyond the normal line of sight offered from conventional cabs.

“In both safety and sustainability, DCAS is pushing the fleet industry to supply safer and more fuel-efficient vehicles,” said **Keith Kerman, DCAS Deputy Commissioner and NYC Chief Fleet Officer**. “These technologies save lives and money and should be standard on all base fleet vehicles. DCAS calls on the fleet industry to separate safety options from luxury items in marketing vehicles.”

As part of Vision Zero, the City adopted a Vision Zero Safe Fleet Transition Plan (SFTP). The SFTP was first published in May 2017 and outlines a series of safety investments that DCAS will require of fleet vehicles. Today's announcement is part of an expansion of this plan.

In under two years, the SFTP has resulted in the implementation of nearly 20,000 safety upgrades, including expanded use of automatic braking, backup cameras, driver alert systems, blind spot alerts, heated mirrors, truck side-guards, and vehicle telematics. The SFTP is a partnership between DCAS and the Volpe Center at the U.S. Department of Transportation.

The announcement was made at today's fifth annual Vision Zero Fleet Forum. The forum brings together public and private fleets with advocates and technology suppliers to promote safe fleet operations.

"U.S. DOT Volpe Center is proud to partner with NYC Fleet on its Safe Fleet Transition Plan update to promote safer roads for pedestrians and bicyclists," said **Dr. Alexander K. Epstein, Chief of Energy Analysis and Sustainability, U.S. Department of Transportation's Volpe National Transportation Systems Center**. "These best practices will help accelerate the availability and deployment of numerous vehicle safety technologies and may lead to safer vehicle designs. Partnerships like these ensure Volpe's work maximizes the public good by matching transportation innovations to real-world fleets and operators."

"Together for Safer Roads is pleased to be partnering with New York on the Vision Zero Initiative and with DCAS on the Safe Fleet Transition Plan," said **David Braunstein, President of Together for Safer Roads**. "Road safety is a collaborative effort that requires partnerships between governments, road safety advocates and organizations, the automotive industry and the private sector. Based on their work it is no surprise that DCAS is leading as an international example of municipal fleet safety and operations."

"The City of London is committed to the principles and goals of Vision Zero. New York City's announcement today in regard to procuring high vision trucks where available is a huge step in this direction and mirrors London's efforts in this area," said **Vincent Dignam, Business Performance & Transport Group Manager, Transportation & Public Realm, City of London**. "Collaboration and sharing of information is key for improved road safety and the city of London is happy to be a partner with NYC and DCAS in this effort including at the Future Fleet Forum in London in January 2019."

This work is part of Mayor Bill de Blasio's Vision Zero initiative that was announced in January 2014. The plan includes expanded enforcement against dangerous moving violations like speeding and failing to yield to pedestrians, new street designs and configurations to improve safety, broad public outreach and communications, and a sweeping legislative agenda to increase penalties for dangerous drivers and give New York City control over the safety of our own streets.

About DCAS

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DCAS Publishes Safe Fleet Transition Plan Update

By: Keith Kerman

In partnership with the U.S. Department of Transportation's Volpe Center, DCAS published the first formal update report to the Vision Zero Safe Fleet Transition Plan (SFTP). First announced and published in May 2017, the SFTP outlines a series of safety investments that the City will make in all fleet vehicles. The SFTP also lists other technologies that are being implemented in more targeted projects or that are being assessed or tested.



In the first two years of SFTP, City agencies, through DCAS, procured over 22,000 safety features on fleet units. These features include upgraded telematics, truck side-guards, surround and backup alarms, driver alert systems, heated mirrors, and automatic braking systems.

The updated plan includes two major safety advances. The City will now require high vision trucks whenever they are available in the marketplace. High vision trucks greatly reduce line of sight disruptions for drivers, enabling a more complete view of roadway conditions, especially of pedestrians and bicyclists. The City already uses high vision designs for sanitation trucks, fire engines, and some other truck models.



The plan will also require driver alert systems for light duty vehicles. Driver alert provides real-time and immediate feedback to drivers regarding potential hazards on the road. Both of these advances, and the others outlined in the plan, will be required in fleet contract specifications moving forward.

DCAS first announced these changes at the 5th Annual Vision Zero Fleets Forum at Queens Theatre in Flushing Meadows Corona Park. At the event, the fleet and technical staff who worked on the plan from 12 City agencies were also thanked and recognized. The agencies were: DSNY, DEP, DCAS, DOHMH, DOC, DOE, DOT, DPR, FDNY, NYPD, NYCHA, and TLC. Many thanks also to Alexander Epstein at U.S. DOT Volpe and his team who worked on the plan.

We will have much more to say on the forum in future newsletters.

Please see the DCAS [announcement](#).

The full SFTP Update Report can be downloaded [here](#).

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NYC Fleet Spotlight: Juana Garcia and the New York Harbor School

By: Keith Kerman and Valentino Balzora

While NYC Fleet is mostly about vehicles, DCAS also partners in many areas with the City's boating and marine programs. Today's spotlight discusses Juana Garcia, the City's first female dockmaster, and the NYC Harbor School on Governors Island.

NYC Parks Marine Division manages three in-house marinas as well as other boating facilities citywide. Juana Garcia is a Supervising Dockmaster at the 79th Street Boat Basin in Manhattan and began working for Parks on May 1, 2018.



Maritime education is very important to Juana, an alumnus of the New York Harbor School, a public high school located on Governors Island focused on careers on the water. Harbor School is part of the Career and Technical Education (CTE) program at the Department of Education. This program also includes the automotive high schools and DCAS toured the Harbor School on November 14.

When Harbor School officially opened in 2003, Juana, "had no idea what that was or meant, but was thrilled to learn about it." After graduating, she attended Kingsborough Community College and was employed as a deckhand with New York Water Taxi. While there, Juana set a personal goal of becoming a captain. Harbor School operates a high tech simulator, pictured here, to help students learn to take the helm.

In March 2013, after working ten years in New York Harbor, Juana achieved her goal of becoming a captain and managing



crews. According to Juana, she became “the first female Latina to ever pilot a boat in the New York Harbor and the first female captain New York Water Taxi ever hired.” In 2017, New York Harbor School awarded Juana with Matthiessen Award for Leadership in the Marine Environment.



Now, as Parks Department dockmaster, Juana helps operate the Boat Basin, safely directing vessels in and around the marina, enforcing regulations, and promoting boating activities. Juana thoroughly enjoys the customer service aspect of her job as it allows her to meet and interact with people from all over the world. True to her roots, Juana also assists with marina education initiatives, including supporting the historic vessels that operate at the marina.

Juana lives in Brooklyn with her two young children Charles and Jeanine, as well as her fiancé John. She enjoys spending as much time as possible on or near the water with her family.

Congratulations to Juana. Thanks also to Captain Aaron Singh, Waterfront Director at the Harbor School, and Chief of Waterfront and Marine Operations Nate Grove for all their great work on the water.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 244, November 30, 2018](#): DCAS Publishes Safe Fleet Transition Plan Update

[NYC Fleet Newsletter 243, November 14, 2018](#): Renewable Diesel Powers Fleet in Summer 2018

[NYC Fleet Newsletter 242, November 2, 2018](#): DCAS Finalizes Fleet Technology Contracts

[NYC Fleet Newsletter 241, October 19, 2018](#): Fleet Spotlight on Carl Chiamonte, DOC

[NYC Fleet Newsletter 240, October 12, 2018](#): Fleet Performs in Mayor's Management Report (MMR)

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NYC Fleet Spotlight: Anthony Dell'Era, Quality Assurance, DCAS

By: Lenin Fierro

In FY18, DCAS completed the largest acquisitions program for fleet in City history, with over \$419 million in acquisitions. Last month at our Vision Zero Safety Forum, we recognized the specifications team from City agencies that helped develop the technical and contract requirements for our complex fleet.



Equally important, working behind the scenes are the skilled quality assurance inspectors at the DCAS Bureau of Quality Assurance (BQA). BQA ensures that dealers and manufacturers supply our vehicles and equipment in full compliance with technical specifications. They also serve as technical experts helping advise on fleet and equipment issues at every step of the process.

One of the most capable is Anthony Dell'Era. Anthony's background is as an auto mechanic. He joined the City with NYCHA and has worked with DCAS BQA since 2006. Anthony has a wealth of knowledge from a lifetime around cars. His experience includes working for Mercedes Benz, Volvo, and running his own business.

While working for DCAS, Anthony has seen and inspected everything from scooters, boats, robots for the NYPD's bomb squad, Police Command Center vehicles, Correction buses, and the list goes on to all 160 types of units in our fleet.

Anthony is very proud of the work he does. "This is the best job anyone could have," states Anthony. "From doing research, testing, the inspections, problem resolution, and just making sure everything is done correctly."

NYPD and Fire rescue units are a particular focus for Anthony, who takes to heart that these are built to protect first responders and save lives. A benefit or burden of the role, depending

on your view, is that Anthony must travel extensively throughout the country to inspect and monitor the production of fleet units at manufacturing plants.

Anthony is a graduate of Thomas Edison High School in Queens and resides in Howard Beach with his wife Rony. In his spare time he enjoys making wine, riding motorcycles, traveling, and spoiling his dog Cindy. Thanks to Anthony, BQA Director Dan Calles, and the entire BQA team.

Spotlight Correction: NYC Fleet Newsletter from December 7, 2018, Issue 245, identified Juana Garcia as the first female dockmaster for the City of New York. In fact, Christine Stoddard served earlier in the dockmaster title, from 2014 to 2017, also at the 79 Street Boat Basin in Manhattan. Christine has since moved on and is serving as an Administrative Staff Analyst at DCAS. Thanks for letting us know and for your service to two of our favorite agencies!

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2018: The Year in Fleet

By: Keith T. Kerman

We wrap up 2018 with a review of the major accomplishments of the year. We made major progress in service, sustainability, and safety this year, while making key investments for the future of City's fleet. We also expanded our partnership and participation in the fleet industry beyond our walls.



Service: DCAS implemented record years in both acquisitions and auction this year, with \$419 million in purchasing commitment for 3,709 vehicles and \$11.7 million in crash and auction revenue respectively. The fleet got newer, with the average age declining to 67 months from 72 months two years ago. Service rates remained steady at 9.2% of vehicles out of service, down from 10.3% in 2014. DCAS completed its first full year servicing the nearly 1,000 fleet units at NYCHA. DCAS also partnered with OMB and fleet agencies on over \$80 million in saving and efficiency initiatives.

Sustainability: Fleet exceeded 1,700 on road electric vehicles in 2018 and should pass our original goal of 2,000 as early as next year as part of Mayor de Blasio's NYC Clean Fleet initiative. We achieved 100 miles per gallon (MPG) in new light duty average fuel economy while continuing to improve actual fuel economy for the entire fleet. We expanded EV charging to over 525 locations, with 37 solar carports, and much more to come including our first fast charging.

Working with DCAS Procurement, we completed new contracts for plug in mini-vans, solar light towers, and hybrid police sedans, with plug in SUVs and hybrid police SUVs on their way. We will partner with Education on the City's first electric school busses in 2019. We also completed use of our first one million gallons of renewable diesel and expanded use of bioheat. We expect our biofuels program to take off even further in 2019 as works continues on a long term renewable diesel and biodiesel contract.

Safety: Fleet continues to make strides as part of Mayor de Blasio's Vision Zero. NYC led the nation in installing truck sideguards with 2,160 in place and looks forward to progress on the proposed federal legislation for truck under-ride protection. Working with US DOT Volpe, DCAS recently updated its Safe Fleet Transition Plan, which has already resulted in more than 23,000 new safety investments. The updated plan will now require, when available, high vision trucks and driver alerts for light duty vehicles.

As critically, DCAS opened its first Citywide Fleet Office of Real Time Tracking (FORT), which will help monitor fleet safety, compliance, utilization, and operations. As part of this effort, DCAS is halfway through an upgrade of our telematics, mapping, and sharing systems.

Partnership: DCAS continues to partner far and wide to advance sustainable transportation. We held a successful fleet show and safety forum again this year while also organizing a biofuels forum. Thanks to NYC Parks for hosting all three events.

Along with MTA, DCAS will now chair Education's Automotive Education Commission and we had another great year supporting automotive high school internships and driver's education—using electric cars!

Our international Future Fleets Forum in London in January 2018 will now be followed by two events in 2019, in both London and Montreal, Canada.

Most importantly, we continue to value our daily partnership, coordination, and service with fifty client fleet agencies, oversight agencies as OMB, OLR, Operations, DOI, and Law, and fellow lines of service at DCAS.

Thanks to everyone for a productive year, and Happy New Year from NYC Fleet.

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Local Authority Plant & Vehicles

Future Fleet Forum 2020

22nd January | Guildhall, London

Hosted by




Brought to you by

Announcing the Future Fleet Awards Winners for 2020

Future Fleet Forum is a **truly international event** and in 2020 featured representatives from **City of London, City of Edmonton, City of Calgary** and **City of New York** to name but a few.

Registration is **free to attend for local authority fleet transport managers**. [Download the 2020 onsite guide today](#)

The LAPV Future Fleet Forum is hosted by The City of London and brings together Fleet and Transport Managers from the public sector and its contracting organisations, to address key challenges faced by our industry, including procurement issues, compliance, safety, and sustainability.

The Future Fleet Forum and LAPV Awards are now firmly established as the world-leading event for fleet and transport managers in the public sector and contracting organisations.

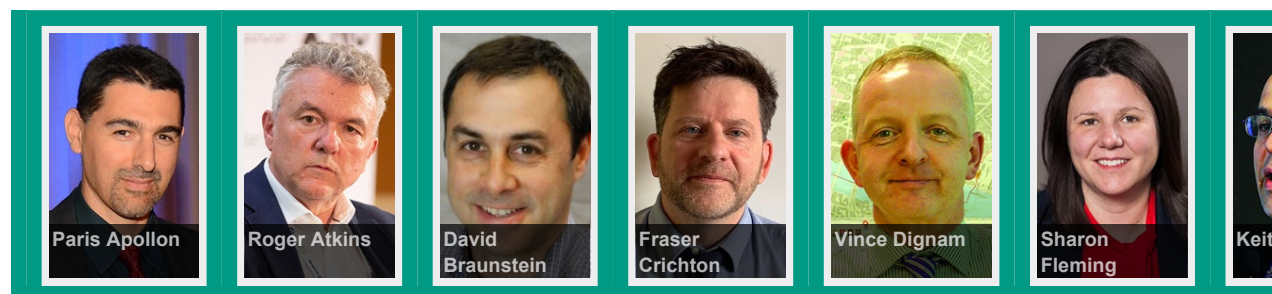
Featuring a truly international speaker line-up, the Forum will share global fleet management best practice and address the critical challenges faced by our industry, including procurement issues, compliance, safety and sustainability.



'Future Fleet Forum is now an truly international event, and it has become the reference for municipal fleet managers in Europe, Canada and the United States. A growing panel of international experts participate each year to discuss and share their experience and vision on the current and future challenges facing large cities, rural municipalities and everything in between.'

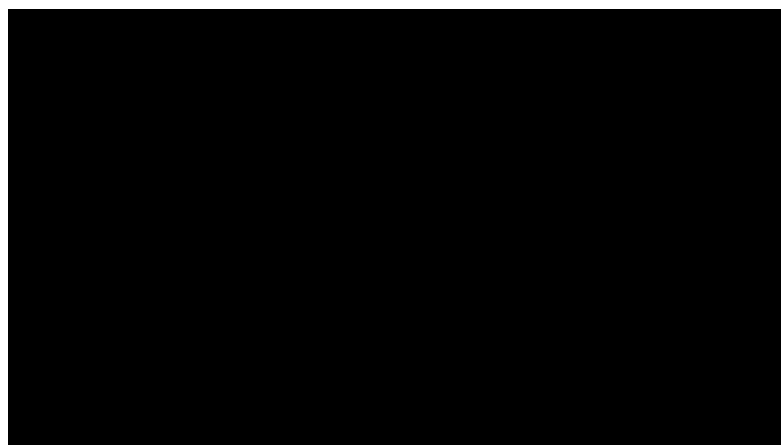
Philippe Saint-Vill, Head of Rolling Stock, **City of Montreal**

Speakers included:



Speaker panel included:

- Paris Apollon, Director of Fleet, Parks and Recreation Department, **City of New York**
- David Braunstein, **Together for Safer Roads Alliance**
- Eric Richardson, Deputy Chief Fleet Officer, **City of New York**
- Steve Rapanos, City Operations/Manager Fleet and Facilities, **City of Edmonton**
- Sharon Fleming, Director of Fleet Services, **City of Calgary**
- Roger Atkins, MD, **Electric Vehicle Outlook**
- Fraser Crichton, Corporate Fleet Operations Manager, **Dundee City Council**
- Ruth Waring, Director, **BigChange Advisory Plus**
- Ann-Marie Knegt, Editor, **LAPV**
- Keith Kerman, Deputy Commissioner, Chief Fleet Officer, **City of New York**
- Rory McMullan, Road Danger Reduction and Behaviour Change Manager, **City of London**
- Alina Tuerk, Strategy and Planning Manager, **Transport for London**
- Chandra Sekar, **NED Microcab Industries**
- James Tate, Associate Professor, Institute for Transport Studies, **University of Leeds**



Download the event brochure to review the 2020 onsite guide

It's a City Fleet Vehicle. It is Not Your Car

By: Keith T. Kerman

As we begin a new year, let's all rededicate ourselves to ensuring that City vehicles are driven properly and safely at all times. The City fleet is a nearly \$3 billion asset that assists City employees in providing critical security, emergency, inspection, and infrastructure services each day. Our fleet is a shared resource and vehicles must be available to be used within and across agencies to ensure service levels are met and emergency situations are addressed.

Our fleet units are not personal cars or perks of anyone's employment. The rules apply to all operators including those authorized to commute for emergency or other reasons. Fleet vehicles and resources including fuel, EZ Pass, and repair services are no more available for private or personal use than any City resource, whether it be City offices, staff, or contracts. Our fleet units are among the most public and visible aspects of City services and it's critical that they be used safely, properly, and in a way that best represents the commitment, dedication, and integrity of City employees.

All City fleet operators are required to review and acknowledge the rules for City vehicle operation. NYC has had versions of citywide driving rules going back as far as the Lindsay Administration. The links to the rules are provided below and are on-line at the DCAS website. All employees can also now go on to Employee Self Service (ESS) and download and confirm receipt for the fleet, fuel card, and car share rules. Already City staff have downloaded nearly 50,000 fleet rules forms through ESS.

City operations are complicated and there may be cases where an employee reasonably is uncertain of whether a fleet use is appropriate or not. In those cases, agencies and/or staff must reach out to their Agency Transportation Coordinators (ATCs), DCAS and/or the Conflict of Interest Board (COIB). We are happy to help work through questions of proper use and to consult with DOI, Law, OLR or others as needed.

We are also mid-way through the upgrade of our fleet telematics system and all agencies will have enhanced mapping and reporting tools to help improve driver behavior and ensure rules compliance.

Please stay safe and drive responsibly in 2019. Happy new year.

[Fleet Rules for City Vehicle Operators](#)

[Vision Zero for City Drivers](#)

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Fleet Spotlight: Donald Cooke, Welder, DOT

By: Lenin Fierro

On January 23rd and 24th, the City of New York and the City of London will host the second annual Future Fleets Conference in London, England. Deputy Commissioner Robert Martinez of NYPD will represent the City at this year's conference.

For this week's fleet spotlight, we recognize a skilled fleet professional who began his education and public service career in London: Donald Cooke of the NYC Department of Transportation.



The City's fleet is serviced by a wide variety of technical experts with diverse skills, including welders like Donald Cooke, who works at DOT's Brooklyn Repair Shop and is in his 32nd year as a public servant.

Welding is a challenging trade, requiring great care, precision, and close attention to safety. Donald performs inspections to ensure the integrity of fleet bodies and frames. He also makes structural repairs on vehicle bodies and fabricates parts and components to enhance fleet units and facility structures.

Donald is very thankful for his career with the City of New York. "I have the best job one could ever have," he said.

Donald's time with DOT has been marked by many challenging projects, but he credits his old welding partner, Herbert "George" Stewart, for being there and lending a hand when needed. Donald recalls that for seven years he and George were DOT's only welders, performing critical repairs in all five boroughs. George retired after 36 years of service last September.

Among his many roles with DOT, the most important for Donald was his work at Ground Zero after 9-11, where he used his skills to cut and remove metal debris and building remnants to assist the rescue and recovery operations at the site.

Donald graduated with his welding certificate from the West Ham Technical College in London, England. His first public service job was as a police officer for the City of London.

When Donald moved to NYC, he went to Apex Technical School to learn repair and welding. After working with companies, including HO Penn, Donald joined DOT in 1986, quickly passed the welders Civil Service exam, and was off and welding.

Donald is a proud father to daughter Tiffany Cooke, who is an attorney in NYC, and son Christopher Elcott, who resides in London. Donald lives in West Hempstead, Long Island and enjoys going to the gym and watching cricket matches and soccer clubs, including West Ham United F.C. and Preston North End.

Thanks to Donald for his many years of terrific service.

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NYC Fleet: Drive to 2,000 Electric Vehicles (EVs)

By: Keith T. Kerman

In December 2015, Mayor Bill de Blasio announced NYC Clean Fleet. This plan called for the City fleet to reduce greenhouse gas emissions 50% by 2025. The City would pursue a variety of approaches to achieve this, including expansion of the use of biofuels, idle reduction for trucks such as ambulances and waste units, right-sizing fleet units such as SUVs, expanding use of hybrids in law enforcement, and a request for information (RFI) to partner with industry, non-profits, and public fleets worldwide.

As importantly, DCAS committed to placing at least 2,000 plug-in electric vehicles (EVs) on-road by 2025. All aspects of the NYC Clean Fleet plan are proceeding on or ahead of schedule, especially the implementation of electric vehicles. Fleet now operates 1,756 on-road electric vehicles with 163 more already on order in FY19. Our 2,000 unit commitment could be achieved as early as 2019. Most of these units are currently sedans. DCAS last year registered its first plug-in mini-van contract and is working now on a plug-in SUV. We will be looking to bid plug-in pick-ups and vans by next year, as market options expand.

Fleet continues to expand its charging infrastructure to support this growing universe of EVs. We now operate 547 total fleet chargers including 53 solar carports. By 2020, we will operate at least 700 charging locations, with 87 solar carports. This will include our first fast chargers.

EV isn't the only area of growth and focus. NYC operates 5,337 hybrid gas units and 167 diesel-electric hybrids. In FY18, DCAS registered a first hybrid police car contract and is working now on a similar contract for hybrid police SUVs. We employ 741 off-road electric and solar units such as forklifts, solar light towers, sign boards, and electric carts. Over 11,000 diesel on and off-road units are using biodiesel blends and we will be expanding use of renewable diesel to go along with our long-standing biodiesel efforts. In total, Fleet is approaching 20,000 fleet assets utilizing alternative fuels.

Fleet will provide updates on our NYC Clean Fleet efforts as the year progresses and we continue the drive to both 2,000 EVs and 50 x 25.

NYC Fleet On-Road Electric Vehicles



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Exercising Extreme Caution With Left Hand Turns

By: Lenin Fierro

Left hand turns are among the greatest safety risks and challenges for fleet operators and pedestrians. In our CRASH fleet tracking, collisions involving left hand turns are the fourth most common incident, after rear-end collisions, right angle turns, and sideswipes. Left hand turn collisions are among the most likely to lead to fatality, serious injury, and major vehicle damage as we have already learned again early 2019.

In August 2016, the Department of Transportation (NYC DOT) [released a Citywide study](#) of left hand turns called "Don't Cut Corners." It found that pedestrians and bicyclists are killed or severely injured by left-turning vehicles at over three times the rate (19%) than right-turning vehicles (6%). In 80% of the cases, these crashes involve passenger vehicles and 20% involve trucks. According to the National Highway Traffic Safety Administration (NHTSA), 53% of traffic-crossing collisions occur with left-hand turns, compared to only 5.7% involving right turns.

Why are left turn collisions dangerous? Drivers tend to make left turns at a higher rate of speed due to turning radius and longer distances to make the turn than for right hand turns. According to the DOT study, crash reconstruction analysis shows left turns occur at an average of 9.3 MPH versus 5.6 MPH for right turns. This leaves pedestrians potentially more exposed while in a crosswalk.

In addition, drivers must monitor oncoming traffic and vehicles, adding to the challenge of these turns. In addition to increased safety risks, these left turns increase idling, traffic congestion, and time spent in traffic.

As part of Mayor de Blasio's Vision Zero initiative, DOT is implementing left turn calming strategies, including left turn restrictions, left turn signals, and expanding pedestrian intervals (LPIs).

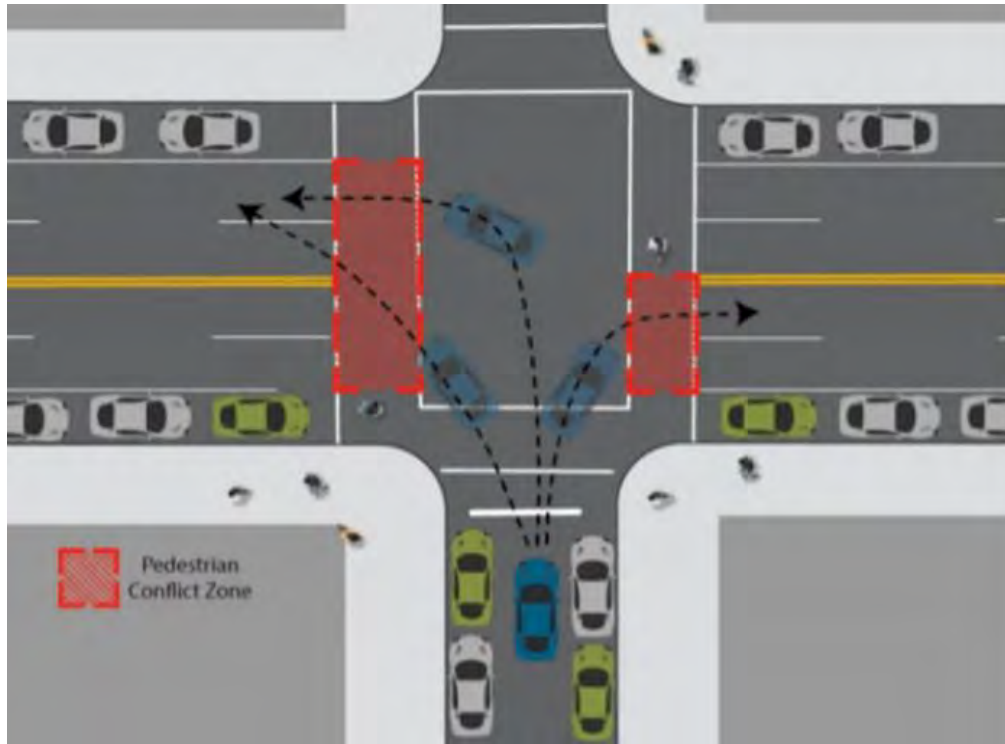
The most critical action must still be taken by drivers. First, avoid left hand turns if you can.

Wherever possible, develop your route without left hand turns.

You will likely get to your destination faster and more safely. Since 2004, UPS has eliminated most left hand turns in routes and reports reductions in fuel use and crashes.

If you must take a left hand turn, go slowly, never rush, keep a close eye out for pedestrians and bicyclists, and ask any passengers to do the same.

Recognize the risk of left hand turns and help prevent crashes from happening.



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NYPD Represents NYC Fleet at London Future Fleets Forum

By: Eric Richardson

The 2nd Annual International Future Fleets Forum was held on January 23rd and 24th, 2019 in London, England. The event was hosted by DCAS, the City of London Corporation, the City of London Police, Local Authority Plant and Vehicles (LAPV) and the Chartered Institute of Logistics and Transport (CILT). This two-day event was the culmination of a year of international work and coordination to pull together leaders from around the world to promote fleet safety and sustainability.



In 2018 London joined NYC in announcing a Vision Zero plan to improve road safety. Among many initiatives, London committed to transition to high vision trucks. This effort helped inspire NYC Fleet's similar commitment announced in November 2018 and was a result of last year's forum and partnership.

Government speakers in 2019 included NYPD Deputy Commissioner Robert Martinez; David May, Fleet Manager, Iowa Department of Transportation; and City of Montreal Fleet Department Director Philippe Saint-Vil. The City of Stockholm and the City of London offered presentations along with many participating organizations including C40, ITS UK, and the Transport Research Laboratory. There were also many private sector presentations on topics such as fleet sustainability, electric vehicles, and road safety by companies including Electra Commercial Vehicles, AssetWorks, Aebi Schmidt Deutschland, BIFFA, Geesinknorba, and Oddboy Media.

Representing NYC at this year's event, NYPD Deputy Commissioner Robert Martinez presented on the unique challenges of managing a law enforcement fleet, the growing cybersecurity risks for fleets as vehicles become more reliant on computer systems and devices, and how electric vehicles can revolutionize government fleet operations.

Deputy Commissioner Martinez also announced to the international crowd the coming transition at NYPD to hybrid police response vehicles, which will reduce both fuel and maintenance costs for NYPD, and serve as a role model for law enforcement fleets throughout the world. Each unit could save over \$4,000 annually on operating costs.

DCAS completed a first contract for hybrid police sedans in 2018. There are now 156 of these units on order for NYPD and also DOC and DEP. These units will arrive in Spring 2019. While NYC Fleet operates over 7,000 alternative fuel vehicles, including hybrids, these will be the first hybrid units designed as pursuit vehicles for policing and able to handle the electric load and high performance operational needs for NYPD. DCAS Procurement is now working also on a hybrid SUV contract for NYPD.

DCAS will be posting presentations and more information about the forum on our website in the upcoming weeks. Our commitment to international fleet partnership will also continue. DCAS, Propulsion Quebec, the City of Montreal, LAPV, and the City of London will be hosting a next international fleets forum on June 3rd and 4th, 2019 in Montreal, Canada at the Montreal Science Center. Speakers will include NYC Chief Fleet Officer Keith Kerman, NYPD's Chief of Transportation Thomas Chan, and fleet sustainability leaders and road safety advocates from Montreal, London, and other municipalities. Information about this forum can be found at <https://propulsionquebec.com/impulsionmtl/en/>.

Check out past editions of the Fleet Newsletter

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Fleet in Local Law

By: Keith T. Kerman

NYC Fleet strives to lead the fleet industry in implementing fleet sustainability and safety. Over two decades, fleet has also worked with the administration and city council to codify these best practices in Local Law. There are currently at least 21 Local Laws that govern fleet-related operations and help to ensure we maintain and expand our leadership in fleet operations.

Almost 19,000 City vehicles currently operate on some type of alternative fuel, from hybrids, electric plug-ins, natural gas units, biofuels, and even solar. This is one of the largest sustainable fleets in the world and Local Law has helped support each aspect of this implementation. Local Law 38 of 2005 called for the City to purchase the cleanest available light and medium duty vehicles and to transition to ultra-low sulfur diesel (ULSD). Local Law 39 of 2005 called for the City to lead in installing diesel particulate filters (DPFs) to reduce truck tailpipe emissions. Over 93% of our on-road fleet now employs this technology. Local Law 73 of 2013 moved the bar further, formalizing our nation leading work in biofuels implementation. In FY18, NYC implemented its largest ever biofuels program for fleet.

Over half of City ambulances today use anti-idling, hybrid, and plug-in technology to reduce emissions, noise, and maintenance cost by turning off the engine when the unit idles. This effort began as a partnership with the City Council in 2013 through a law aimed at studying the effectiveness of this technology. In 2015, through Mayor de Blasio's Vision Zero initiative, DCAS published a report and launched its first implementation of truck side-guards. Today, NYC not only operates the largest fleet of trucks with side-guards in North America, at over 2,300, but has put in place side-guard legislation that is a model for cities nationwide.

NYC Fleet is making major strides in improving fuel economy for the City fleet. It was back in 2005 when the fleet was first required by Local Law to report on EPA fuel economy, our version of federal CAFE standards. In 2013, additional requirements were put in place to report actual use-based fuel economy. DCAS published the latest version of this report just last week. Both reports show the

substantial improvement in fuel economy that has been achieved through green buying. NYC's achievement of 100 MPG in EPA fuel economy for FY18 is also a critical example for the country that this type of achievement is possible now in the vehicle marketplace.

Local Law has also helped spur our electric charging, bioheat, car share, and other initiatives. We looked forward to continued work with the city council to ensure that best practices in fleet are codified and that NYC remains a leader in fleet management.

NYC Local Laws Governing Fleet Operations

Local Law 77 of 2003	Use of ultra low sulfur diesel and best available technology in off-road vehicles
Local Law 38 of 2005	Purchase of cleaner light duty and medium duty vehicles
Local Law 39 of 2005	Use of ultra low sulfur diesel and best available retrofit technology for diesel motor vehicles
Local Law 55 of 2007	Reduction of greenhouse gas emissions by 30% by 2017
Local Law 5 of 2009	Engine idling
Local Law 43 of 2010	Use of clean heating oil in New York City
Local Law 66 of 2013	Fuel management plan in response to certain emergency events
Local Law 72 of 2013	Use of auxiliary power units in ambulances
Local Law 73 of 2013	Use of biodiesel for diesel motor vehicles and revises diesel retrofit requirement
Local Law 74 of 2013	Discontinues waivers for diesel retrofits
Local Law 75 of 2013	Calculation of and reporting on the use-based fuel economy of light and medium duty vehicles
Local Law 76 of 2013	Revises the minimum average fuel economy of light-duty vehicles
Local Law 107 of 2013	Increasing the use of biofuel in city-owned buildings
Local Law 130 of 2013	Electric vehicle charging stations in open parking lots and parking garages
Local Law 29 of 2014	Right of way for pedestrians and bicyclists
Local Law 41 of 2015	Car sharing in the city fleet
Local Law 56 of 2015	Side guards
Local Law 119 of 2016	Clean heating oil
Local Law 160 of 2016	Electric vehicle charging station pilot program
Local Law 27 of 2018	Use of alternative fuels in city ferry fleet
Local Law 28 of 2018	Use of biodiesel in school buses

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 252, February 8, 2019](#): NYPD Represents NYC Fleet

[NYC Fleet Newsletter 251, January 25, 2019](#): Exercising Extreme Caution With Left Hand Turns

[NYC Fleet Newsletter 250, January 18, 2019](#): NYC Fleet: Drive to 2,000 Electric Vehicles

[NYC Fleet Newsletter 249, January 11, 2019](#): Fleet Spotlight: Donald Cooke, Welder, DOT

[NYC Fleet Newsletter 248, January 4, 2019](#): It's a City Fleet Vehicle. It Is Not Your Car.

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Fleet Celebrates Black History Month

By: Keith T. Kerman and Lenin Fierro

President Gerald Ford officially recognized Black History Month in 1976, calling upon the public to “seize the opportunity to honor the too-often neglected accomplishments of black Americans in every area of endeavor throughout our history.” In that spirit, NYC Fleet would like to take the opportunity to recognize the everyday contribution of some of our outstanding City employees in fleet related services.



Freddy Richardson, Collision Investigation Captain, Department of Correction (DOC). Captain Richardson currently manages the collision reporting process at DOC as part of its Transportation Division. Captain Richardson works to investigate and examine the cause of fleet crashes and administers the CRASH Fleet System at DOC, one of our Vision Zero initiatives. He went to Brooklyn Automotive High School and DeVry University, graduating as an electronics technician. Prior to his career at DOC, he worked at General Instruments, repairing robotic equipment. Captain Richardson has been with DOC since 1995. Currently in his 24th year of public service, he “likes the challenge of the work and it always keeps me busy.” In his free time, he enjoys golf, chess, fishing, and loves to bar-b-que any time of year.



Gerald Buchanan, Motor Vehicle Operator, NYPD. Buchanan has been with the Police Department for 29 years. He graduated from John Bowne High School and then joined the US Army where he repaired helicopters. He joined the NYPD as a motor vehicle operator starting at the Auto Pound. He later moved to Fleet Services working at NYPD Shop 3 as a tow truck operator. Buchanan’s love of driving is evident. As he puts it: “I like the challenge. When you go out, every job is different.” Buchanan has seen it all, from parades, public disturbances, and crime scenes of every type. His skill and experience led him to be a CDL license instructor for Fleet Services and he is very proud that his students have a 90% pass rate over the last 12 years. Buchanan’s family is committed to public service. His wife Betty Buchanan works at HRA. As for his children, Randolph works at DOE. Surrena is an MTA train operator. Jeanna is a teacher, and Gerald Jr. is currently in the US Army. Buchanan is also very involved with his church as a Deacon. He resides in Spring Field Gardens, NY.



Robert Farrow, Fleet Coordinator, Department of Probation.

Farrow provides fleet support to all Probation Officers as they check in on their clients. Probation officers depend on their vehicles for most of their daily responsibilities which makes Farrow's role critical. His work includes scheduling preventive maintenance and addressing break-downs, collision response and CRASH reporting, gas cards, tows, and being the go-to person for all things fleet and DOP's 86 vehicles. Farrow graduated from Thomas Jefferson H.S. and went on to Ferrum College in Franklyn County, VA on a full basketball scholarship. He is currently in his 32nd year of service with NYC. Farrow is a proud father of two: Robert Jr. and Kimberly. He resides in Brooklyn and his hobbies include playing basketball, chess, checkers, and any card game.



Weusi Charles, Auto Mechanic, NYC Parks. Charles joined NYC Parks in 2015 and currently works out of the Five Borough Repair Facility. Weusi says: "I love being a mechanic at Parks due to the challenges and the wide range of vehicles you're exposed to." At Parks, he services and repairs attenuator trucks, bucket trucks, packers, dumps, log loaders, front end loaders, flat beds and more. Charles is a native of Guyana and came to the United States when he was 19 years old. He worked a variety of odd jobs before deciding to enroll in Apex Technical School where he graduated as an engine repair technician. He resides in Brooklyn with his wife Rachel and he is the proud father of two. He spends his time off fixing cars, drag racing, and working on model airplanes.

This week's newsletter recognizes a skilled, talented, and dedicated team of fleet and Civil Service professionals with 89 years of combined public service. Thanks again to each of them and to everyone who keeps New York City's fleet on the road each day.

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Reducing Maintenance Costs With Electric Vehicles

By: Keith T. Kerman

When we discuss benefits of electric plug-in vehicles, we generally focus on stopping the use of fossil fuels and the air quality and greenhouse benefits this brings. Electric vehicles also offer the promise of substantial reductions in maintenance and repair costs and service disruptions.

For all-electric vehicles (BEVs), the oil change, spark plug, and air filter replacement are things of the past. You won't need to get your transmission serviced or worry about your muffler or catalytic converter needing repairs or being stolen, an issue our fleet is dealing with now on gas and hybrid cars. (More on that in a future newsletter.)

While tire and wiper issues remain the same as with gas cars, electric vehicles offer a surprising improvement to brake operations. Regenerative braking reduces wear on brakes and can vastly extend servicing intervals for items such as brake pads.

For truck operations, there is reduced belt reliance and the removal of vacuum lines. Most importantly for maintenance costs would be the elimination of costly and difficult-to-maintain diesel particulate emissions reduction systems, called DPFs. In fact, vehicle emissions tests themselves become unnecessary with electric vehicles.

NYC Fleet has more experience with electric vehicles than most, so we took a look at last year's maintenance costs with the DCAS client fleet to see if these service benefits are materializing. Right now, servicing costs with our all-electric vehicle models is dramatically less than with gas, hybrid, or hybrid plug-in models. In general, our hybrid models also achieve benefits from gas models, though the most dramatic results in this report are with the all electrics.

NYC Fleet
Saving Maintenance Costs with Electric Vehicles

Vehicle Model	System	Number	2018 Maintenance Cost
Bolt	All electric BEV	93	\$204.86
Focus	Gas	11	\$1,805.24
Focus Electric	All electric BEV	7	\$386.31
Fusion	Gas	62	\$1,621.34
Fusion Energi	Hybrid Gas/Electric Plug in	154	\$496.73
Fusion hybrid	Hybrid Gas/Electric	205	\$1,310.89
Leaf	All electric BEV	149	\$344.14
Prius	Hybrid Gas/Electric	1,131	\$893.31
Taurus	Gas	38	\$922.67
Volt	Hybrid Gas/Electric Plug in	43	\$1,210.40

Data from DCAS Client Program, CY2018

Our electric vehicles have not yet completed a full life cycle of ten or so years, so we will keep monitoring and reporting on maintenance performance. All early indicators are that we are achieving the fuel, emissions, and maintenance benefits of this exciting transition away from the internal combustion engine.

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Fleet Loses Two of its Own

By: Keith T. Kerman and Lenin Fierro

NYC is fortunate to have over 2,000 full-time staff working in fleet servicing and dispatch operations across 50 agencies and offices. Sadly, Fleet lost two dedicated and respected colleagues recently: Dragan “Danny” Markov, Auto Mechanic at NYPD, and Lofton Johnson, Fleet Analyst at NYC Parks.



Danny started his career with the NYPD on May 2006 as an Auto Service Worker at the Fleet Services Division Central Repair Shop (CRS) in Woodside. Danny was quickly recognized for his focus and hard work. He moved to Service Shop 4 in Ridgewood, where he was promoted to Auto Service Worker Level II in August 2009.

Danny began working at NYPD’s Citywide Service Shop 9 in upper Manhattan after his promotion to Auto Mechanic in November 2014. Shop 9 is our fleet consolidation shop, servicing DOT and DEP vehicles as well as NYPD units. Danny was excited to be a part of the fleet consolidation effort and he helped make and keep this critical effort successful and a model of shared servicing and inter-agency partnership.

Danny was a skilled technician who always performed his job with a smile. He was loved and respected by all who knew him and will forever be missed at the NYPD Fleet Services Division. Danny passed away on January 25, 2019 at the age of 45. He leaves behind his wife Dafina and 2 sons, 20-year-old Dejan, and 12-year-old Marko.

NYC Parks and DCAS Fleet are also mourning the passing of Lofton Johnson on November 29, 2018. Lofton was a veteran of the U.S. Air Force and worked with the U.S. Postal Service for nine years before joining Parks in 1994.

He began working on Citywide reporting for beaches, pools, and fleet at the Arsenal in Central Park. In 1995 he moved to 5-Boro, the Parks Citywide Fleet Services facility on Randall’s Island, where he spent the rest of his 25-year NYC government career.

Lofton devoted his efforts to developing and implementing daily service reports for Parks and



detailed CRASH and incident tracking. The reporting that he reliably produced day after day for so many years later became the model for the now Citywide service and crash initiatives that DCAS has implemented with all agencies.

Lofton cared enormously about his work, his City, and his Yankees, and was always there with a kind or supportive remark about public service, and to remind you with good humor when your sports team lost and his won. For his efforts in Fleet, Lofton was a recipient of a 100 Year Association Service Award from DCAS in 2006. Lofton was a native of Harlem and has a son Malik.

All of Fleet sends its sincerest condolences to the family, friends and colleagues of these two tremendous public servants, both of whom we lost far too soon. We will miss and remember you!

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NYC Fleet: Comparing Sedan Costs

Operating Cost for City Fleet Prius, General Estimate (HYBRID)		
Purchase Price		\$22,984 Base model; FY18 Contract
Estimated Life, Years		9 9 years and 80,000 miles is NYC Fleet Rules benchmark
Purchase Annualized	\$	2,553.78
Estimated Annual Mileage		8,000
Cost of fuel	\$	2.20 Average cost for City gas, FY18
Fuel economy		54 EPA MPG Equivalent, 2017
Annual Fuel Cost	\$	325.93
Maintenance	\$	858.50 DCAS ARI Annual Maintenance Report, 2018/2017
TCO Annual	\$	3,738.20 Excluding auction

Operating Cost for City Fleet Leaf, General Estimate (BEV, All-ELECTRIC)		
Purchase Price		\$25,797 Base model; FY18 contract
Charger Cost		\$2,656 Base Level 2 Charger \$2,156; Install estimate \$500
Charger Cost Annualized		\$295 Over life of vehicle
Estimated Life, Years		9 9 years and 80,000 miles is NYC Fleet Rules benchmark
Purchase Annualized	\$	2,866.33
Estimated Annual Mileage		8,000
Cost of fuel	\$	2.20 Average cost for City gas, FY18
Fuel economy		124 EPA MPG Equivalent, 2017; Used for comparison, unit is ZERO gas use
Annual Fuel Cost	\$	141.94 Fuel Equivalent Cost
Maintenance	\$	317.50 DCAS ARI Annual Maintenance Report, 2018/2017
TCO Annual	\$	3,620.88 Excluding auction

Operating Cost for City Fleet Fusion, General Estimate (GAS)		
Purchase Price		\$22,866 Last purchase 2017; City does not currently purchase gas sedans
Estimated Life, Years		9 9 years and 80,000 miles is NYC Fleet Rules benchmark
Purchase Annualized	\$	2,540.67
Estimated Annual Mileage		8,000
Cost of fuel	\$	2.20 Average cost for City gas, FY18
Fuel economy		23 EPA MPG Equivalent, 2017
Annual Fuel Cost	\$	765.22 Fuel Equivalent Cost
Maintenance	\$	1,286.50 DCAS ARI Annual Maintenance Report, 2018/2017
TCO Annual	\$	4,592.38 Excluding auction

Update prepared by DCAS, 3/13/19

NYC's New Fleet of Solar Light Towers

By: Keith T. Kerman

In December 2017, DCAS announced the completion of its first long-term contract for solar-electric portable light towers. As we begin a busy spring season, we now have our first 55 solar units in operation Citywide.

NYC operates nearly 600 portable light towers to help us light up areas for outdoor special events, security needs, late night road repairs, or during power outages and storm emergencies. These units are critical security and emergency assets and DCAS has led an effort, post-Hurricane Sandy, to increase our resources for this type of equipment.

In the past, our only option was to procure diesel light towers. These use a lot of fuel, are high maintenance, noisy, and must be manually turned on and off with each use. Our new solar-electric light towers offer the chance to change all that. The solar panels charge electric batteries during the day, enabling zero emission lighting at night. The units are silent, low maintenance, use improved LED lighting, and can be programmed to turn on and off remotely. The units offer the prospect of zero emissions and vastly reduced maintenance costs. As a contingency, we have procured some units with backup emergency fuel tanks in case of extended emergency operations.

With the support of DCAS, the Parks Department has led the implementation with 40 units now in operation. NYPD, which helped develop the contract specifications, has introduced four units, the Department of Transportation has five, and the Department of Sanitation has six initial units.

We will be following the progress of these units closely as they enter their first full year of use. We look forward to further transforming this aspect of our off-road operations to zero emission, sustainable technologies.



A Special Congrats to Warren Deitz at NYC Parks

Speaking of NYC Parks, a special shout-out from DCAS Fleet, especially the ex-Parkies, to Warren Deitz, soon to retire after 45 years of dedicated park supervision and commitment to NYC public spaces. Park supervisors are on the front lines, ensuring all New Yorkers have clean and safe park spaces to recreate, exercise, and escape the daily bustle. With all he's accomplished in an extraordinarily long public service career, Warren also had a special commitment and focus on safe driving and maintaining a crash-free career. With everything the City is doing to advance Vision Zero, drivers like Warren are still the key to keeping our roads, and parks, safe. His son John will maintain the family legacy at Parks. Many thanks and congratulations.



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THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

EXECUTIVE ORDER No. 41

March 28, 2019

CITYWIDE FLEET SUSTAINABILITY, RIGHT-SIZING, AND EFFICIENCY THROUGH NYC
CLEAN FLEET PLAN

WHEREAS, the City operates a large fleet (“NYC Fleet”) of vehicles and motorized equipment that is critical to the daily provision of municipal services; and

WHEREAS, the Department of Citywide Administrative Services (DCAS) through NYC Fleet manages an extensive network of fueling and electric vehicle charging infrastructure to power these fleets including light, medium, heavy duty and off-road units; and

WHEREAS, in accordance with New York City Charter section 827 and Executive Order No. 161 of 2012, DCAS procures all fleet units and fuel for City agencies and manages initiatives to implement cleaner alternative fuels, reduce vehicle emissions, and increase fleet efficiency; and

WHEREAS, the NYC Clean Fleet Plan was released in December 2015, and calls for NYC to implement the most sustainable fleet in the country, including operating at least 2,000 on-road electric vehicles by 2025 and reducing greenhouse gas emissions (GHG) by 50% by 2025; and

NOW, THEREFORE, by the power vested in me as the Mayor of the City of New York, it is hereby ordered:

Section 1. NYC Clean Fleet Plan. DCAS, working with the Office of Management and Budget (OMB) and the Mayor’s Office of Sustainability (MOS), will continue to implement the NYC Clean Fleet Plan. All agencies operating fleet units will support implementation of this phase of the plan and take all required efforts to achieve the environmental and efficiency performance goals within the NYC Clean Fleet Plan. DCAS and MOS will issue a report and update to the plan every two years, with the first such report and update issued by January 1, 2020. This report will include an update on implementation of this Executive Order.

§ 2. Fleet Size. By June 30, 2019, DCAS will implement telematics, mapping, and analytics for all City on-road fleet units, including long-term rentals. The New York City Police Department will implement a similar initiative. Working with OMB, DCAS will set fleet daily usage targets for all City fleet agencies and major operational sub-divisions of the fleet, to ensure that the City achieves an optimal fleet size based on documented usage patterns. At least 1,000 existing on-road units will be reduced by June 30, 2021. In addition, DCAS and OMB will establish an 80 percent general usage standard for the

fleet by agency and will also establish specific targets for critical agency operational sub-divisions along with guidelines for vehicle usage and replacement. Any exceptions to telematics installations or to these standards, such as for highly specialized fleet units or emergency response operations, must be approved in writing by DCAS and OMB.

§ 3. Commuting. NYC Fleet rules (“DCAS Fleet Manual”) allow for employee commuting with City vehicles when necessary for agency operational purposes including inspection, off-site construction or project management, emergency response, and/or parking issues. The costs and emissions tied to commuting use shall be minimized to operationally essential and non-avoidable purposes. Staff approved to commute for emergency response must provide verification of regular emergency activations requiring vehicle use, and vehicles may not be used for personal reasons even for authorized commuters. All staff must comply with the DCAS Fleet Manual rules regarding commuting and submit authorization forms signed by their Commissioner. DCAS and OMB will implement a review of actual commuting patterns and will implement a reduction of at least 500 authorized commuters by June 30, 2021.

§ 4. Vehicle Right-Sizing. The choice of vehicle type has important emissions and cost implications. City operations should utilize the most cost effective and fuel-efficient types of vehicles that are consistent with their operational purpose. DCAS and OMB will conduct a review of current sports utility vehicle (SUV) assignments. DCAS will down-size at least 250 City fleet SUVs to electric plug-in sedans by June 30, 2021. DCAS and OMB will also identify other fleet types that can be right- or down-sized to reduce emissions and/or costs. DCAS will also publish a list of the most fuel-efficient models on contract for common vehicle types such as sedans, SUVs, pickups, mini-vans, and vans. Unless a written exemption is provided by DCAS based on the operational necessities of a fleet agency, all new purchase orders of fleet units for these vehicle types will be restricted to these models. DCAS will update this list of models at least annually.

§ 5. Agency Cooperation. All agency heads are directed to cooperate fully with OMB, DCAS, and the City’s Chief Fleet Officer in implementing and complying with this Executive Order. Before a vehicle may be purchased, OMB and DCAS will affirmatively approve the purchase having reviewed and agreed to its necessity.

§ 6. Effective Date. This Order shall take effect immediately.


Bill de Blasio
Mayor

NYC Fleet: Women's History Month Spotlights

By: Keith T. Kerman and Lenin Fierro

In recognition of Women's History Month, this week's newsletter spotlights women at four agencies who have made great contributions to our City fleet management.

Crystal Devine, Collision Claims Coordinator, FDNY.

Crystal joined the City of New York as an EMT in 1991 when EMS was part of Health and Hospitals Corporation (HHC). In 1996, EMS and FDNY merged. As per Crystal, "the merger with FDNY opened a lot more doors in my career and diversified the force." In June of that year, Crystal was in the passenger seat of an ambulance responding to an emergency dispatch when it was involved in a line of duty collision with a flatbed truck. She was injured in that collision and couldn't return to full duty. After the collision, Crystal was assigned to the FDNY Safety Office and now serves as Collision Claims Coordinator at Metro Tech in Brooklyn. Crystal helps FDNY monitor and address crash issues, knowing from her own experience how important these issues are. Crystal is a graduate of Julia Richmond High School and was able to attend New Rochelle College thanks to DC37. She raised two children, Christopher and Nicole, and is now a grandmother to Jaylin, Neveah, and Elijah. She is also very active in her church, serving on the Board of Trustees, as Choir Director, and as Youth Supervisor. Crystal resides in Far Rockaway Queens with her beloved cat.



Caren Chin, Vehicle Compliance Officer, NYC Parks. Caren began her career with the City of New York in 1997 working for the Parks Advocates Office. She now serves at the 5-Boro Parks complex in Randall's Island as the Vehicle Compliance Officer. Caren helps administer several Citywide Vision Zero initiatives, including CRASH tracking, authorized driver compliance, defensive driving, claims management, and the fleet's telematics upgrade. Caren helps ensure that Parks operators are driving safely, understand fleet rules, and are setting a good example as fleet operators. New Yorkers come to Parks to get away from cars, and Caren takes her role seriously in making sure our park fleet is driven cautiously and responsibly. Caren also appreciates the dedication and camaraderie of her fellow Parkies. Caren attended Forest Hills High School in Queens and later St. Thomas Aquinas College in Spark Hill, NY. She is a resident of Forest Hills, Queens.

Valerise Charles, Clerical Associate III, Safety and Training, DSNY. Valerise is assigned to DSNY's Division of Safety and Training based at Floyd Bennet Field, Brooklyn. She is part of the team that manages all collision data in the DCAS CRASH system for DSNY's 60 collection garages. Valerise also helps coordinate CDL license management and other safety reporting for DSNY, one of the largest public trucking fleets in the country. Valerise has been a civil servant for 31 years and notes that "with the city you learn about how capable and adaptable you are." Valerise worked for the Bank of New York before starting with the City in 1988. She has served at several agencies, including ACS, Sheriff, BIC, and now DSNY, and has enjoyed experiencing the different atmospheres and cultures of the different agencies. Valerise is a graduate of Boys and Girls High School in Brooklyn, and currently resides in Rockaway Beach, Queens with her husband of 27 years, Eric Charles and her dog Shadow Charles. She is a proud aunt of 3 nephews and 3 nieces.



Carol Green, Senior Project Manager, DCAS, NYC Fleet.

Carol is a native of Massachusetts where she graduated from Newton High School and went on to Simmons College. She moved to New York City in 1983 to pursue her career in the telecommunications field. Carol began her public service with the City of New York in 1993 as a Purchase Director for the Division of Municipal Supply Services (DMSS) at the Department of General Services (DGS), what is now DCAS. She rose up the ladder, eventually serving as the Agency's Chief Contracting Officer (ACCO). Whether it's cars, fuels, parts or services, procurement is critical to the success of fleet operations. Carol's ability to navigate the world of City contracts and procurement rules, to write Requests for Proposals and Bids (RFPs and RFBs), and her dedication to supporting those around her, have earned her the deep respect and appreciation of her colleagues. This is a particularly bittersweet spotlight since Carol will be retiring this very day from City Service after 26 years. Carol can now look forward to pursuing her hobbies of reading mystery books, going to the theater, and supporting her hometown baseball team. We all wish her the happiest of retirements.

Thanks to all of you for your dedicated and skilled public service and support of our City's fleet program.

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NYPD Makes Arrests in Fleet Vandalisms

By: Keith T. Kerman

Since December 18, 2018, NYC's fleet has been the target of vandals removing and stealing catalytic converters from the under-carriages of our vehicles while parked on the street. Most of the impacted units were our fuel efficient hybrid Toyota Priuses. Five agencies were impacted, with Housing and Preservation Development (HPD) being the hardest hit by far. The vandals go underneath the vehicles, cutting out the converters, likely to sell them for the steel or as parts. We have recorded over \$40,000 in damage so far, as well as towing costs and disruption of normal agency operations. Most of the thefts were in upper Manhattan, but three other boroughs, Brooklyn, Bronx, and Queens were also impacted.



When these thefts started, DCAS quickly turned to our partners in the NYPD. NYPD immediately began focusing on this theft spree and taking action. We are pleased to report that investigators from the NYPD Auto Crime Division have now effected three arrests of individuals identified as having been involved in multiple thefts of catalytic converters from City-owned vehicles, including DOT, Parks, HPD, Buildings, and DEP. Two of the arrests were on March 27, and a third on April 2.

We want to thank the NYPD Auto Crime Team led by Sergeant Toczek, along with Detective Valenza, Detective Angeles, and Police Officer Carey. We also want to thank NYPD Deputy Commissioner Robert Martinez, Director Vartan Khachadurian, and NYPD Inspector Scott Olexa of Fleet Services for assisting these efforts. Finally we want to thank the Agency Transportation Coordinators (ATCs) from each impacted agency; Harris Kaplan, Greg Blain, and James Ambenge of DCAS Fleet Services; and Robert Silberstein of DCAS Legal, all of whom have been helpful in this effort.

While we hope to see the end of this theft ring, we will remain vigilant and continue our partnership with NYPD and our fleet agencies to address any future efforts to target our fleet!

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Safety is Not A Luxury

By: Keith T. Kerman and Eric Richardson

As part of Mayor de Blasio's Vision Zero initiative, DCAS implemented a Safe Fleet Transition Program (SFTP) to ensure that we require the highest level of safety feasible for the full set of vehicle types which we procure. Working with agency fleet directors and specifications specialists, DCAS has already added over 27,000 safety improvements to the City's fleet in the first two years of this initiative. These improvements include automatic braking, driver alerts, backup camera and alarms, surround cameras, truck side-guards, telematics, and more. We recently completed our first update to the SFTP and we have published the plan on our website. We encourage other public and private fleets to adopt similar policies.

Fleets and consumers depend on vehicle manufacturers to adopt these safety changes. A major challenge and barrier to safety efforts is the pervasive inclusion of safety outfitting only as part of vehicle luxury packages. Imagine going to a car dealership and being told your new vehicle will not come with seatbelts or airbags unless you also purchase a sun-roof, backseat entertainment systems, and chrome wheels. That sounds absurd. Yet today, those exact conditions apply to critical and widely established safety outfitting including automatic braking, collision and lane departure alerts, and automatic high beams.

As we have worked to implement our Safe Fleet Transition Plan, we are colliding directly with these market limitations. Based on current market options, potential customers can be required to spend thousands of dollars on optional, and in our case unwanted, luxury items as the only way to procure needed and potentially life-saving safety outfitting. No fleet or retail customer should face such a choice.

We all understand that advanced or additional safety outfitting can have additional costs. That's fair. Bundling that safety with luxury items is not. We need vehicle manufacturers to offer safety packages for all vehicles that are separate from optional luxury items, and we will need all fleets and retail customers to press for this change. Safety is not a luxury item.



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DCAS Hosts Annual All Agency Fleet Federation

By: Keith T. Kerman

On April 25, DCAS hosted its annual all-agency fleet meeting at the David N. Dinkins Municipal Building. Over 130 people representing 51 City agencies participated this year.

The annual gathering of fleet officials focused on four major policy initiatives: the recent mayoral executive order regarding NYC Clean Fleet efficiency; the year-6 Vision Zero plan for fleet; the updated OneNYC sustainability plan for fleet; and DOI's revised agency recommendations for proper use and compliance with fleet rules.



DCAS Commissioner Lisette Camilo welcomed the City's fleet and transportation managers, reminding them of the important role that fleet plays in Mayor de Blasio's sustainability and safety agenda. DCAS Fleet focused on the operations of its new telematics system and Fleet Office of Real Time Tracking (FORT), as well as the pending fleet reduction and Citywide savings requirements.

DOI Deputy Inspector General Meredith Stroble presented on rules and requirements for proper use of vehicles, stressing each fleet manager's obligation to identify and report misuse or personal use of City fleet units. DCAS Diversity and EEO Officer Belinda French also conducted a training and discussion of EEO and diversity policy aimed especially at fleet operations and transport.

Thanks to everyone who presented and attended. We look forward to one of our most ambitious years of fleet initiative in fiscal year 2020.

Reminder: Join us at the 31st Annual City Fleet Show on Thursday, May 16 at Flushing Meadows Corona Park



NYC Parks

31ST ANNUAL EQUIPMENT & VEHICLE SHOW

Thursday, May 10, 2018, 9am to 2pm
Rain Date: Friday, May 11

Flushing Meadows Corona Park,
Queens, by the Unisphere

NYC Fleet

NYC DCAS
Citywide Administrative Services

This show highlights vendors who support NYC's Clean Fleet and Vision Zero initiatives, as well as daily operations. We will have vendors offering a wide array of products to improve vehicle safety including cameras, truck side guards, systems to track and manage fleets, and systems to avoid or mitigate collisions. The show also highlights vehicles and equipment with alternative fuels and emissions reducing technologies, along with the latest in light and heavy-duty vehicles, trucks, horticultural equipment, tools, fleet services, and more.

Free to all exhibitors and attendees.

- RSVP Exhibitors at: <https://goo.gl/forms/XBQBFhYHZYvqxJJb2>
- RSVP Attendees and Exhibit Staff at: <https://goo.gl/forms/YqVB9EZQ6uy3d8qu1>
- RSVP Vehicles at: <https://goo.gl/forms/bfzpoDUliPwhaXxE3>

For any questions, please call (212) 386-0377 or email dkrantz@dcas.nyc.gov



Accessibility Questions?

Contact DCAS Accessibility at 212-386-0256, or accessibility@dcas.nyc.gov by May 9, 2019.

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**VISION
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nyc.gov/visionzero

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 260, April 19, 2019](#): Safety is Not a Luxury

[NYC Fleet Newsletter 259, April 12, 2019](#): NYPD Makes Arrests in Fleet Vandalisms

[NYC Fleet Newsletter 258, March 29, 2019](#): NYC Fleet: Women's History Month Spotlights

[NYC Fleet Newsletter 257, March 22, 2019](#): NYC's New Fleet of Solar Light Towers

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Fleet Spotlight: Smitty Darden, Motor Vehicle Supervisor, DHS

By: Lenin Fierro

Many New York City employees use vehicles to perform their duties. For motor vehicle operators (MVOs) and their supervisors, vehicle operation is their full-time responsibility. This week we spotlight a long-time motor vehicle supervisor, Smitty Darden, Transportation Division, Department of Homeless Services (DHS).

Smitty has been a dedicated City employee since 1979. Smitty is a native of Jacksonville, NC and relocated to New York City in the early 70s. He began his career working as a community assistant with FDNY. He served as part of teams that would help salvage property and work to safeguard homes that had been damaged by fires.

In 1985, Smitty got a chance to join DHS as a motor vehicle operator. As part of the transportation unit, he has served as a driver, dispatcher, and now supervisor. His role remains hands-on, just as it was at FDNY. Smitty and his staff help families and individuals served by DHS to move and transition, either to alternative shelters or to safe private living.

Smitty and his team take a supportive interest in their clients and do their best to help them gain control over their lives. "The job is simple," says Mr. Darden, "but the rewarding part is when you help others."

He's been there for NYC in times of tragedy as well. After 9/11 he helped staff to relocate from Manhattan to Brooklyn when their offices were forced to close. When Hurricane Sandy hit in 2012, Smitty was assigned to the lower Manhattan area and Bellevue Hospital, working 16-hour days and being on-call 24 hours a day for several weeks. His assignment was to quickly relocate staff, patients, and area shelters from impacted areas. Smitty and many other dedicated employees at DHS received letters of recognition for their efforts.

How does Smitty relax? He has a green thumb and has been gardening since he arrived in the city. Mr. Darden helped start and maintain community gardens in several parts of the city. He's currently working at the College Avenue Community Garden in the Bronx, helping grow tomatoes, lettuce, onions, and many other healthy vegetables. Smitty is a resident of the Bronx, where he spends time with his family and his two cats Milk and Fiona.

Fleet would like to thank Smitty for his 40 years of service to NYC.



Reminder: Join us at the 31st Annual City Fleet Show on Thursday, May 16 at Flushing Meadows Corona Park



NYC Parks

31ST ANNUAL EQUIPMENT & VEHICLE SHOW

Thursday, May 16, 2019, 10am-5pm
Rain Date: Friday, May 17

Flushing Meadows Corona Park,
Queens, by the Unisphere

NYC Fleet

NYC DCAS
Citywide Administrative Services

This show highlights vendors who support NYC's Clean Fleet and Vision Zero initiatives, as well as daily operations. We will have vendors offering a wide array of products to improve vehicle safety including cameras, truck side guards, systems to track and manage fleets, and systems to avoid or mitigate collisions. The show also highlights vehicles and equipment with alternative fuels and emissions reducing technologies, along with the latest in light and heavy-duty vehicles, trucks, horticultural equipment, tools, fleet services, and more.

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For any questions, please call (212) 386-0377 or email dkrantz@dcas.nyc.gov



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For Immediate Release



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City to Double its Use of Electric Vehicles, Hits New Milestone

NYC's Government Vehicle Fleet Has Replaced 2,200 Gas-Powered Vehicles and will Reach 4,000 by 2025

NEW YORK – The New York City Department of Citywide Administrative Services (DCAS) today announced that it has replaced 2,200 gas-powered on-road fleet vehicles with plug-in electric models. This milestone was achieved six years ahead of a 2025 target set by Mayor Bill de Blasio in the *NYC Clean Fleet Plan*, announced in 2015. Building upon this success, the City will now double its goal and will have at least 4,000 on-road electric vehicles in use by 2025. When Mayor Bill de Blasio took office in 2014, the City had only 211 electric vehicles in its fleet. The announcement was made at the 31st Annual Fleet Show hosted by DCAS and the NYC Parks Department in Flushing Meadows Corona Park. Many of the City's newest fleet models were on display at the show.

"It's time to say goodbye to fossil fuels and say hello to an emissions-free future," said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. "The cars we buy directly impact the air we breathe and how we impact our climate. That is why we're shrinking the size of City government's vehicle fleet and using cleaner fueling options."

The 2,200 plug-in electric vehicles that have been introduced to the City's fleet have reduced annual CO₂ emissions by nearly 9,000 metric tons, the equivalent of burning 1 million gallons gasoline. In addition to the environmental benefits of electric vehicles, their use has reduced fueling and maintenance costs. The average all-electric sedan costs 65% less to maintain, saving over \$550 per year for each vehicle. In total, one-third of the City's sedans, excluding police cars, are now electric-powered.

The City has undertaken a rapid phase-out of traditional vehicles for electric models. Under Mayor de Blasio's *NYC Clean Fleet Plan*, DCAS has also:

- Replaced 5,400 traditional vehicles with hybrid models.

- Expanded the use of biofuels, including beginning to use renewable diesel, a 99% petroleum-free alternative.
- Achieved an historic milestone of 100 miles per gallon fuel economy equivalent for sedans purchased during Fiscal Year 2018.
- Installed the nation's largest network of solar-powered electric vehicle chargers.
- Equipped FDNY ambulances with anti-idling and electric plug-in capable technology.

The City also announced at the Fleet Show that NYPD has received the first of its 200 hybrid police cars and unveiled the first electric vehicle 'fast charger' that will be used by various City fleet vehicles. This technology can fully charge an electric sedan in 45 minutes compared to six hours for traditional chargers. These chargers will help keep fleet vehicles in continuous use and not docked at a charger.

"In 2000, Fleet had only two alternative fuel models available and neither were plug-ins," said **Keith Kerman, NYC Chief Fleet Officer and DCAS Deputy Commissioner**. "Today we have over 40 alternative fuel models on the road including electric plug in sedan, SUV, cross-over and mini-van options, and we expect to see these options continue to expand including to trucks."

"Congratulations to NYC DCAS for its dedicated role in fleet sustainability and for today's announcements regarding electric vehicle procurements," said **Catherine Loubier, Quebec's Delegate General in New York**. "The leadership shown by Mayor de Blasio, Commissioner Camilo and Chief Fleet Officer Keith Kerman is a testament to their commitment to fighting climate change and reducing our carbon footprint. We also would like to recognize the Quebec companies attending today's NYC Fleet Show and their innovative solutions for cleaner and safer mobility. We are looking forward to our continued partnership with the City of New York and the international fleet forum that we are co-hosting in Montreal on June 3 and 4."

Earlier this year, Mayor de Blasio also signed an executive order that will eliminate at least 1,000 non-electric vehicles from the City vehicle fleet by June 2021, reduce the number of take-home vehicles for employees by at least 500, and replace 250 SUVs with electric plug-in sedans.

About DCAS

The Department of Citywide Administrative Services (DCAS) provides value-added and effective shared services to support the operations of New York City government. Its commitment to equity, effectiveness, and sustainability guides its work with City agencies on recruiting, hiring, and training employees; providing facilities management for 55 public buildings; acquiring, selling, and leasing City property; purchasing more than \$1 billion in supplies and equipment each year; and implementing conservation and safety programs throughout the City's facilities and vehicle fleet.

NYC Fleet Show: NYC Passes 2,000 EV Goal

By: Keith T. Kerman

In 2015, Mayor Bill de Blasio challenged City agencies to implement the nation's largest electric vehicle fleet with at least 2,000 on-road plug in vehicles by 2025.

At yesterday's 31st NYC Fleet Show, DCAS announced that the City had surpassed this goal, six years early. With the arrival of our newest electric units this spring, many on display at the show, NYC will have 2,213 on-road electric units.



This was just one of many exciting announcements at the show. In addition, DCAS announced that it has completed and posted a report on our successful one million gallon demonstration project for renewable diesel. In combination with biodiesel, renewable diesel offers a path to completely phasing out fossil diesel fuel for City trucks and off-road equipment, while reducing greenhouse gas and harmful air quality emissions. NYC is a national leader in biofuels adoption and has been steadily increasing biofuel use in fleet and buildings. DCAS also announced that a long term contract for renewable diesel has been placed to bid. The pre-bid meeting will be on May 24.

NYPD, DOC and DCAS also announced the arrival of the first of 208 hybrid pursuit-rated police cars for use by NYC law enforcement. DCAS is also in the process of bidding a hybrid utility police vehicle. Starting FY20, NYPD and other law enforcement units will be able to transition fully to hybrid response units.

An expanding electric fleet requires a growing EV charging network. DCAS and City agencies now operate 590 chargers, the largest network in the state. This includes 71 mobile solar carports, the largest such program in the world. At today's show, DCAS announced the completion of our first fast EV charger, located at Flushing Meadows Corona Park. Fast charging will enable City staff to power up their fleet units quickly and

get right back to work. DCAS will be installing up to 100 additional charging units in the next two years.

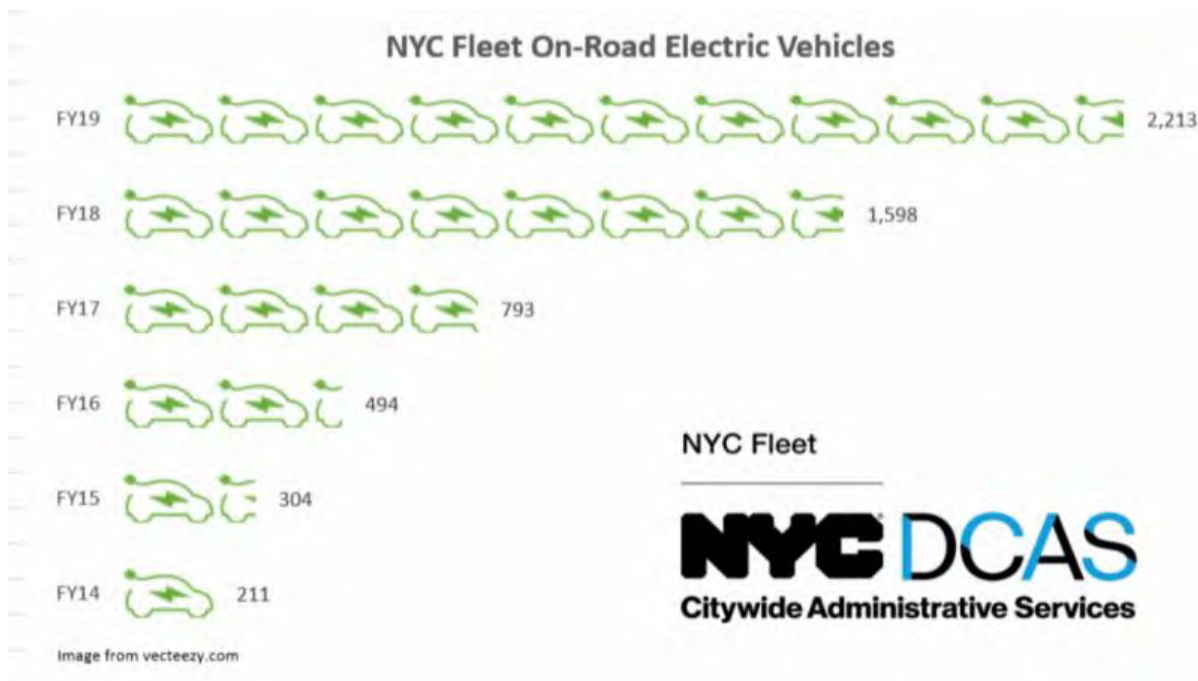
We will have more on the show in future newsletters and posted on our website. Thanks to everyone who participated, and thanks for the perfect weather!

See link to Fleet Show Public Announcement

(<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Fleet-Show-Press-Release-5-16-2019.pdf>)

See link to Renewable Diesel Report

(<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Renewable-Diesel-Report-2019.pdf>)



NYC Fleet: Biofuel Use Up Each Year (in gallons of B100)



NYC Fleet EV Charging Network as of 5/10/2019

NYC Fleet

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DCAS DC for Fleet Keith Kerman Nabs “Nobel” Prize for Public Service



It was a big day for the Fleet team.

Their leader, whose name is synonymous with the words New York City Fleet, received the highest honor a New York City employee can win: the prestigious Sloan Public Service Award.

Keith Kerman, New York City Department of Citywide Administrative Services Deputy Commissioner for Fleet, along with five other notable public servants, was recognized by The Fund for the City of New York and the Alfred P. Sloan Foundation for demonstrating extraordinary service “delivered with ingenuity, energy, and compassion...”

Anyone who knows Kerman knows he is passionate about New York City vehicles: how they are made and repaired; the kind of fuel they burn; whether they are operated safely by City employees; and whether they are where they are supposed to be when they need to be there.

“Because of Keith, New York City boasts the largest, greenest government fleet in the country, which is well on its way to also becoming the safest,” said DCAS Commissioner Lisette Camilo, when she introduced him at the official award ceremony Thursday night, May 23, 2019, in the Great Hall at Cooper Union.

Some of Kerman’s more notable achievements include consolidating all the people involved in the City’s fleet operations into one unit from their diaspora across DCAS. In his first five years as the City’s Chief Fleet Officer, Kerman also organized shared services, fuel savings, and facility repurposing that cut City expenses by more than \$350 million dollars.

Today, Kerman and his team are saving even more taxpayer dollars by reducing the fleet size, finding ways to save on maintenance and fuel costs, and cutting back on commuting vehicles.

The DCAS Fleet team, under Kerman’s direction, has also been instrumental in expanding the Department of Education’s Automotive High School Internship program, which provides paid internships and valuable hands-on experience at municipal garages Citywide to more than 50 public school students.

“It’s an honor and a privilege to serve this great City and to work with so many wonderful colleagues,” Kerman said.

The Sloan Public Service Award comes with a \$10,000 check.

NYC Fleet Spotlight: Daniel Zukowski, Auto Mechanic, FDNY

By: Keith T. Kerman and Lenin Fierro

NYC's most critical and complex fleet are FDNY's fire and emergency response units. NYC operates over 600 ambulances, 210 ladders, 275 pumper trucks, and various types of specialized units. New York depends on these units, and their dedicated and skilled crews, being ready on a moment's notice to respond to fire, medical, and other critical emergencies.

In turn, NYC and FDNY rely on their dedicated mechanics and fleet services team to keep these fleet units ready for action at all times. The fitness of these fleet units can be a matter of life and death and FDNY boasts fleet experts who take this challenge seriously and to heart.

This week's spotlight features one of these fleet professionals, auto mechanic Daniel Zukowski. Daniel is currently assigned to FDNY's 35th Street Fleet Services Garage. He serves in the pumper section and specializes on chassis reconstruction, repairing and rebuilding the core frames of trucks.

Daniel works on an array of specialized vehicles that were custom designed to handle tough NYC conditions. These include pumpers, aerial units, rescue and hazmat trucks, and tower ladders. Currently, Daniel is tackling the total reconstruction of a command, triage, emergency response bus, while also completing daily, short-term repairs on whatever comes through the door.

As per Daniel, the best part of the job is "getting to apply my experience and knowledge to the variety of specialty equipment. It's what keeps it interesting and busy."

Daniel is a graduate of St. Johns Prep in Queens and continued his studies at SUNY Morrisville where he received his Associates Degree in Automotive and Diesel Technology. While in school, Daniel took advantage of a SUNY Morrisville partnership with Ford and was able to work directly at Tower Ford while attending school. After he completed his studies, he



worked for Ryder Rental Truck where he got hands-on experience in diesel truck maintenance. This background would serve him well when he joined FDNY in 2016.

Daniel is a resident of Maspeth, Queens and enjoys spending his time working on motorcycles and playing with his dog. NYC Fleet wants to thank and recognize Daniel and all members of FDNY Fleet services.

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Check out the [complete archive](#).

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Sustainability Shines at Montreal, NYC Fleet Forum

By: Keith T. Kerman

This week, the City of Montreal in Quebec, Canada was a great host to our latest international fleet forum. Fleet and environmental managers from throughout Canada presented on their efforts to reduce emissions and improve safety. Representatives from Vancouver, Calgary, Toronto, Ottawa, and Edmonton joined Montreal, NYC, London, Los Angeles, and Twin Rivers, CA to share best practices and plan a sustainable transportation future. This was the third international fleet forum DCAS Fleet has helped to organize, with the two previous forums being in London. Both London and Montreal will host again in 2020.



Propulsion Quebec organized the two day program which took place along-side Montreal's Moving On Summit, an event bringing hundreds of organizations and companies and thousands of participants to promote new and greener forms of mobility. Workshops at the event focused on car, bus and truck electrification; car sharing; electric charging; autonomous vehicles; best municipal fleet practices; data management; and fleet efficiency.

To kick off the event, the Lion Company presented their first all electric garbage truck. Other events sponsors included Flo, Boivin Evolution, Car 2 Go, INO, Communauto, Panasonic, and Hydro Quebec.

As part of the event, the city of Montreal provided the ceremonial keys to a new electric sweeper they are donating for use and assessment by NYC Parks. Montreal recently procured 18 of these units to help clean City streets and public spaces, and NYC Parks will similarly give them a go.

Like NYC, Montreal has committed to electrifying their fleets, car sharing, and Vision Zero. You can [read the announcement](#) by Mayor Plante of Montreal about the event.

We want to thank all our partners in putting this event together including Catherine Loubier, the Delegate General of Montreal; Sarah Houde and all the terrific staff of Propulsion Quebec; Daniel Paquette and the Quebec Ministry of Economy; Philippe Saint-Vil and Luc Couillard of the City of Montreal; Peter Rose and Cyril Gauchet of the Quebec delegation offices; Ann Marie Knecht and LAPV, our London partners; and Ben Mandel from Calstart.

We will post more from the event including presentations at our website in the coming weeks.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 263, June 7, 2019](#): NYC Fleet Spotlight: Daniel Zukowski, Auto Mechanic, FDNY

[NYC Fleet Newsletter 263, May 20, 2019](#): NYC Fleet Show: NYC Passes 2,000 EV Goal

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NYC Fleet: Let's All Reduce Pollution by Reducing Idling

By: Keith T. Kerman

Traditional fuel vehicles use gas or diesel to propel themselves forward. We don't need fuel to stand in place, yet vehicle operators often create as much pollution and engine wear by running and idling their vehicle engines while parked, standing, or waiting.

Excessive vehicle idling is not just avoidable, it's against the law. In NYC, vehicles may not idle for more than three minutes in general, and for one minute near school zones. Exceptions are made for emergency vehicles and for units that are operating a loading or processing device at the time. This regulation is not about being stuck in traffic. It's about turning off unneeded engine use when standing, stopped or parked.

There are lots of ways you can help reduce needless pollution from idling:

- Operate one of our all electric or hybrid vehicles. In most cases, these will operate on battery power and turn off the engine for you if you're stopped.
- For conventional vehicles, use the car battery and not the engine if you need to operate any vehicle systems during a short term stop.
- If you need to stop for a long period, get out of the car and find a location to sit.
- Plan ahead to avoid situations where you will need to idle.
- Turn off your vehicle. Don't idle!

For more on the laws, please see the links below.

Through our new telematics system, we will be able to provide alerts and help report on improvements in idling behaviors. Thanks for your help in cleaning our City's air and reducing vehicle costs and wear.

http://rules.cityofnewyork.us/sites/default/files/adopted_rules_pdf/notice_of_adoption_taffic_rules_clean_up_part_1_final_approved-effective_4-20-17.pdf

<https://www1.nyc.gov/assets/dep/downloads/pdf/air/stop-idling-to-clear-air.pdf>



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ACS Supports "Raise The Age" With New Transport Fleet

By: Keith T. Kerman

In April 2017, NY State passed legislation raising the age of criminal responsibility to 18 years old. The law provided the Department of Correction (DOC) and the Administration for Children's Services (ACS) with two years, through October 2019, to transition 16 and 17 year olds from Rikers Island to facilities managed by ACS and more appropriate for their age group.



As part of this transition, ACS is also assuming the role of transporting the youth to required court dates, enabling the youth to avoid transport with adults in Correction buses.

To make this transition, ACS Fleet has worked with DCAS to introduce 15 new Sprinter vans, specially designed and safeguarded for this new role. The units have interior outfitting to enable secure transport and new amber safety lighting and alert technology.

On June 19, 2019 the ACS Division of Youth and Family Justice (DYFJ) conducted its first training session with the new vans at the parking lot at Springfield Alley Park. The first crew of what will be approximately 60 Youth Development Specialists (YDS) got to inspect the units, talk to the vehicle manufacturer, and test drive these vehicles as ACS assumes this new and critical role.



A number of agencies worked together to ensure this project was implemented smoothly and on time. Thanks to Stuart Goldstein, Director for Office of Transportation Services at ACS; Catherine Drum at City Hall; Harris Kaplan, Shery Lee, and Tamika Johnson at DCAS; Philip Sparacio, Deputy Chief of Queens Parks Operations, and Matt Symons, Northeast Queens Parks Administrator.

Working together, Fleet is supporting the important changes and improvements to our correction system.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 266, June 14, 2019](#): NYC Fleet: Let's All Reduce Pollution by Reducing Idling

[NYC Fleet Newsletter 265, June 7, 2019](#): Sustainability Shines at Montreal, NYC Fleet Forum

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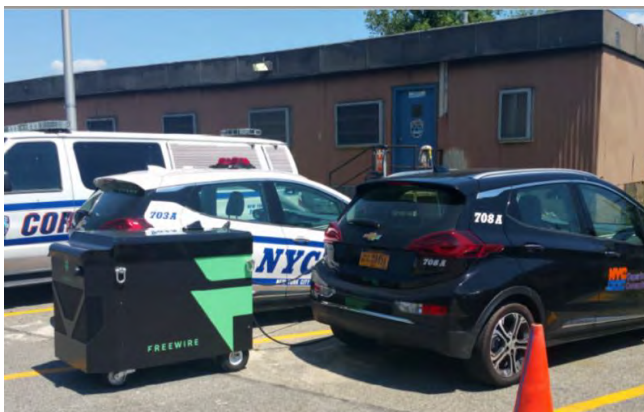
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DOC and DCAS Introduce First Plug in SUV, Mobile EV Charger

By: Keith T. Kerman and John Ells

Mayor de Blasio's NYC Clean Fleet initiative took some exciting new steps this week at the Department of Correction with the introduction of Fleet's first plug in Crossover SUV and first mobile charger.

DCAS has contracts in place for all electric sedans and cross-overs, and plug in sedans and mini-vans. In FY19, DCAS bid a first contract for a plug in SUV which was won with a Mitsubishi Outlander PHEV Crossover SUV. The unit has a 74 MPG EPA rating, super-all wheel drive for off-road operations, and is fast charging eligible, unlike other PHEVs. DOC has received the first of 18 units being purchased citywide in our initial contract orders.



As we expand the plug in vehicle fleet, our needs for EV charging grows as well. Through support from DCAS, DOC also received this week the City's first mobile charging unit, a Freewire unit purchased through MWBE vendor Berger Quality Electric. The mobile charger can be moved from location to location and provides a way to charge vehicles in locations which do not yet have permanent charging installed. It could also be utilized in emergency

situations for mobile power generation.

This unit is a self-propelled charging station that can charge two vehicles simultaneously. The internal battery is 80 kWh, which makes it capable of charging multiple vehicles in a single day. It features the same plug that is found on all city charging stations and can recharge on a 240 V plug or be plugged into one of our 590 charging stations. DOC will use the unit at its Bulova and Rikers locations.

Thanks to Greg Dimesa and Carl Chiaramonte at DOC Fleet for taking the lead in introducing these cleaner fleet technologies and to DCAS Procurement for supporting the purchases.

Have a happy and safe July 4th Week!

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[NYC Fleet Newsletter 267, June 24, 2019](#): ACS Supports "Raise The Age" With New Transport Fleet

[NYC Fleet Newsletter 266, June 14, 2019](#): NYC Fleet: Let's All Reduce Pollution by Reducing Idling

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2019 NYC Summer Automotive Interns

By: Keith T. Kerman and Lenin Fierro

NYC Department of Education (DOE) and DCAS are happy to announce the launch of Fleet's Summer Automotive High School Intern Program for 2019. This year, 49 interns are being hosted in hands-on paid internships at City garages and facilities. Agencies participating are NYPD, FDNY, DOT, DSNY, and DCAS. This program is part of the Career and Technical Education (CTE) at DOE.

The students are juniors and seniors learning the automotive and mechanical trades. Our partner high schools are Ralph McKee, Thomas Edison, Alfred E. Smith, Aviation, William E Grady CTE, Tottenville, and the School of Cooperative Technical Education. They are being hosted at 13 Citywide repair facilities across the city and in all 5 boroughs. The internships will go for 6 weeks, from July 8th to August 23. There are over 110 students in total participating not only in city facilities, but also with the MTA and at private dealerships.



These internships are hands-on, and students will learn what it takes to maintain critical and specialized fleet units used to provide essential public services every day.

Students will assist with running repairs and run through preventive maintenance checklists for batteries, brakes, tires, oils, and fluids. Students are also exposed to support processes like ordering and issuing parts, opening work orders, and database administration.

NYC Fleet, DCAS, and DOE also want these roles to be pathways to full time employment, including with the City fleet. Many of these students will graduate and earn auto service worker positions at City agencies. NYPD has particularly supported this pathway to employment for our City's public high school students, with almost all fleet agencies providing these life-changing opportunities. Among so many benefits, this initiative has helped diversify our trades workforce.



DCAS has posted the full list of this year's interns online. The link is here:

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/NYC-Fleet-Summer-2019-Automotive-Interns.pdf>

Thanks to the fleet managers, supervisor of mechanics, mechanics, and other staff who support and provide the daily instruction and encouragement to our technicians of the future. And thanks again to DOE for their administration of this great program.



Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 268, July 1, 2019](#): DOC and DCAS Introduce First Plug in SUV, Mobile EV Charger

[NYC Fleet Newsletter 267, June 24, 2019](#): ACS Supports "Raise The Age" With New Transport Fleet

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[NYC Fleet Newsletter 265, June 7, 2019](#): Sustainability Shines at Montreal, NYC Fleet Forum

[NYC Fleet Newsletter 264, May 31, 2019](#): NYC Fleet Spotlight: Daniel Zukowski, Auto Mechanic, FDNY

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Online NYC Fleet Auctions Surpass 20,000 Units Sold

By: Keith T. Kerman

NYC Government Fiscal Year 2019 is now in the books. As we do each year, we will spend the upcoming newsletters reporting on the fiscal year performance of the City fleet. We begin this year with our revenue report.

While few would think of fleet as having a revenue component, there is a complex fiscal program supporting fleet services, including revenue programs relating to selling outdated vehicles and pursuing restitution when private vehicles damage City fleet units. As part of a broad set of Citywide Savings and Efficiency Initiatives that have been launched with OMB, in FY16 DCAS began a program to expand fleet revenues. Fleet is more aggressively pursuing claims and has been supported in this effort by our new telematics data, Fleet Office of Real Time Tracking (FORT), and a partnership and MOU with the City Comptroller.

We have also been working with agencies, including as part of Mayoral Executive Order 41 of 2019, to call in older vehicles for salvage and sale, expanding revenue and eliminating costly maintenance needs for these older units.

In the four years since the savings initiatives were launched, DCAS has increased fleet revenues \$2.5 million a year or 32%. We are close to self-funding the entire central fleet office on these increases alone!

In 2012, DCAS went from in-person to online auctions, for our City fleet units. Online auctions open these opportunities more widely and streamline the process.



This initiative also freed up 6 acres at the Brooklyn Navy Yard for economic development. Recently, we surpassed our 20,000th unit sold through online auctions. Our DCAS claims unit had its best revenue year ever topping \$800,000 per year. Per claim return was also the highest. This was despite losing staff during the year. While DCAS handles claims for most agencies, NYPD, FDNY, and DEP also have separate claims units.

Thanks to Jon Ells and Marcin Gubernat who lead our revenue efforts under Sherry Lee and Eric Richardson, and to agencies who have reported and helped us pursue these claims and retired vehicles. Let's keep the pace in FY20.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 269, July 15, 2019](#): 2019 NYC Summer Automotive Interns

[NYC Fleet Newsletter 268, July 1, 2019](#): DOC and DCAS Introduce First Plug in SUV, Mobile EV Charger

[NYC Fleet Newsletter 267, June 24, 2019](#): ACS Supports "Raise The Age" With New Transport Fleet

[NYC Fleet Newsletter 266, June 14, 2019](#): NYC Fleet: Let's All Reduce Pollution by Reducing Idling

[NYC Fleet Newsletter 265, June 7, 2019](#): Sustainability Shines at Montreal, NYC Fleet Forum

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Keeping Bicyclists Safe

By: Keith T. Kerman and Eric Richardson

On July 25, 2019, Mayor de Blasio announced the Green Wave plan for Bicycling in NYC. Biking in NYC is more popular and prevalent than ever. Biking can be a healthy and fun way to get around town and without the need to depend on cars and burn polluting fuels. The City and DOT have made substantial investments to expand bike lines and encourage the growth of biking, and bike sharing is more common than ever.

Under the plan, there will be additional development of protected bicycle lanes, renewed enforcement, and a focus on safety with private and public trucks fleets.



As biking expands, fleets and drivers need to do more to keep bicyclists safe and better share the roads. Through our Vision Zero Safe Fleet Transition Plan we are re-designing vehicles to make them safer including for bicyclists. Our truck side-guard initiative, fleet telematics tracking, high vision truck requirements, and lane and collision alert systems will help prevent collisions with bicyclists and keep bicyclists safe.

There are also critical steps our nearly 80,000 fleet operators can take. Please follow these common sense safety practices:

- **Respect the use of bike lanes by bicyclists.** Do not park, stop, or idle in a bike lane unless for an emergency response or unavoidable work specific purpose, such as repairs to the lane itself.



- **After parking, check for bicyclists before opening the door.** You can use the opposite hand technique to open the door. Use your hand furthest from the door to open the door. This will help shift your body in a better position to see bicyclists coming from behind you.

- **Allow extra space for bicyclists and drive cautiously near them.** Just like pedestrians, bicyclists are greatly exposed and at risk in potential crashes with cars and trucks and we must give them the benefit of any doubt on the roads. Provide 3 feet or more of extra space for bicyclists and be especially careful when making

turns.

Please find the full plan at the link below:

<https://www1.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf>

NYC Fleet operators are among the City's most visible drivers. Please set the example for safely sharing the roads.

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Fleet Spotlight: Honoring James Joseph Sottile, Jr. of FDNY

By: Lenin Fierro

Last week the U.S. passed federal legislation to ensure support of first responders and others who have suffered the physical effects of response, clean-up, and recovery efforts tied to 9-11. Among those impacted were fleet mechanics and operational support staff who played critical roles in the aftermath.

On July 29, FDNY said goodbye to retired mechanic James “Jimmy” Joseph Sottile, Jr. Jimmy was born in Brooklyn and joined FDNY in September 1969.

Jimmy held various mechanical assignments for FDNY Fleet Services. He served 12 years as a roadside mechanic on the Emergency Crew. FDNY’s roadside teams perform onsite repairs to help get response units, ambulances, ladders and engines quickly repaired without expensive and time-consuming towing.



Jimmy later transferred to the 58 Street Ambulance shop in Maspeth, Queens where he worked on specialized response vehicles and ambulances for most of his career, with some time as well at the 34 Street Engine and Ladder Shop.

Following 9-11, Jimmy took part in the cleanup and salvage of the FDNY equipment from Ground Zero. While assigned to the Electrical Shop, he also assisted in repairing equipment that was recovered from Ground Zero.

Jimmy retired in 2002 until succumbing to World Trade Center related illness on July 24 in Port Jefferson, NY.



John Groves, a retired Supervisor of Mechanics, was Jimmy's apprentice for three years when he was Auto Service Worker. John fondly remembers Jimmy because of his great personality, and said he was funny, a gentleman, and all-around good guy.

Jimmy reminded many of Dean Martin not just because of his looks but because he liked to sing, mostly in Italian, while in the shop. John said "Jim was a great guy and would do anything for anybody, Jimmy was

a good man, one of the best."

Supervisor of Mechanics William Roberts recalls that when he started in 1988, Jim was a mentor to him and taught him a lot.

NYC Fleet and FDNY Fleet Services would like to extend our condolences to his wife Barbara and his children and thank them for Jimmy's 32 years of dedicated service to our great city.

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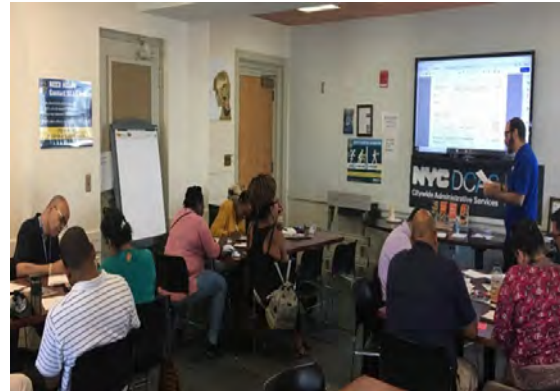


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DOE and DCAS Partner on Safety Training for School Bus Drivers

By: Keith Kerman and Lenin Fierro

A foundation of our Vision Zero efforts in Fleet has been the requirement of a day of safety training for City fleet operators. Over 58,000 staff have spent a day at DCAS or with trainers from agencies including DSNY, DEP, ACS, HRA, DOT, and DPR reviewing the risks of driving and discussing best practices for staying safe.



DCAS is now partnering with the Office of Pupil Transport (OPT) at the Department of Education to expand this training to the City's privately managed school bus drivers.

On August 5, 2019, 16 staff from OPT participated in a "Train the Trainer" session with DCAS Fleet staff. This is the first step for each of them to become NYS certified Defensive Driver Instructors. The training also reviewed Vision Zero, NYS Vehicle traffic laws, Commercial Driver License (CDL) regulations, and school bus operations.

DOE currently utilizes over 9,500 school buses, one of the largest ground fleets in the country.

DOE Participants in
Train the Trainer for
Fleet Safety

These initial staff from DOE will teach classes with DCAS instructors over the next few weeks to finish their certifications. DOE and DCAS staff will also work to customize the training curriculum to focus on safety tied to school bus operations and child transport. DOE will launch a program this fall 2019 to have all school bus operators attend this training at minimum once every five years. This initiative will be the largest expansion of the DCAS Vision Zero training initiative to private non-City employees.

Thanks to DOE and OPT for launching this important safety partnership and to all 16 initial participants from DOE. Special thanks to our DCAS instructors Nathaniel Koszer, Marcin Gubernat, and Lenin Fierro.

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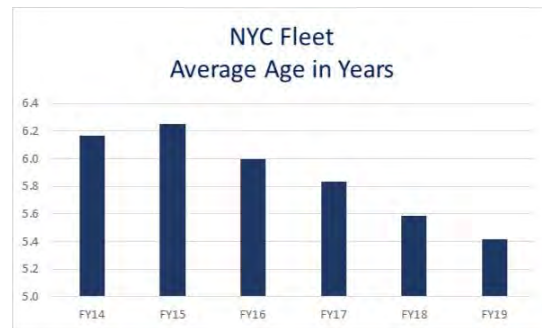
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Fleet Gets Younger After \$249 Million Fleet Renewal

By: Keith Kerman

DCAS has completed the FY19 fleet acquisition plan of \$249 million and 2,847 units.

The pace of vehicle replacement settled in this year after a series of major investments in fleet over the previous three fiscal years.



We have also begun implementing a series of citywide savings initiatives with OMB, including the fleet reduction as part of Executive Order 41 of 2019.

The best news for city fleet operators is that fleet age has gotten younger at almost every agency and especially in agencies with major truck, specialized, and emergency fleets.

Overall, the fleet is 12% younger in FY19 than FY14, with Health, DEP, and DOC achieving some of the biggest gains. DSNY, NYPD, Parks, and DOT all saw improvements as well, FDNY remained steady, with only the DCAS client fleet seeing a small uptick in fleet age.

Among highlights of the plan:

- NYPD received the most units of any agency with 1,197, including 182 of our first 208 police hybrid interceptor sedans. DEP, DOC, and Sheriff also received hybrid police units.
- FDNY ordered 86 new City ambulances including 6 of the new off-road ambulance units. FDNY continues the rollout of anti-idling and plug in technology for City ambulances.
- DSNY ordered 59 new street sweepers, Parks 51 lawn and beach tractors, and DOT 183 work trucks.
- There were 499 fleet units with electric charging capacity including 62 all-electric Chevy Bolts, our first 18 Mitsubishi Plug in Electric SUV Outlanders, our first 33 plug in Chrysler Pacifica mini-vans, Toyota Prius Primes, and Ford Fusion Energis.

The City has invested \$1.9 billion to procure 20,685 fleet and equipment units since FY14. Thanks to DCAS Fleet, DCAS Procurement and Legal, DCAS Quality Assurance, and all the agency specification units for their work on this year's plan.

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Happy Labor Day

By: Keith Kerman and Lenin Fierro

September 2, 2019 is the 125th anniversary of Labor Day being celebrated as a national holiday. The holiday was signed into law on June 28, 1894 by President Grover Cleveland and recognizes the contributions and achievements of our nation's workers.



Here at DCAS we want to recognize all Fleet services employees for their essential contribution to the well-being of New York City. NYC Fleet has over 2,000 staff working full time in fleet repair, administration, and garage dispatch operations across over 55 fleet agencies. The largest fleet servicing staffs are at DSNY, NYPD, FDNY, and DOT.



Supervisors of Mechanical Equipment (SOME), Auto Mechanics (AM), Auto Service Workers (ASW), Machinists and Welders, Motor Vehicle Supervisors and Operators (MVS and MVO), and Stock-workers are the most common of the 92 separate civil service titles and designations working in citywide fleet today. There were 171 new hires joining us in FY19 with 163 leaving. The fully loaded salaries for our fleet staff are over a quarter billion dollars annually.

In FY19, fleet staff tackled 260,000 separate work orders and service requests, completed nearly 104,000 preventive maintenance and motor vehicle inspections, dispensed 28.9 million gallons of fuel, and issued 2.76 million auto parts. This work represents the extraordinary level of behind the scenes technical and hands-on effort that keeps our City agencies on the road serving all New Yorkers every day.

We hope you, your families, and friends enjoy this well deserved time off, and encourage you to spend at least some of the break at our City's great public parks and beaches. We would also be remiss if we did not remind you to drive safely and responsibly as this holiday weekend can also be among the most trying times on the nation's roadways.



From all of us at NYC Fleet, wishing you all a great Labor Day holiday week!

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DCAS Adds School Buses to Fleet Tracking

By: Keith Kerman

While many staff were taking long anticipated summer breaks in late August, DCAS Fleet Staff scaled up a major new initiative to add vehicle location tracking to 4,700 school buses before school began last week. As has been discussed publicly, this tracking will assist DOE and parents in locating buses and children in cases of emergency. The tracking will also offer new analytical, safety, and maintenance tools to the school bus program.

School buses are now the largest single fleet being tracked through our Fleet Office of Real Time Tracking (FORT). The school buses have received the same technology which has also been installed on 12,000 City owned fleet vehicles from 53 separate agencies and offices.



DOE will be able to monitor the location of these buses in real-time. DOE and school companies will also receive maintenance and servicing alerts as well as collision alerts and crash reports. DOE and DCAS will work together to develop other types of safety and operational reporting to identify and improve driving risks and efficiencies. DOE will also be separately adding functionality to support school services and customer service as the year proceeds.



DCAS Fleet staff from our Fleet Office of Real Time Tracking (FORT) and our other units have been working days, nights, and weekends to get the program in place. We have coordinated installs with 34 separate school bus companies, OPT, and our vendor Geotab throughout the City. We are also working to train users on managing system data, maps, and alerts.

In the last year, DCAS has been increasing its support of the Office of Pupil Transportation (OPT) at DOE and the telematics partnership is now the most extensive of these joint projects. In a previous newsletter, we discussed our efforts to introduce Vision Zero safety training for school bus operators. We are also partnering on fleet sustainability efforts, which

we will have more to say about soon. OPT representatives also now join us at our Fleet Federation meetings.

Special thanks to Eric Richardson, Matt Aronberg, Gary Prasad, Marcin Gubernat, Greg Blain, Nate Koszer, Veronica Rodriguez, and Henry Cornejo who did the field work on this initiative, and also to the many other fleet staff who supported from our office.



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NYC Fleet in 2019 MMR: More Electric Than Ever

By: Keith Kerman

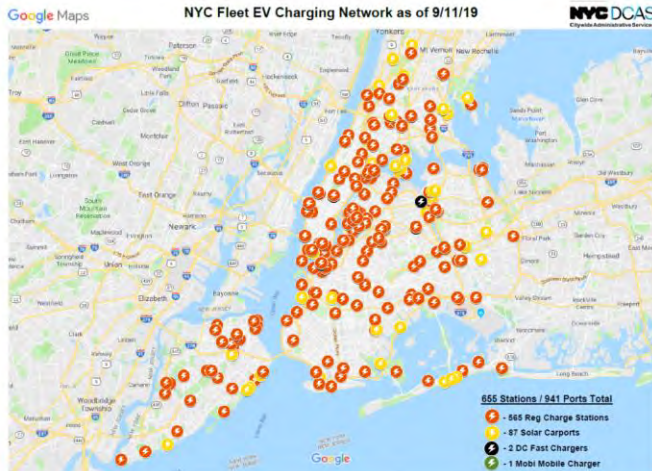
The Mayor's Office of Operations released this week the FY19 Mayor's Management Report (MMR). The MMR outlines the critical performance achievements of City agencies across the full scope of NYC government. For over 20 years, Operations has included a section focused on the Citywide fleet program. This year's report highlights some important progress for fleet.

NYC achieved a major increase in electric fleet vehicles over the last year. The total electric and solar fleet increased from 2,105 units in FY18 to 2,662 units in FY19. This includes 2,113 on-road electric units and 549 off-road units. To support our growing fleet of plug-ins, we installed 116 additional charging units in FY19 including completing our roll-out of 87 solar carports, the largest such program in the nation. Fleet now operates 655 total chargers with 941 separate charging ports. This includes our first two fast chargers and our first mobile charging unit.

In March 2019, Mayor de Blasio and DCAS Commissioner Lisette Camilo announced Mayoral Executive Order 41 of 2019 on Citywide Fleet Sustainability, Right-Sizing, and Efficiency. Among many initiatives, the order called for a reduction of 1,000 fleet units within two years, by June 30, 2021.



The baseline for the announcement was the Preliminary FY19 MMR when total fleet size was 31,159. As of the final FY19 MMR, total fleet has been reduced to 30,755, a reduction of 404 units. Efforts continue with all agencies as we work towards this important goal.



We also used less total fuel in FY19 as compared to FY18. There was a total reduction in fuel use of 935,453 gallons. While using less total fuel, we increased the amount of biofuel that we used. FY19 was the fleet's largest biofuels program ever with 2.68 million gallons of B100 equivalent. NYC has now been using biofuels in fleet since it was first introduced at NYC Parks in 2005.

The MMR also reports on service achievements, acquisitions, and fleet costs and staffing. The Fleet MMR and the separate Vision Zero MMR section also discuss the City's safety efforts, which we will address in future newsletters.

Thank you and congratulations to everyone at the Mayor's Office of Operations and DCAS who worked on this year's MMR. DCAS will post both the Fleet and Vision Zero MMR sections at our fleet website.

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NYC Fleet Spotlight: Parks Supervisor Jose Baez, 5-Boro

By: Keith Kerman and Lenin Fierro

When we think of our fleet program, we usually focus on police vehicles, fire and garbage trucks, vans, pickups, and cars. Our fleet program also manages nearly 20,000 listed equipment pieces and fleet components. This week, we recognize Jose Baez, a Park Supervisor who manages the largest of our equipment efforts, the 5-Boro Horticultural Equipment Shop.

Located on Randalls Island, the Parks 5-Boro Shop manages over 12,000 horticultural equipment pieces and components listed in the fleet management system NYC Fleet Focus. These include weed-whackers, snow blowers, chain saws, riding and lawn mowers, leaf blowers, light equipment trailers, pumps, and small generators. FDNY, DOT, DOC, DSNY, FDNY, DCAS, and NYCHA also manage light equipment pieces in the fleet system.

Jose assists with the procurement, salvage, and distribution of Parks horticultural equipment which is used every day to help maintain and upkeep our City parks, playgrounds, trees, ballfields, and beaches. He coordinates with our mechanics and auto service workers to implement preventive maintenance, address oil changes, change blades, and perform more substantial repairs. Parks has also implemented some electric equipment options for field equipment.

Jose started at NYC Parks as a volunteer and joined as an employee in August 2006. Jose has played various roles at Parks. He helped the Green Apple Core bring the first mountain bike course to Highbridge Park in the Bronx, and worked with the Natural Resources Group (NRG) to plant native trees while removing invasive species. Jose holds a Class B Commercial Drivers License (CDL) and can be found operating heavy equipment including backhoes, front end loaders, and flatbed trucks.



Jose is a graduate of All Hallows High School in the Bronx and attended Stony Brook University. He has been a three-time Parks Employee of the Month, a rare feat (joining a co-writer of this article) and has received an Alma Achievers Award by the Parks Latino Society. As we know this is Hispanic Heritage Month, which is one more great reason to recognize Jose.

When asked about the best part of his job, Jose said, "It's the people. I like the diversity of the people." Jose resides in Washington Heights with his wife Rosemary, twin daughters Rochay and Leylani, and his dog Otis. His hobbies include mountain biking, canoeing, fishing, and music. He once played in a band and may make a comeback.

NYC Fleet and NYC Parks congratulate and thank Jose for his contribution to our City's public spaces and our citywide equipment program.

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Back To Basics: Buckle Up

By: Keith Kerman

At NYC Fleet, we are proud to push the limits of clean and safe technology. With our solar carports, hybrid police cars and ambulances, biofuels, telematics, electric vehicles, and truck side-guards, we are on the cutting edge all the time.

However, today's newsletter brings us back to some basics including a technology first developed in 1959: the seat belt. Through our telematics tracking, we get a daily insight into many safety indicators including speeding, hard accelerating and braking, harsh cornering, and crashes. We also see each day which cars have drivers not buckling up. **The seat belt non-compliance list should be zero each day. It's not.**



Buckling up is common sense and the law. In FY19, 93% of the injuries from NYC Fleet crashes were suffered by drivers or passengers of vehicles. The first step in keeping everyone safe is for the driver to buckle up and to make sure their passengers do as well. If there's any problem with your seat belt, get the vehicle into the shop immediately.

We will keep every seat belt in good working order. Our drivers need to keep every one in use!

As this reminder from NHTSA addresses below, buckling up applies to trucks and specialized equipment as much as light duty vehicles. The most likely victim of not buckling up is the driver who doesn't buckle up. Passengers are also at risk from these unsafe and illegal practices. The City will also be at risk to cover health and workers compensation costs. Everyone loses.

As part of Mayor de Blasio's Vision Zero, we are designing our fleet units to be safer, implementing telematics to help monitor safe driving practices, and training tens of thousands of employees.

With all that, five simple steps can help keep our drivers, passengers, and the general public safe:

- **Slow down.**
- **Don't tailgate. Keep safely behind the vehicle in front.**
- **Focus on the road. Avoid distractions including hand-held and hands-free phones, and texting.**
- **Drive cautiously.**
- **BUCKLE UP!**

DCAS will be distributing the seat belt compliance lists to all agencies on a daily basis. Please stay off the list. Keep safe, obey the law, and set the right example. Thank you.

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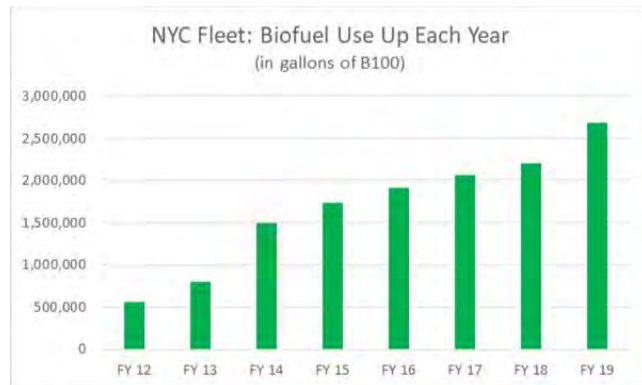


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Working on Our Chemistry, NYC Fleet Report on Biofuels

By: Keith Kerman

Last week, the Nobel Prize in Chemistry was awarded to scientists John B. Goodenough, M. Stanley Whittingham, and Akira Yoshino who have spearheaded the development of lithium-ion batteries. These batteries have transformed our daily lives in smart phones and our fleet in the development of electric vehicles. NYC Fleet is one of the largest early national adopters of electric vehicles powered by these innovative battery developments.



This award is also a reminder of the important role chemistry plays in understanding and improving our lives. As we work to reduce vehicle emissions and address climate change, it's chemistry that informs the threat and helps us develop solutions. NYC Fleet has made electrification and bio-fuel development a focus of our NYC Clean Fleet efforts. It's chemistry that enables these solutions.

NYC Fleet is fortunate to have a PhD Chemical Engineer, Ramona Ledesma-Garrido, on our team. Ramona has done important work looking at the compatibility of biofuels (B20) with under-ground storage tanks, fuel dispensers, and other infrastructure. This research has been presented to Federal EPA, State DEC, FDNY, the National Biodiesel Board (NBB), and others and has helped advance the use of biofuels in fleet. We have also prepared research on the use of renewable diesel (RD) in fleet systems and the potential use of B50, fifty percent biodiesel.

In FY19 DCAS used its first 1 million gallons of renewable diesel in fleet vehicles. While we work to grow that program, we are thinking ahead to the potential use of renewable diesel in heating oil. In FY19, NYC Fleet used a little less than 16 million gallons of fleet diesel per year. In the same year, NYC government buildings used 26 million gallons of heating oil diesel.

California cities like San Francisco have made great progress in implementing renewable diesel with fleet. The potential to use this fuel as well for heating oil is far less well developed and another potential area for NYC to lead.

This week we are publishing an initial review of the potential to use RD for heating oil. The report is attached at the link [here](#).

In addition to the discussion of RD and heating oil, this report provides an important review of the chemistry behind climate change itself. To combat the threat of climate change, we all need to make sure we understand what is happening to our climate. What is happening is that the chemistry of the atmosphere is changing and our dependence on fossil fuels is a main cause.

I hope you will take the time to review this report both for its discussion of renewable diesel and also the chemistry behind atmospheric change. We don't all need to be chemists, but we do need to understand the basic science behind climate change and our pressing need to address it.

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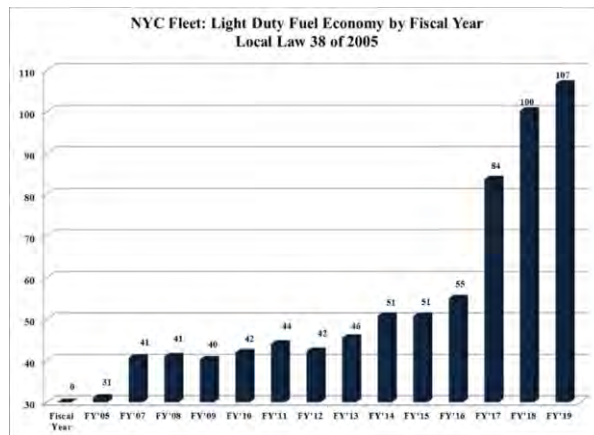
Your SUV Is Not Cool, Unless It Plugs In!

By: Keith Kerman

Last week, our newsletter discussed the important role biofuels can play in addressing climate change and transportation emissions. This week, we focus on the implementation of electric, hybrid, and more fuel efficient vehicles.

NYC Fleet offers an important example as to what is possible in improving vehicle fuel efficiency.

As we have discussed in previous newsletters, Local Law 38 of 2005 requires the City Fleet to issue our annual equivalent to Federal Corporate Fuel Economy (CAFE) standards.

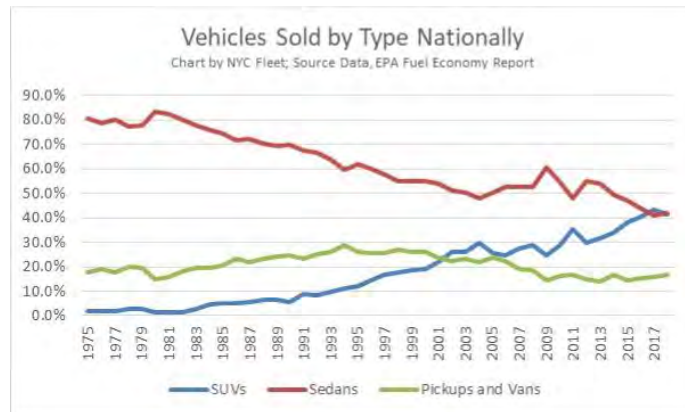


This year, the average EPA fuel economy for our 494 new light duty fleet vehicles was 107 miles per gallons (MPG). This compares to 24.9 MPG nationally for 2017, the last model year for which EPA has announced results.

We know that fuel efficient and zero emissions vehicles are already a reality in the light duty vehicle marketplace. These vehicles also reduce fuel and maintenance costs.

Given this reality, one would think and hope that a transition to fuel efficient and alternative fuel vehicles was sweeping the nation. It's not, at least not yet. In fact, the main movement nationally in light duty vehicle procurement is environmentally harmful: a move from sedans to SUVs. We looked at the most recent EPA report on national fuel economy. Hybrids and electrics are still only 3% of new vehicle purchases. The biggest trend by far is the expansion of SUV adoption.

As per the same EPA report, the SUVs being sold in the US are 29% less fuel efficient on average than the sedans. We also know from recent reporting that increased use of SUVs has been tied to increasing rates of pedestrian deaths nationally. A recent report suggested that the increase in SUV adoption nationally would undo any environmental benefit from even the most expansive adoption of electric and hybrid vehicles.



In the March 2019 Mayoral Executive Order for Fleet Efficiency, we included a reduction in SUV use. We are also requiring any new SUVs we do buy to be our new electric plug in units.

NYC Fleet must set an example in buying both electric and hybrid vehicles and avoiding SUV use unless operationally unavoidable. Where we do buy SUVs, they need to be electric and have our full safety packages as required in the Vision Zero Safe Fleet Transition Plan.

More and more, reducing transport emissions is now an issue of choice and commitment, not of further technology development. Let's lead the way in making the right choices.

EVENT REMINDER: Thursday October 31

Please join us at the 6th Vision Zero Fleets Safety Forum, October 31. Details at the link below:

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Vision-Zero-Fleet-Safety-Forum-2019-Program.pdf>

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 280, October 16, 2019](#): Working on Our Chemistry, NYC Fleet Report on Biofuels

[NYC Fleet Newsletter 279, October 7, 2019](#): Back To Basics: Buckle Up

[NYC Fleet Newsletter 278, September 30, 2019](#): NYC Fleet Spotlight: Parks Supervisor Jose Baez, 5-Boro

[NYC Fleet Newsletter 277, September 18, 2019](#): NYC Fleet in MMR: More Electric Than Ever

[NYC Fleet Newsletter 276, September 9, 2019](#): DCAS Adds School Buses To Fleet Tracking

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DOT, DCAS Debut Truck Safety Video at 6th Fleet Safety Forum

By: Keith Kerman

On October 31st, DCAS hosted the 6th Annual Fleet Safety Forum at the Queens Theatre in Flushing Meadows Corona Park. The fleet forum brings together private and public fleet operators with safety advocates and technology providers to work together to improve fleet safety.

At this year's forum, DOT and DCAS presented a new safety video focused on practical steps each truck operator can take to improve safety. Truck operation is difficult and poses some of the greatest fleet risk. The new video is our latest effort to reach out to the City's professional fleet operators, as well as private truck drivers, to help develop a daily culture of safety. The video is available at the link below (and has post credits footage!):



<https://www1.nyc.gov/assets/dcas/images/fleet/video/DOT-training-video-lr.avi>

DCAS recognized the 36 staff at DCAS, DOT, Parks, DHMH, BIC, the Mayors Office of Operations, and producer Stephen Mallon, who developed and/or appeared in the video. Their names will be posted on our fleet webpage.

At the forum, Together for Safer Roads (TSR) and DCAS also announced the launch of the Global Leadership Council for Fleet Safety with NYC Fleet as a founding council member. The Global Leadership Council will connect small and medium size fleets throughout the world with more information on best safety practices such as telematics, safe fleet transition plans, truck side-guards, training, and more. The announcement is at the link below:

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Together-for-Safer-Roads-and-NYC-Fleet-Form-Global-Fleet-Leadership-Council.pdf>

TSR builds public-private partnerships around fleet safety management and initiatives to prevent traffic crashes, injuries, and deaths. TSR was started in conjunction with the UN's Decade of Road Safety. It's global partners include AB InBev, AIG, AT&T, CalAmp, Republic Services, GM, iHeartMedia, Octo Telematics, Geotab, PepsiCo, UPS, Walmart, and others. TSR and DCAS will present further on these international efforts at the Future Fleets Forum in London in January and Montreal in June 2020.

DCAS also discussed a number of new safety initiatives including our initial implementation of virtual reality as a tool to enhance training for fleet operators. The first virtual reality training unit was procured by NYC Fleet and is now in operation at NYC Parks 5-Boro Garage.



DCAS Commissioner Lisette Camilo welcomed nearly 400 people at this year's event, which is the largest crowd of any of our previous forums. Among public presenters was Noah Genel, Commissioner of BIC; Joseph Fucito, the NYC Sheriff; Rich Cerezo, Director of Safety for the MTA; and Alex Epstein and Michael Chang from the US DOT. External fleet managers also presented, including Mahanth Joishy from Madison, Wisconsin; Marchelle Cain and Terrance York from Houston Texas; and Michael Fowles from City Harvest.

The forum also featured moving presentations from our non-profit safety partners, including Marco Connor, Deputy Director of Transportation Alternatives, Rich Conway of Bike NY, and Lauren Pine from Families for Safe Streets. Lauren herself was badly injured in a crash with the back wheel of a truck in NY, the exact type of tragic event that our initiative with truck sideguards can help prevent. You can watch Lauren's testimony and hear her story below:

<https://www1.nyc.gov/assets/dcas/images/fleet/video/Lauren-Pine.avi>

<https://abc7ny.com/nyc-nurse-hit-dragged-by-dump-truck-overcoming-brutal-injuries-/5161084/>

After the forum, TSR, Bike NY, private fleets, technology companies, and members of the Vision Zero Task Force including DCAS held an additional workshop on bike safety and trucking.

Thanks to Eric Richardson, Daniel Shinn-Krantz, and Matt Aronberg of DCAS for organizing this year's show and for Queens Theatre and NYC Parks for hosting. We will post photos, presentations, videos, and more about the forum on our DCAS website in the upcoming weeks. We will also be addressing additional aspects of the forum in future newsletters.

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NYC Fleet Welcomes New Managers and Staff

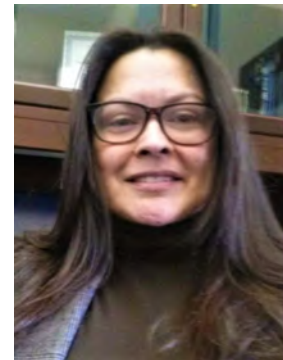
By: Keith Kerman



NYC Fleet began 2019 with the retirement and loss of some key staff. We are pleased to now report on a number of new additions who will add expertise, energy, and experience to the Citywide fleet program.

Brent Taylor returns to NYC Fleet as Assistant Commissioner for Fleet Services. Brent previously served as Chief of Staff of NYC Fleet from 2012 to 2014. Brent is a career fleet professional with over 20 years experience. He has managed for Enterprise Rental, Parcel.com, Spectrum, and most recently spearheaded Maven, General Motor's (GM) fleet share program in NY. Brent also did a stint as Deputy Chief of Staff to the Hunter College president. Among many areas, Brent will manage our customer service, parts and fuel programs and help coordinate the roll out of fast EV chargers.

Karen Cohen is joining fleet as Deputy Chief Fleet Officer for Fleet Compliance. Karen is an attorney and has a long history in government including previous roles as Director of Internal Audit and Compliance at DCAS, Assistant Comptroller at the New York City Comptroller's Office, Counsel to the Inspector General at DOI/NYCHA's Inspector General, and Assistant District Attorney at Bronx County DA's Office. Karen is a graduate of John Jay College of Criminal Justice and City University Law School at Queens College. Karen will lead the fleet compliance program including oversight of use and commuting issues and help spearhead an update to the Fleet Manual.



Yadiel Hernandez joins DCAS as Fleet Systems Manager. Yadiel was previously at the MTA headquarters in their information technology security group where he managed systemwide applications for a variety of internal services. He previously worked for the Board of Correction and UJA-Federation of New York. Yadiel is a graduate from Hunter College with a Bachelors and major in Computer Science.

We also want to welcome two other staff additions. Tomomi Landsman will be helping to lead our fleet sustainability program. Tomomi graduated with a Masters of Science from the University of California and majored in Population Biology, majoring in Population Biology, from the University of California and earned

her bachelors in Biology from Cornell University.



Henry Cornejo will be working in the Fleet Office of Real Time Tracking (FORT) working on compliance and safety issues. Henry is a member of the Civil Service Pathway Fellowship program. He graduated from City College of New York with Bachelors in Political Science and International studies. Henry joins fleet from CIANA, a non-profit which offers free legal citizenship and naturalization assistance.

Please join us in welcoming our newest additions. We look forward to you getting to know them as we continue our common efforts to enhance service, sustainability, and safety with the City fleet program and ensure City vehicles and fleet resources are properly used on behalf of all New Yorkers.

Thanks to Sherry Lee, Tamika Johnson, Eric Richardson, and DCAS divisions Human Capital, Administration, and Fiscal Management for their support of this effort.

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EV Fast Charging Arrives at NYC Municipal Building

By: Keith Kerman

This month, DCAS completed our first EV fast charger in lower Manhattan at the David Dinkins Municipal Building. The fast charger is the third in the fleet EV network and joins fast chargers at Parks Flushing Meadows Corona Park and DOC Rikers Island. DCAS has launched a project to install up to 100 fast chargers for City government facilities Citywide.

Prior to these level 3 chargers, most of our nearly 700 EV chargers have been Level 2 and charge at a slower charge pace. Level 2 chargers re-power a car electric battery in six to eight hours, usually overnight while the vehicle is inactive. As we continue to grow the electric vehicle fleet, we face an increasing need to get vehicles charged and back on the road during their working shift. Fast chargers can re-power a vehicle over seven times more quickly than a level 2 charger, and can supply enough power for a normal day operating range in roughly 15 minutes. One of our first charge-ups was the electric car assigned to the Commissioner of the Department of Veteran Services!

Thanks to DCAS Deputy Commissioner Jerry Torres, Assistant Commissioners Joseph Wagner and Dave Dimitri, and all the staff at DCAS Facilities who coordinated the install, and Jon Ells at Fleet who is managing the charging network.

**Happy Thanksgiving to everyone in
fleet and all our clients and partners.
*Drive safely!***



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Stay Safe in Winter Driving

By: Keith Kerman and Lenin Fierro

While winter is officially ten days away, winter weather is here now, along with the challenges this places on drivers and fleet operators. In a previous newsletter, we reported that as tracked in our Fleet CRASH System, instances of crashes with the City fleet doubled on snow days. Snowy conditions mean slippery roads and greater visual impairment, especially at night.

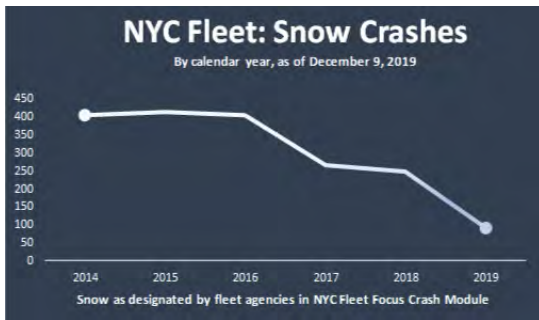


City agencies like DSNY, NYPD, FDNY, DOT, Parks, and DEP don't have the option to stay home and off the roads during these conditions, and face even greater demands on their critical services.

The good news is that crashes during tough weather are not inevitable. We have seen a steady decrease in snow related crashes as reported in NYC Fleet Focus. There are some important steps we can all take to ensure this trend continues:

* **Stay off the roads if you can.** Plows, emergency trucks, and repair crews must brave the elements. Many of our administrative and support units do not need to be on the roads. The best way to avoid a weather related crash is to opt for public transportation during storms.

* **Ready your vehicle before-hand** for bad weather driving. Check the readiness of your tires, wiper-blades, and fluids especially. Make sure all your windows and mirrors are clear before starting your trip. Keep an ice scraper and small shovel in the car. If your vehicle has 4x4 capacity, use it.



* **Drive slowly and cautiously, leaving safe distance at all times** between your car and other cars, pedestrians, and bicyclists. The increased periods of darkness and the unpredictable road conditions leave no room for chance. Please check out additional tips from NHTSA at the link here: [NHTSA Snow Tips](#).

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Pursuing Claims When City Vehicles Get Hit

By: Keith Kerman

If you own a car that's been damaged due to another driver, there's a good chance that you'll be very aggressive and focused on getting your car fixed and not bearing the cost yourself. The City needs to be equally effective in getting restitution when our fleet vehicles get damaged by private vehicles. With commercial or private cars, both sides will have insurance that will help address crash damage. The City addresses crash costs directly, so it's even more important that we actively pursue the City's interest.

On December 17, DCAS held an inter-agency meeting of staff involved in claims management Citywide. DCAS Fleet handles claims for most of the City's 50 fleet agencies, but NYPD, FDNY, DOT, DEP, and Parks also pursue vehicle related claims. As reported in the MMR, the City has made progress recently in expanding fleet claims revenue, showing a 30% increase or nearly \$700,000 annually in additional returns.



The completion of our CRASH tracking and telematics initiatives as part of Vision Zero have helped this effort, as has partnership with the Comptroller's Office for claims. DCAS will be working with each agency that has a claims unit to further coordinate our approaches and tracking to ensure that we pursue all viable incidents where the City deserves restitution. In general, the City has three years to pursue a claim, but the quicker we address a crash is always the better.

The claims process absolutely depends on the support of our City fleet operators and agencies. Here's what each operator can do to help:

- Do complete and thorough crash reports if your City vehicle is hit.
- Get as many pictures of the City and private vehicle damage as you can and load them onto the CRASH system.

- Make sure to get the vehicle license, driver license name and license number, vehicle registration, and insurance information for the private operator and vehicle. Copy this information down.
- Contact the NYPD through 911 to respond. Although NYPD is making some changes to crash response for private vehicle crashes without injuries, NYPD will respond to all crashes, with or without injury, involving our City owned vehicles.

Thanks to all our claims professionals for their work on this important aspect of fleet administration. While it's not a highly visible or well known aspect of fleet services, claims management is an important service and requires staff with expertise, focus, and dedication.

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2019: The Year In Fleet

By: Keith Kerman

In March 2019, Mayor de Blasio signed Executive Order 41 on Citywide Fleet Sustainability, Right-Sizing, and Efficiency through the NYC Clean Fleet Plan. The order can be viewed here:

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/Executive-Order-41-2019-NYC-Clean-Fleet-and-Efficiency.pdf>

This comprehensive plan has been the focus of fleet initiative in 2019 and has complemented our work on Vision Zero, Fleet Compliance, and Servicing. Below we discuss some of the major accomplishments of the year.

- **Installing Nation's Largest Telematics Program in Public Fleet:** DCAS has now implemented the nation's largest telematics and live tracking initiative for public fleet units. The DCAS Fleet Office of Real-Time Tracking (FORT) is now receiving real time data for 22,000 units from 50 City agencies and also 40 school bus companies under contract with DOE. FORT tracks vehicle location, speed, crashes, maintenance codes, and more. Daily Reports and Real-Time Alerts will help agencies ensure safe, proper, and efficient use of our critical fleet resources. In the first year of the program, safety scoring has improved at every major agency using the system.
- **Breaking 2,600 Electric and Solar Fleet Units through NYC Clean Fleet:** When the NYC Clean Fleet Plan was first announced by Mayor de Blasio, our goal was to achieve 2,000 electric fleet units by 2025. Our rollout of electric has gone far more quickly with over 2,600 on and off-road electric and solar units now in the fleet. We have implemented electric sedans, SUVs, cross-overs, and mini-vans, and have begun efforts on trucks including waste units, ambulances, and school busses. Working with NYPD, we are now replacing gas police cars with hybrid units. Policing units are our largest single fleet. In FY19, our average new vehicle fuel economy as tracked through Local Law 38 was 107 MPG. We reduced nearly one million gallons of fuel use in the last year.
- **Growing NY's Largest EV Charging Network:** To support our growing EV fleet, we continue to expand our capacity to charge electric vehicles. We now have over 650 charging stations and almost 1,000 separate ports. This includes the nation's largest network of 87 freestanding solar carports, our first three fast EV chargers,

and our first mobile charger. This effort will accelerate in the upcoming years as we partner with DOT, MOS, and all major fleet agencies on additional charging rollouts.

- **Reducing Fleet Size:** EO 41 requires a reduction of at least 1,000 fleet units by June 30, 2021. These efforts have been a focus for DCAS and OMB and with all fleet agencies. We have identified over 800 fleet reduction units so far and achieved a reduction of over 440, well on target for this initiative. We will continue to work with agencies in FY20 to find additional efficiencies and re-assignments as we work toward the full goal.
- **Incorporating Safety in Fleet Design through our Vision Zero Safe Fleet Transition Plan (SFTP):** Our Safe Fleet Transition Plan has emerged as a model for public and private fleets nation-wide. NYC has put in place the nation's largest truck side-guard program at 2,700 units and growing. We have also set a standard to implement high vision trucks, automated braking, back up-cameras, and other safe design improvements. NYC can not move the fleet industry alone. Partnerships with other public and private fleets, concerned non-profits, and others is critical to transforming fleet design towards safety and sustainability.

As always, we want to thank all our agency partners, our dedicated fleet and mechanical staff, service and supply vendors, and non-profit partners on a successful year in fleet.

Happy Holidays and New Year from all of us at DCAS!



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Benchmarking Fleet Costs

By: Keith Kerman

In March 2019, we posted a newsletter showing substantial reductions in maintenance costs for our electric vehicles (BEVs) as compared to gas or even hybrid models.

Investing in a hybrid or electric vehicle is a great way to reduce maintenance costs. Even without alternative fuel technology, keeping your vehicle as compact as operationally possible has a critical impact on costs.

NYC Fleet: Comparing Annual Maintenance Costs		
Type	Average Annual Cost	Percent Increase
Small Car	\$674	-
Mid-size Car	\$950	41%
Large Car	\$1,629	142%
Small SUV	\$904	-
Mid-size SUV	\$1,129	25%
Full-size SUV	\$2,153	138%
Mini Van	\$1,028	-
Full-size Van	\$1,296	26%
Delivery Truck	\$5,626	447%
Mini Pickup	\$1,676	-
Full-size Pickup	\$1,533	-9%

Source: DCAS Client Fleet Servicing Five Year Report, Jan. 2020

We took a look at five years of servicing data, 2015 to 2019, for the DCAS Client Fleet, which maintains about 4,000 vehicles from fifty agencies with fleets from 1 to 1,000 vehicles. Among the many agencies that DCAS services as clients are NYCHA, OCME, Sheriff, OEM, Buildings, HPD, and TLC. Seventy five percent (75%) of these units are sedans and SUVs with most of the rest being pickups and vans. There are over 200 vehicle models represented in the list. We broke out our fleet list according to how the units are marketed as either small, mid-size, or large.

For most of the models we looked at, the maintenance impact was substantial as the vehicle increased in size. A mid-size car was 41% more expensive to repair than a small car. A large car was 142% more expensive. The same was true for SUVs, with a mid-size vehicle increasing 25% of service costs and large SUVs 138% more expensive. Full-size large SUVs cost substantially more than even pickup trucks to maintain.

We saw similar results with the vans. Full-size vans were 26% more than mini-vans. Delivery trucks, some of which are diesel, were much higher in costs than the smaller van types.

Interestingly, we did not see the same differences in the reporting with our mini and full-size pickup trucks. This may be due to the smaller sample size of mini-pickups in the client fleets.

Of course, both sticker and actual fuel economy is similarly impacted by vehicle size. We will report further on that in future newsletters.

NYC Fleet is an aggressive and enthusiastic adopter of alternative fuel vehicles. Still, right-sizing matters too.

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NYC Fleet Spotlight: DOC Mechanical Supervisor Victor Maineri

By: Keith Kerman and Lenin Fierro

For our first fleet spotlight of 2020, we recognize an automotive professional, Victor Maineri, Supervisor of Mechanical Equipment (SOME), who just celebrated his 26th year of City employment, all with the Department of Correction.

Victor graduated from Francis Lewis High School in Queens and also attended Queensborough Community College. Prior to joining City service, he worked at several body shops, and also Ford and Buick dealerships, gaining valuable experience that helped ready him for City repair work. He took the auto mechanic civil service test and joined NYC in 1993.

For decades, Victor served as a mechanic, repairing DOC correction busses, officer response units, trucks, and vans which operate on and support Rikers Island. DOC has one main in-house garage on the island that services all its equipment. Victor was promoted off the last SOMME Civil Service list in 2016. Victor was recently promoted to Operations Supervisor. Victor supervises up to 25 service staff in titles which include SOME, Auto Mechanic, Rubber Tire Repairer, Autobody Worker, and Auto Service Worker.

A main responsibility of the Department of Correction is to ensure that inmates get reliably to their scheduled court dates. Fleet services plays a critical role, maintaining over 700 fleet units in total, particularly the transport busses and vans. There are instances where up to one thousand detainees per day are transported to their court hearings in fleet services units.

One reason why Victor enjoys his job is the constant challenge of learning new things. The fleet industry has changed. Vehicles have become computerized and the traditional combustion engine is being replaced by hybrid, electric and more fuel efficient designs. Mechanics must bring more skills to bear to keep the fleet on the road.



When not at work, Victor loves car shows, particularly showing off his own 2004 Ford Mustang Mach 1. Victor lives in Hollis, Queens with his wife of 23 years Deborah.

DOC and DCAS thank Victor for over a quarter century of service. Keep it up.

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City Fleet Vehicles to Begin Mobile Testing of Local Air Quality

January 21, 2020

New technology could help City better understand and address air quality concerns

NEW YORK—Mayor Bill de Blasio, Department of Citywide Administrative Services (DCAS) Commissioner Lisette Camilo, and the City of New York’s Chief Technology Officer John Paul Farmer (CTO) today announced the launch of *CityScanner*, a pilot program that will use city fleet vehicles to test local air quality. Using a new technology developed by the *Senseable City Lab* at the Massachusetts Institute of Technology (MIT), five vehicles that service the South Bronx will be equipped with sensors that collect air quality data. Air quality data is often used by city government to identify problem areas, determine causes of poor air quality, and make policy decisions to improve air quality. The existing municipal fixed-sensor network – the New York City Community Air Survey – tracks six different kinds of air pollution and how levels vary by neighborhood across the city. Mobile sensors have the potential to augment this existing air quality surveillance by collecting hyper-local data on fine particulates – street by street – at low cost.

“New Yorkers’ air quality shouldn’t be determined by zip code,” said **Mayor Bill de Blasio**. “We’re piloting technology that can lead us to a greener, cleaner and safer city for all.”

“Every New Yorker deserves the right to breathe air that is clean and safe, and the city is finding new and creative ways to make this a reality,” said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. “This innovative pilot program will help the city assess whether its

fleet vehicles – many of which are electric and hybrid models – can help us collect data to make our city even greener.”

“The City continues to focus on deploying new technologies that improve quality of life for all New Yorkers,” said **John Paul Farmer, Chief Technology Officer of the City of New York**. “Air quality in New York City is important for everyone, and this pilot promises to help us understand the issue on a more granular level, which will enable us to tailor solutions and make key improvements.”

The solar powered air quality sensors being used for the pilot program are being installed today and will be used for a four-week trial period. Based on the outcome of the pilot, the technology could be installed on additional fleet vehicles.

The *CityScanner* technology is based on small, solar-powered sensors affixed on top of vehicles, that use a laser-based technology to detect pollutants in the air at an unprecedented level of space and time resolution. This information is used by environmental scientists to dynamically detect pollution hotspots and air quality trends in the city.

In a previous study, MIT deployed City Scanner sensors on trash trucks in the city of Cambridge, MA. Over a twelve months period, the sensors collected more than 1.6 million datapoints, which helped the city map hotspots and gain insights regarding sources of pollution.

In addition to DCAS, CTO, and MIT, this program is supported by the NYC Department of Health and Mental Hygiene, the NYC Department of Parks and Recreation, the NYC Department of Sanitation, and Environmental Defense Fund (EDF). EDF has worked on similar mobile sensing pilots and will serve as advisors on this initiative. The program will have no cost for the City of New York.

This pilot program builds upon the success of similar pilots spearheaded by EDF and governments in Houston, West Oakland, and London:

- *Houston, TX* – In Houston, EDF has worked with city officials to deploy rooftop-mounted air quality sensors on municipal vehicles and is now developing analytics tools and procedures to support city efforts to use mobile air pollution data to target and plan enforcement efforts. In 2019, the city announced a new toxic alert system for detecting high concentrations of benzene, including during disaster events. This first-of-its-kind tool was developed in response to an EDF air pollution monitoring campaign in the wake of Hurricane Harvey to measure emission events that occurred following damage to the region’s petrochemical facilities.
- *West Oakland, CA* – EDF and partners developed air pollution maps using data from a combination of stationary and mobile monitors. The results were then used to highlight impact zones - areas where residents lived among elevated levels of pollution - and to develop emission and exposure reduction strategies that span from truck management and electrification to improved land use zoning and permitting to create greater buffers between industrial areas and vulnerable populations. Community leaders used the maps to advocate for mitigation efforts under a new air quality law seeking to cut

pollution in California's most affected communities.

- *London, UK* – EDF along with the Mayor of London, Google, C40 Cities and others launched Breathe London, which combines sophisticated data analytics with state-of-the-art technology — such as mobile monitoring on Google Street View cars and over 100 stationary monitors — to collect air pollution data points at thousands of locations. Hyperlocal data is being used to create a baseline to help London design, tailor, and understand the impact of future clean air actions.

"Public vehicles equipped with state-of-the-art sensors are a powerful, underutilized tool in the battle against air pollution, given the vast urban footprint they cover," said **Harold Rickenbacker Ph.D., Environmental Defense Fund Clean Air & Innovation Manager and advisor on the CityScanner project**. "Municipal vehicles performing their routine jobs are capable of detecting pollution at a block-by-block level, giving policymakers unprecedented levels of data to inform environmental and public health decisions. This innovative project has the potential to position New York City as a leader with other cities, the tech community, and the private sector."

"NYC Fleet is one of the nation's largest adopters of telematics technology," said **Keith Kerman, NYC Chief Fleet Officer and DCAS Deputy Commissioner**. "Air quality monitoring through *CityScanner* will work in conjunction with our telematics solution, adding an exciting new dimension to our efforts to use data to make the City cleaner and safer."

"Clean air means better health," said **Health Commissioner Dr. Oxiris Barbot**. "The Health Department's New York City Community Air Survey shows continued improvement in the City's air quality but neighborhood inequalities in related health impacts remain. Additional hyper-local data can help inform community-centered policies to make the air all New Yorker's breathe even cleaner."

"From requiring the use of less-polluting fuel in building boilers to creating a cleaner fleet of City vehicles, we have taken many steps that have resulted in much improved air quality in New York City," said **Department of Environmental Protection Commissioner Vincent Sapienza**. "Collecting additional data on localized air quality will help us understand where further measures should be taken and we look forward to reviewing the results of the City Scanner pilot program."

"Every New Yorker deserves to breathe clean air," said **Daniel Zarrilli, NYC's Chief Climate Policy Advisor and OneNYC Director**. "With OneNYC 2050, New York City has set bold targets for improving air quality and reducing disparities across the five boroughs. This innovative pilot project will help us achieve those targets and build the strong and fair city that all New Yorkers deserve."

"Air quality is closely tied to many health outcomes and I'm thrilled to see the city embrace this cutting-edge measure to utilize existing resources toward such an important new purpose," said **Bronx Borough President Ruben Diaz Jr.** "This is a model for how effective it can be to incorporate sustainable technology into municipal operations. We owe it to future generations to identify these areas of opportunity and innovation in sustainability and to make use of them as much as possible. Thank you to the NYC Department of Citywide Administrative Services for making this change and for working toward a greener future."

"Poor air-quality in the South Bronx has a direct impact on the lives of my constituents, and has lead our borough to suffer the highest asthma death rates in the country. The time is now to invest in solutions to address inequities in access to clean air. I look forward to the success of the CityScanner pilot program, and thank the NYC Department of Citywide Administrative Services and the City of New York's Chief Technology Officer for their leadership of this initiative," said **State Senator Alessandra Biaggi**.

Media Contact

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Case Study: NYC Clean Fleet Transition Plan and DEP Fleet

By: Keith Kerman

In vehicle acquisitions, DCAS Fleet Management is working to replace existing vehicles with the cleanest and safest models in the marketplace. We refer to these efforts as the Clean Fleet and Safe Fleet Transition Plans. Our Safe Fleet Transition Plan (SFTP) was published and updated in partnership with the US DOT Volpe Center. Our Clean Fleet Transition Plan (CFTP) is outlined in Mayor de Blasio's NYC Clean Fleet initiative and our Fleet Manual requirements.

The Clean Fleet Transition Plan calls for DCAS Fleet Management to replace each vehicle that has exceeded its useful life with a more fuel efficient model wherever available on our contracts. It works in tandem with Local Law 38 of 2005, which governs light duty non-emergency vehicles, but includes all fleet units.

There are of course cases where agency emergency or operational requirements may make this transition difficult to achieve. In these cases, the plan allows DCAS to work with agencies to exempt certain requirements as long as sufficient environmental offsets are achieved elsewhere in that agency's fleet and buying plan.

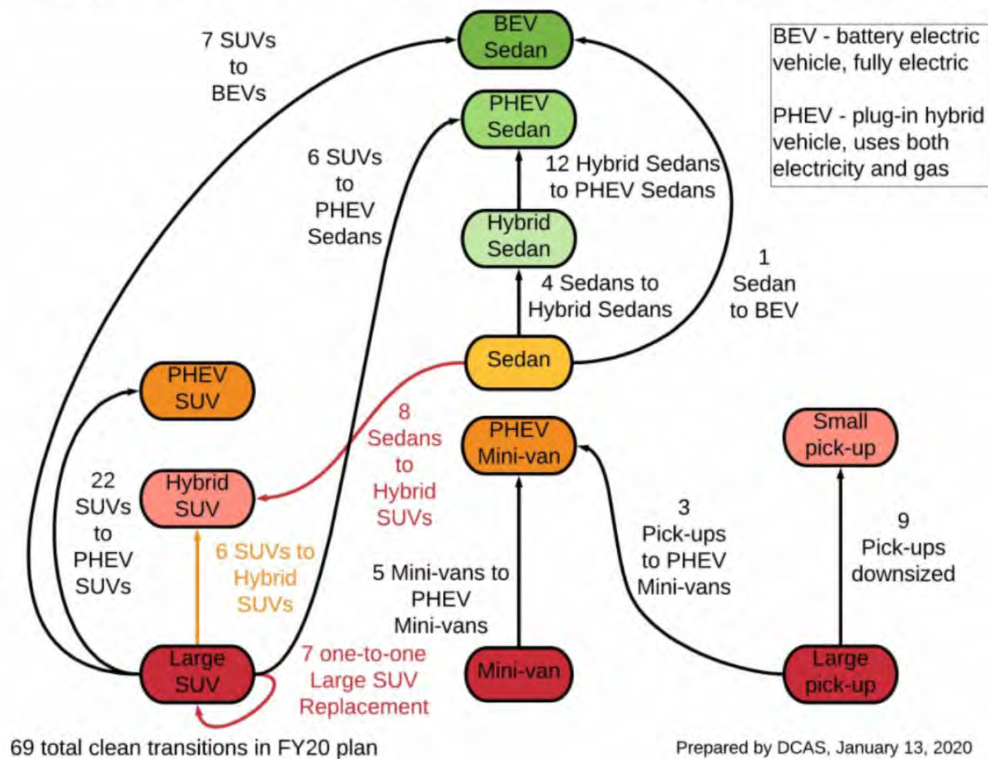
As part of the FY20 acquisitions planning, we had a great example of the CFTP in action with the NYC Department of Environmental Protection (DEP) fleet. On September 4, DCAS met with DEP Chief of Staff Kim Cipriano, Assistant Police Chief Frank Milazzo, and Fleet Managers Owen Marshall and Sandra Ferrara to review the FY20 plan. Upstate DEP Police were asking to replace a set of large SUVs - not our favorite sustainable vehicles - and to upsize a set of gas, non-hybrid sedans to SUVs. These requests were thoughtfully presented and tied to very specific size and operational requirements, such as canine (K-9) patrols.

DEP had already been one of the leading agencies in our sustainable fleet efforts; however, we wanted to see them go even further. To ensure that the DEP Police had the appropriate vehicles to meet its operational needs, DEP offered a broader plan to downsize and transition 69 vehicles across the agency to more fuel efficient options. This would help to offset the request to upsize vehicles for the DEP Police. The plan included downsizing large pickups to smaller pickups, replacing gas sedans and SUVs with hybrids and plug-ins, downsizing SUVs to sedans, and buying fully electric vehicles. In the FY20 buying plan, which included 85 expense funded light duty vehicles, DEP will purchase eight fully electric vehicles, 50 plug-in electric vehicles (PHEV), 18 hybrids, and will downsize nine pick-up trucks. With the plan fully demonstrating DEP's commitment to

improving the sustainability of its fleet, DEP received approval from DCAS and OMB for seven large SUV replacements and eight replacements of gas sedans with hybrid enforcement SUVs for its police force.

Working together, DEP, DCAS, and OMB were able to meet specific law enforcement and operational needs while keeping our sustainable efforts at the forefront. Thanks to DEP, OMB, and the DCAS fleet acquisitions team of Sherry Lee and Tamika Johnson for their work on this plan and Tomomi Landsman for her help on this newsletter.

NYC Clean Fleet Transition Plan: DEP Fleet getting cleaner



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[NYC Fleet Newsletter 289, January 16, 2020](#): NYC Fleet Spotlight: DOC Mechanical Supervisor Victor Maineri

[NYC Fleet Newsletter 288, January 10, 2020](#): Benchmarking Fleet Costs

[NYC Fleet Newsletter 287, December 30, 2019](#): 2019: The Year in Fleet

[NYC Fleet Newsletter 286, December 18, 2019](#): Pursuing Claims When City Vehicles Get Hit

[NYC Fleet Newsletter 285, December 10, 2019](#): Stay Safe in Winter Driving

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January 7, 2020

The Honorable Robert L. Sumwalt
Chairman
National Transportation Safety Board (NTSB)
490 L'Enfant Plaza, SW
Washington, DC 20594

RE: Request for NHTSA Truck Side Guard Requirement

Dear Chairman Sumwalt,

On behalf of the agencies of the City of New York working towards eliminating deaths and serious injuries through our Vision Zero initiative, we would like to thank the National Transportation Safety Board for your leadership in exploring safety interventions in the Bicycle Safety Research Report. As we promote cycling as a safe, sustainable, healthy transportation option, we appreciate having a strong voice in Federal government concerned with further improving rider safety.

This year, we have seen an unfortunate increase in the number of cyclist deaths in New York City. Approximately half of these deaths involved large trucks. These vehicles are also over-represented in pedestrian deaths and serious injuries, and many trucks suffer from design flaws that both increase the likelihood of collisions and worsen the harm to vulnerable road users in the event that one takes place.

There are numerous interventions that can reduce serious collisions involving trucks and cyclists, and we have found that the installation of sideguards on large trucks is an affordable, cost-effective solution to preventing a common type of fatal crash in which the cyclist is pulled beneath a truck's rear tires. For this reason, we are installing sideguards on all eligible trucks in our City fleet, and have mandated their usage on the hundreds of private sanitation trucks operating within New York City.

In 2017, our Department of Citywide Administrative Services (DCAS), which administers the municipal fleet of over 30,000 vehicles, created a Safe Fleet Transition Plan in partnership with the USDOT Volpe National Transportation Systems Center in order to lead by example in the procurement of safer vehicles. This document was updated in 2018 and focuses on improving driver visibility and reducing the potential for collisions. The Plan outlines the City's ongoing transition to using trucks that minimize blind spots by lowering the height of the cab, using additional windows, and reducing the size and height of the truck's hood. In addition, the Safe Fleet Transition Plan has resulted in the implementation of thousands of automated braking systems, backup cameras, driver alert systems, blind spot alerts, and vehicle telematics systems.

We respectfully request that NTSB consider adding to the final Bicycle Safety Research Report a request for the National Highway Traffic Safety Administration to adopt a set of national standards that require side guards on large trucks and tractor-trailers, as well as a longer-term vision for making high-visibility truck cabs the default option.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith Kerman". The signature is stylized with a large, sweeping initial "K" and a horizontal line across the middle.

Keith Kerman
Chief Fleet Officer and Deputy Commissioner
New York City Department of Citywide Administrative Services

A handwritten signature in blue ink, appearing to read "Michael Replogle". The signature is written in a cursive style with a large, rounded initial "M" and a long, sweeping tail.

Michael Replogle
Deputy Commissioner for Policy
New York City Department of Transportation

Partnering Overseas to Improve Fleet at Home

By: Keith Kerman and Eric Richardson

Fleet is a global industry. As we pursue improvements in safe and sustainable fleet design, it is critical that we partner far and wide on these changes.

In this spirit, on January 22, DCAS, the City of London Corporation, City of London Police, the City of Montreal, Local Authority Plant and Vehicles (LAPV) Magazine and the Chartered Institute of Logistics and Transport (CILT) held our fourth annual Future Fleets Forum in London.

Begun as a NYC and London partnership, we were joined this year by fleet leaders from Calgary and Edmonton in Canada and from Dundee, Scotland.

The United Kingdom and Europe were inspirations in our development of the truck side-guard project. We are now working together as we look to expand high vision and electric trucking, like the one shown here, and safety innovations like intelligent speed assistance (ISA).

The forum featured fleet presentations from each city as well as Together for Safer Roads (TSR), Transport for London, and the University of Leeds. There was also a mini-fleet show at historic Guildhall in London with 40 different vendors displaying UK's latest in clean and safe fleet technologies. London also offered a tour and review of their fleet and waste operations.



As much as we took back in best practices from overseas, we also discussed some of our leading efforts. DCAS and NYC Parks presented on our safe and clean fleet transition plans and Paris Apollon gave a very well received presentation on the real world challenges in implementing electric vehicles. NYC Parks also received the international forum's City Mark Award for Fleet Operator of the Year for their leadership in electric and fuel efficient fleet.

Thanks to Member of Parliament Barry Sheerman and Councilman Jeremy Simons for their participation in the awards event and to Rugby World Cup winner Kieran Bracken for his hosting. Special thanks to Ann Marie Knecht, Vincent Dignam, Jason Pidgeon, Arend Mouton, Aidan O'Donovan, and Sheila Moules for all their hospitality and work on this event. Also, special recognition to our fleet partners from around the globe including Peter Binham, Sharon Fleming, Steve Rapanos, Christina Churchill, and Karianne Parent.

We will be posting more from the event and the presentations on our website.

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THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

EXECUTIVE ORDER No. 53

February 6, 2020

AN ALL-ELECTRIC AND SAFE NEW YORK CITY FLEET

WHEREAS, we face a clear global climate emergency, caused primarily by the burning of fossil fuels;

WHEREAS, we all have a moral, economic, public health, and security imperative to act to protect our planet, fellow human beings, and future generations;

WHEREAS, we must act, and act together at every level, as individuals, as cities, and as a global community;

WHEREAS, in April 2019, New York City released OneNYC 2050, NYC's Green New Deal, and committed to confront our climate crisis and end our reliance on fossil fuels in part by achieving carbon neutrality and 100% clean electricity;

WHEREAS, the City operates a large fleet of vehicles across fifty separate agencies and offices (NYC Fleet) that is critical to the daily provision of municipal services;

WHEREAS, the City regulates and contracts for services that involve fleet in many areas including waste, bussing, ferry service, construction, towing, non-profit services, and deliveries;

WHEREAS, NYC Fleet is implementing a wide range of policies to expand fleet electrification, reduce carbon emissions, improve street safety, and re-design fleet units; and

WHEREAS, it is critical that these best practices be adopted as widely as possible in the public, private, and non-profit fleet industries to enable the City to meet its ambitious climate and street safety goals;

NOW, THEREFORE, by the power vested in me as the Mayor of the City of New York, it is hereby ordered:

Section 1. 100% Electric Fleet by 2040. It is the goal of the City of New York to achieve an all-electric, carbon neutral fleet by the year 2040.

Section 2. Clean Fleet Design and Electrification. The Department of Citywide Administrative Services (DCAS) and NYC Fleet will issue, implement and update a Clean Fleet Transition Plan (CFTP). This plan will be updated at least every two years. The plan will outline alternative fuel, fuel efficiency, and electrification requirements for all City fleet units by type. The plan will also review fuel efficiency and emissions reductions outfitting that is implemented for specific fleet segments only and/or being tested. As part of the plan, the City will report on electrification and charging options for each class of fleet vehicle. The plan will include a schedule for adoption of cleaner vehicles and technologies which will lead to a fully-electric, carbon-neutral fleet by 2040. In addition to City fleet agencies, DCAS will consult with private, non-profit and other public fleets that operate in NYC on this plan. The plan will include a section discussing options for requiring and/or encouraging adoption of these clean fleet improvements with the private fleets the City contracts and regulates. The first CFTP plan aimed at both public and private fleets will be published by January 1, 2021.

Section 3. Safe Fleet Design. DCAS and NYC Fleet will issue, implement, and update a Safe Fleet Transition Plan (SFTP). This plan will be updated at least every two years. The plan will be informed by study of City actual crash trends, CRASHStat, for fleet as tracked by DCAS. All agencies will fully comply with citywide crash tracking. NYPD will use a separate system for tracking crashes and will share data with DCAS as required. The SFTP will outline safety requirements that will be required for all City fleet units. The SFTP will also review safety outfitting that is implemented for specific fleet segments only and/or being tested. The SFTP will include a schedule for adoption of safer vehicles and technologies aimed at reducing the costs of claims against the City relating to crashes involving City fleet. In addition to City fleet agencies, DCAS will consult with private, non-profit and other public fleets that operate in the City on the SFTP. The SFTP will include a section discussing options for requiring and/or encouraging adoption of these safety improvements with the private fleets the City contracts and regulates. The first SFTP plan aimed at both public and private fleets will be published by July 1, 2020.

Section 4. Fleet of the Future Network. DCAS, working with the Department of Transportation (DOT), the Business Integrity Commission (BIC), the Department of Consumer and Worker Protection (DCWP), the Mayor's Office of Sustainability (MOS), and others will establish a contact list and communication network for public, private, and non-profit fleets operating in the five boroughs of the City of New York. This network will be used to establish lines of communication on issues of sustainable and safe fleet operation. DCAS will establish newsletters, events, and trainings aimed at these partner fleets and will share best practices throughout the network.

Section 5. Agency Cooperation. All agency heads are directed to cooperate fully with DCAS and the City's Chief Fleet Officer in implementing and complying with this Executive Order.

Section 6. Effective Date. This Order shall take effect immediately.



Bill de Blasio
Mayor

Honoring Motor Vehicle Operator Gerald “Gerry” Buchanan Sr., NYPD

By: Keith Kerman



On January 25, 2020, NYPD sadly said goodbye to Motor Vehicle Operator Gerald Buchanan, Sr. Gerald, affectionately known as “Gerry,” joined the NYPD in 1990 as a tow truck operator. He was assigned to the NYPD auto pound and later transferred to fleet services where he was assigned to NYPD Shop 3. Gerry’s love of driving was evident. In a previous interview for the newsletter he said: “I like the challenge, when you go out, every job is different.”

Gerry embraced any type of assignment from parades, public disturbances, and crime scenes of every type. Gerry excelled in his position and helped others as well, serving as an instructor for commercial driver licenses for incumbent personnel and new hires. Gerry was proud of his students, having a 90% passing rate over the last 12 years. Gerry was loved by commissioners, directors, supervisors, and peers alike.



Gerry was born in Roanoke, Alabama and his family later relocated to Queens, New York. Gerry attended John Bowne High School and joined the U.S. Army. While serving in the U.S. Army, Gerald worked as an aircraft repairman maintaining and repairing U.S. Army helicopters.

In 1992, Gerry joined Pilgrim Church, where he became an ordained deacon and was later elevated to president of the Deacon Board. Gerry carried out many functions within the

church including treasurer, head of security, and bus driver. Gerry took great pride in serving his church.

Gerry loved spending time with his wife Betty, of 31 years, and their four children, Randolph, Surrena, Jeanna and Gerald Jr. He enjoyed relaxing at home and watching his favorite sports teams like the NY Knicks, NY Giants, and Alabama Crimson Tide.

NYC Fleet and NYPD Fleet Services would like to extend our condolences to his wife and his children and thank them for Gerry's 30 years of dedicated service to our great city. He will be missed and remembered by all for his heartfelt greeting, "GRACE AND PEACE."



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Drivers: Slow Down and Buckle Up!

By: Keith Kerman

I have two young children. As they get older, they start to hear words that they know they aren't supposed to say. We had an awkward moment recently when my oldest loudly repeated one. We discussed how these types of words are inappropriate and make people think less of those who use them. To the extent that swears are meant to put stress and emphasis on an issue, they lose all effect the more you use them.

I offered that a more clever, funny, and pleasant approach, still to be used sparingly, was to say "expletive" instead of an actual swear word. People will know what you mean, but you don't have to actually swear.

So — I'll try it myself:
SLOW the Expletive down
Buckle the Expletive up
Focus on the Expletive road
Put down the Expletive phone, hands free too...
Quit hugging the Expletive car in front of you
Watch out during turns.
Think safety at all times.
Don't misuse your vehicle.

We have not had a good start to the year, with a number of tragic and devastating crashes. At a City Council hearing on January 29, the families of crash victims discussed the terrible and irreversible personal and family impacts these events have. We know that no City employee wants these types of incidents to happen. That said, we all must change our daily habits and take safety and proper vehicle use seriously at all times if we are going to prevent them. This includes being patient and keeping the expletives in check!

NYC employees dedicate themselves to public service and take on extra-ordinary and difficult challenges to safeguard and advance the City. Safe driving must be part of that service. Please bring a renewed focus and commitment to safety.

Make that your oath!

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THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE: February 27, 2020

CONTACT: pressoffice@cityhall.nyc.gov, (212) 788-2958

MAYOR DE BLASIO AND BILLY IDOL ANNOUNCE CAMPAIGN TO END IDLING

Anti-idling initiative includes public awareness campaign, aims to increase citizen complaints, and expands enforcement at idling “priority zones”



BILLY NEVER IDLES
NEITHER SHOULD YOU



IDLING IS POLLUTING
SHUT YOUR ENGINE OFF

NEW YORK—Mayor de Blasio joined rock star and environmentalist Billy Idol to announce a new anti-idling advertising and publicity campaign. The campaign is part of a larger anti-idling initiative aimed at boosting public awareness on the harmful effects of idling, expanding enforcement of anti-idling laws, and encouraging individuals to file citizen complaints. In 2018, DEP began a “Citizens Air Complaint Program” where individuals who witness and record a truck or bus idling can file a complaint [online](#) with DEP and collect 25% of the penalty, \$87.50 of a \$350 fine. Launching today, the public awareness campaign encourages drivers to shut off their engines to reduce idling and increase accountability for commercial vehicles. Additional information can be found at billyneveridles.nyc.

“Billy Idol never idles and neither should you,” said **Mayor Bill de Blasio**. “It chokes our air, hurts the environment, and is bad for New York. We’re sending a loud message with a Rebel Yell: turn off your engines or pay up.”

“I love New York City and I’m delighted to lend my support to a campaign benefitting our environment. Like most New Yorkers, I’m troubled when I see cars and trucks sitting idle while polluting our neighborhoods. New Yorkers are some of the most hardworking, passionate people in the world and I hope they will join me in turning off their engines. SHUT IT OFF NEW YORK!” said **Billy Idol**.

“We need an all hands on deck approach to stop idling throughout New York City,” said **Deputy Mayor Laura Anglin**. “That includes increasing enforcement, changing the behavior of our drivers, doubling down on our public education of the harmful effects of idling, and yes, enlisting the help of a rock star to ensure sure drivers remember to shut off their engine.”

“Shutting off your vehicle’s engine is one of the simplest things a New Yorker can do to help improve the quality of the air we all share,” said **DEP Commissioner Vincent Sapienza**. “We’re thrilled to have Billy Idol lead this campaign and remind drivers to shut their engines off!”

Billy Idol will attend multiple events in New York City today to kick-off the campaign, including a stop at City Hall. The one million dollar ad campaign launches today throughout New York City, features Billy Idol and his message *Billy Never Idles, Neither Should You. Shut your engine off*. The effort includes 12 high-profile billboard locations, gas station TV, radio and multiple social media platforms (hashtag #billyneveridles), as well as LinkNYC and NYC TaxiTV, exposure and placement on City fleet vehicles equipped with anti-idling and emission control technology.

The City will also be adding seven air and noise inspectors to the Department of Environmental Protection to help process the increased complaints. These inspectors will focus on verifying and compiling citizen complaint filings sent to the Office of Administrative Trials and Hearings and help increase inspections of priority zones identified by 311. This builds on the efforts of Local Law 58 of 2018, sponsored by Council Member Helen Rosenthal, which expanded the citizen enforcement program. The eight priority zones identified thus far are Chinatown, Port Authority, World Trade Center, Fulton Street, Richmond Terrace, Flushing, Roosevelt Avenue, and Commercial Fordham Road. These zones will see an expansion of NYPD Traffic Enforcement Agents to educate drivers on the City’s laws surrounding idling.

These efforts will be overseen by an interagency task force comprised of individuals from the NYPD, Department of Environmental Protection, Department of Sanitation, and Department of Transportation. The task force will convene for the first time in the coming weeks to discuss further tactics to curb idling pollution.

Overall [air quality](#) in New York City has improved dramatically over the last decade, primarily driven by the City’s regulations phasing out the use of the most polluting home heating

oils. However, emissions from the transportation sector, primarily cars, buses, and trucks, contribute a significant amount of pollution to the air across the five boroughs.

Every year, motor vehicles contribute approximately 11 percent of the local fine particulate matter and 28 percent of the nitrogen oxide emissions. High levels of fine particulate matter, nitrogen dioxide, and nitric oxide continue to be observed in areas of high traffic density, building density, and industrial areas, including the South Bronx, Western Queens and Northern Brooklyn. These pollutants have been linked to adverse health outcomes, including an exacerbation of cardiovascular and respiratory disease.

“The NYPD is supporting New York City’s plan to reduce unnecessary engine idling by deploying additional enforcement agents to the areas where complaints have been the highest,” said **NYPD Chief of Transportation William T. Morris**. “Motorists should be aware of the negative environmental impacts that unnecessary engine idling has on our communities, and also be aware of the monetary fine associated with this violation.”

“Every New Yorker deserves to breathe clean air,” said **Daniel Zarrilli, NYC’s Chief Climate Policy Advisor**. “That’s why we are launching a new campaign to reduce idling, a zero-cost way to save money, cut down on the carbon pollution that causes climate change, and improve air quality all over the city. This is just one more way that NYC is demonstrating what a Green New Deal looks like in practice.”

“New Yorkers can’t remain idle when it comes idling,” said **Lisette Camilo, Commissioner of the NYC Department of Citywide Administrative Services**. “This campaign will help raise awareness about an easy, common sense way to reduce emissions.”

"We thank Mayor Bill de Blasio for launching the City's new campaign to combat vehicle idling," said **Cecil Corbin-Mark, Deputy Director and Director of Policy Initiatives at WE ACT for Environmental Justice**. "Combined with the cumulative effect of other sources of air pollution, emissions from idling vehicles have a significant impact on the health of low-income communities and communities of color, like those we represent in Northern Manhattan, resulting in some of the highest rates of asthma in the city."

Julie Tighe, President of the New York League of Conservation Voters, said, “Transportation emissions are the largest source of greenhouse gas emissions in New York State and every effort to mitigate pollution from vehicles is essential. So when it’s Hot in the City, curbing a daily habit like sitting in an idle vehicle is integral to New Yorkers fight against climate change. We’re excited to work with the Department of Environmental Protection to raise awareness of the harmful effects of idling vehicles on our environment and community.”

Rachel Spector, Environmental Justice Program Director for New York Lawyers for the Public Interest said, "New Yorkers see trucks and buses idling on the street every day, despite the law prohibiting it. But many communities - particularly low-income communities and communities of color where waste transfer stations, warehouses and school bus depots are clustered - see a disproportionate share of idling by polluting diesel vehicles. We welcome

today's announcement and look forward to working with DEP to make sure idling enforcement is targeted to neighborhoods that are most burdened by truck pollution and asthma."

Anthony Buissereth, Executive Director of North Brooklyn Neighbors said, "Idling, like that from construction vehicles and delivery trucks, impacts the health and well-being of North Brooklyn residents. Citizen reporting empowers New Yorkers to fight back in our battle for cleaner air and holds idlers accountable. We're thrilled the Administration is making this investment and believe it will help all New Yorkers breathe easier. "

"The Nature Conservancy applauds the City's efforts to address idling, a significant cause of impaired air quality across the city, especially in our most vulnerable communities," said **Emily Nobel Maxwell, New York City Program Director for The Nature Conservancy**. "Improving air quality will meaningfully improve the health and wellbeing of people and nature in New York City."

Shut It Off! Mayor, Billy Idol Team Up to Stop Vehicle Idling

By: Keith Kerman



At City Hall on February 27, artist Billy Idol joined Mayor de Blasio to launch a **new campaign** against vehicle idling and the harmful air pollution it causes. The campaign was developed by NYC DEP.

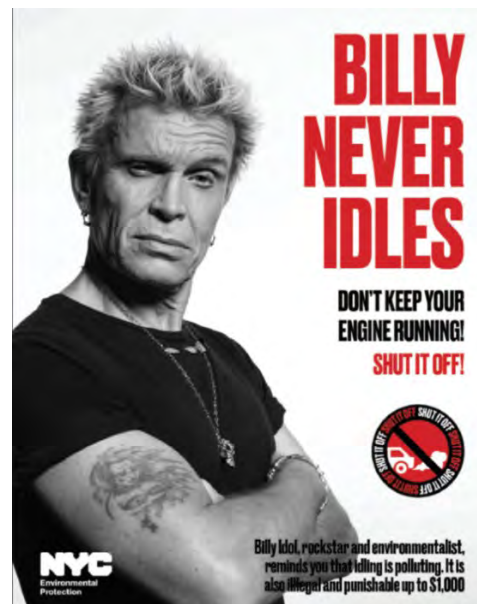
As the crowd chanted “Shut It Off,” the mayor and Billy Idol discussed the wasteful and unnecessary environmental impacts from vehicle idling.

Idling uses a lot of fuel, creates as much pollution as driving, and also wears down vehicle engines. Idling for an hour is the equivalent of driving 25 to 30 miles. An idling truck or bus can use up to a gallon of fuel an hour.

If you have to drive, one of the best ways to avoid idling is to drive an electric or hybrid vehicle. NYC operates 8,000 electric and hybrid fleet units which use non-polluting batteries to power vehicles when stationary. We are transitioning to hybrid plug-in ambulances, hybrid police cars, and start-stop technology for waste trucks.

DCAS has also installed telematics on 23,000 fleet units so far. Among many benefits, these tracking units can provide alerts of unneeded idling.

Idling is against the law in NYC. Vehicles may not idle over 3 minutes in general or 1 minute near a school or hospital. As part of today’s announcement, Mayor de Blasio and DEP Commissioner Vincent Sapienza encouraged all New Yorkers to report illegal idling through 311 or to file complaints online. There is even a financial reward program available.



Billy Idol, rockstar and environmentalist, reminds you that idling is polluting. It is also illegal and punishable up to \$1,000

You can learn more at the link below:

www1.nyc.gov/site/dep/environment/idling-citizens-air-complaint-program.page

We are asking all NYC fleet operators to follow Billy Idol's lead. Get involved and never idle! Our vehicles are among the most visible in the city and we need to set the example. Congratulations to everyone involved with today's announcement, particularly Michael DeLoach and Jackie Lachman of DEP.

Check out past editions of the Fleet Newsletter

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[NYC Fleet Newsletter 291, February 6, 2020](#): Partnering Overseas to Improve Fleet at Home

[NYC Fleet Newsletter 290, January 28, 2020](#): Case Study: NYC Clean Fleet Transition Plan and DEP Fleet

[NYC Fleet Newsletter 289, January 16, 2020](#): NYC Fleet Spotlight: DOC Mechanical Supervisor Victor Maineri

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Fleet Spotlight: Dereck Jones, Auto Mechanic, NYC Parks

By: Keith Kerman and Lenin Fierro

It's not quite spring, but it's never too early to start thinking about parks and the outdoors. This week's fleet spotlight is Dereck Jones, a diesel mechanic at NYC Parks 5-Boro Central Fleet Garage on Randall's Island.

Dereck joined NYC Parks in August 2014 after many years in private sector repair. Dereck works on a wide variety of fleet units for parks from snow plows to grass tractors. As part of our shared services program, Dereck also helps service DEP fleet units that operate from the Wards Island Waste Water Treatment Plant. This part of our citywide consolidation program has been very successful with low down rates.

Dereck commented on the camaraderie at Parks including "the work environment, and how everyone is respectful and helpful."

Dereck resides in Brooklyn and loves being a father to five children. Thanks to Dereck and best wishes on a long and productive career with fleet.





Happy Retirements: Armando Lisojo, DCAS and Cliff Adams, Parks

Speaking of long and productive careers, we also want to congratulate two stalwarts of the fleet program on their retirements this month.

Armando Lisojo was the original mechanic inspector at DCAS and retired after 39 years. In 1981, he joined the city as an auto service worker and left as our senior auto mechanic and technical field inspector serving DCAS client fleets.

Armando helped create the inspector role and trained all our existing inspectors. He was also an enthusiastic driver of his all-electric DCAS GM Bolt.

Cliff Adams was a quality assurance specialist at NYC Parks. He joined Parks in 1985 and was the auto parts expert for decades at the 5-Boro Garage.

Parks operates a particularly varied fleet of on and off-road vehicles. Cliff was the expert on where and how to get the parts and components needed to keep this fleet on the road, and assisted as the City made the transition to the strategic parts contract through DCAS.

Armando and Cliff represent the best of Fleet and City service. Both were dedicated and skilled technical professionals, great colleagues, and even better people. We will miss them!



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[NYC Fleet Newsletter 293, February 20, 2020](#): Slow Down and Buckle Up!

[NYC Fleet Newsletter 292, February 13, 2020](#): Honoring Motor Vehicle Operator Gerald “Gerry” Buchanan Sr., NYPD

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COVID-19: General Guidance for Vehicle Operators

This document provides guidance to vehicle operators to help slow person-to-person transmission of coronavirus disease 2019 (COVID-19). This guidance may be updated as new information becomes available since the situation is rapidly and constantly changing.

There is widespread community transmission of COVID-19 in New York City. Community transmission means that COVID-19 is circulating in NYC and that we should act as if we are all exposed. COVID-19 is a respiratory illness (which affects breathing) caused by a new coronavirus. Symptoms can range from mild, such as a sore throat, to severe, such as pneumonia. Most people will not need medical attention for their symptoms. Together we can slow the spread and prevent those at higher risk of severe illness and our health care workers from getting sick.

General precautions for vehicle operators:

Vehicle operators should take the following precautions to keep themselves and their passengers protected:

- **Monitor your health more closely than usual for COVID-19 symptoms, such as fever, cough, sore throat or shortness of breath.**
 - **Stay home if you are sick.** If you had or may have had COVID-19, stay home until all the following are true:
 - It has been at least seven days after your symptoms started.
 - You never had fever or you have not had a fever for the past three days without the use of fever-reducing medicine such as Tylenol or ibuprofen.
 - Your overall illness has improved.
- **Practice healthy personal hygiene.**
 - Wash hands often with soap and water for at least 20 seconds. Use an alcohol-based hand sanitizer if soap and water are not available.
 - Cover coughs and sneezes with a tissue or your sleeve. Do not use your hands. Immediately throw out tissues and wash your hands afterward.
 - Do not touch your eyes, nose and mouth with unwashed hands.
 - Have tissues and hand sanitizer available in your vehicle for your passengers.
 - Do not shake hands. Instead, wave.
 - If you do physically interact with a customer, remember to wash hands with soap and water or use hand sanitizer after every transaction.
- **Clean and disinfect your vehicle routinely. When cleaning and disinfecting:**
 - Pay special attention to surfaces and objects that are touched often by passengers, such as door handles, window buttons, locks, payment machines, arm rests, seat cushions, buckles and seatbelts. Also wipe down surfaces that you frequently touch, such as the steering wheel, radio buttons, turn indicators and cup holders.
 - Use regular disinfectant products (for example, Clorox, peroxide or alcohol-based multi-purpose products) that are appropriate for the surface.

- Keep the vehicle doors open while cleaning and disinfecting.
 - Wear disposable gloves when cleaning and only use them once. Throw gloves in the trash after use and wash hands immediately with soap and water or use an alcohol-based hand sanitizer.
 - Wait until all surfaces have dried before giving a ride to a passenger.
 - For additional information about cleaning and disinfecting, visit nyc.gov/health/coronavirus and look for “General Cleaning/Disinfection Guidance for Non-Health Care Settings” on the “Businesses and Other Facilities” page.
- **Maintain social (physical) distancing.**
 - Create more personal space. Keep at least 6 feet of distance between yourself and others, whenever possible.
 - Ask passengers to sit in the back to create physical distance. If the vehicle has a partition, close the partition before picking up passengers. If the vehicle does not have a partition, consider putting up a clear plastic barrier between the front and back of the vehicle (*note: barrier should not affect rear view mirror visibility*). For vehicles licensed by the Taxi and Limousine Commission (TLC), drivers should follow TLC guidance on partition installation.
 - Only transport passengers who are in the same party. Group rides (also known as “shared” or “pooled” rides) are not permitted. (*note: the ban on group rides does not apply to paratransit vehicles*).
 - Essential workers are required to wear a face covering at work if they have direct contact with customers or others.
 - Staff must wear a face covering when transporting passengers, or when otherwise within 6 feet of customers or others. A face covering is any well-secured paper or cloth (like a bandana or scarf) that covers your mouth and nose. Employers must provide face coverings to employees at employers’ expense. See Governor Cuomo’s Executive Order No. 202.16, available at governor.ny.gov/executiveorders. It is essential that staff continue to practice physical distancing and good hand hygiene even when wearing a face covering — including keeping 6 feet of distance between themselves and others whenever possible. For more information, visit nyc.gov/health/coronavirus and look for “FAQ About Face Coverings.”
 - Whenever possible, set ventilation to “non-recirculated air mode” in both the driver and passenger compartment. Open windows if this is not an option.
 - **Medical facility contractors providing transport for patients should follow their company’s guidelines.**

Separate facts from fear and guard against stigma

- The outbreak is absolutely no excuse to spread racism and discrimination. It is illegal to discriminate against passengers or prospective passengers due to race, nation of origin or other identities.
- If you are being harassed or discriminated against due to your race, nation of origin or other identities, contact the NYC Commission on Human Rights by calling **311** and saying “human rights,” or by visiting nyc.gov/cchr and clicking on “Report Discrimination.”

Take care of yourself and your family

- It is natural to feel overwhelmed, sad, anxious and afraid, or to experience other symptoms of distress, such as trouble sleeping. Visit the “App Library” at nyc.gov/nycwell for online tools to help you manage your health and emotional wellbeing.
- NYS COVID-19 Emotional Support Helpline at 844-863-9314 is staffed 8 a.m. to 10 p.m., 7 days a week. The phone line is staffed with specially trained volunteer professionals who are there to listen, support and refer if needed.
- If symptoms of distress become overwhelming, you can connect with counselors at NYC Well, a free and confidential mental health support service. NYC Well staff are available 24/7 and can provide brief counseling and referrals to care. For support, call 888-NYC-WELL (888-692-9355), text "WELL" to 65173 or chat online at nyc.gov/nycwell.
- If you need a health care provider, NYC Health and Hospitals provides care to all New Yorkers, regardless of immigration status, insurance status or ability to pay. Call 844-NYC-4NYC (844-692-4692) or 311.

Stay informed

- A lot of information about coronavirus on social media and even in some news reports is not based on facts. Get your information about COVID-19 from trusted sources like the NYC Health Department at nyc.gov/health/coronavirus .
- For real-time updates, text "COVID" to 692-692. Messages and data rates may apply.
- Print and post information for passengers in your back seat. Visit nyc.gov/health/coronavirus for posters and flyers.

The NYC Health Department may change recommendations as the situation evolves.

4.29.20

COVID-19 and Fleet Updates

By: Keith Kerman

Hi. First, we want to thank everyone in fleet for all you are doing to keep City services going during this unprecedented emergency situation. Fleet is an essential service, supporting our police, fire, sanitation, health, emergency management, and other critical services as we all respond to this citywide challenge. The performance of our City mechanics and repair staff, delivery and transport staff, parts and fuel teams, will remain critical as this event unfolds.

Response efforts are developing quickly. We will work to provide you updates as they become available. Please see below some important information and links:

As per the Governor's order, fleet, fuel and related transportation services are considered essential services. DCAS has prepared a letter for essential vendors if needed to continue operating.

<https://esd.ny.gov/guidance-executive-order-2026>

Below is the most recent guidance from DOHMH (Health) regarding vehicle use and safety:

<https://www1.nyc.gov/assets/dcas/downloads/pdf/fleet/COVID-19-Transportation-Guidance.pdf>

As per State DMV, the State DMV offices are closed at this time and road tests are suspended. State DMV is extending the time frame to update licenses that are expiring. We will reach out with any further updates as we receive them from State DMV.

As this emergency unfolds, we will have some disruptions and curtailing of our fleet repair operations. We have already experienced this. We will be preparing a regular report on the status of repair operations. Please also let us know if you experience any disruptions with fuel, parts, or contract resources. Please consult your agency Human Resources office regarding any changes in tours, work assignments, or schedules for your particular facility. We will need to work together to share and coordinate resources as needs emerge.

In the first two weeks of this response, we tracked a 12% reduction in overall fleet use, as recorded at the Fleet Office of Real Time tracking, which monitors 12,000 fleet units. In time, however, our in-house fleet, as well as contracted assets, may be asked to support additional or new response roles. Please work to keep the fleet as ready as possible as this event continues.

We expect to experience delays in the receipt of new vehicle orders. This will likely impact Fiscal Year, June 30, deliveries. We will reach out to your procurement staff as soon as we know of specific manufacturer plans.

Our revenue and auction program is continuing at this point for assets that are ready to go. This should assist with lot and space issues.

Thanks for everything you are doing. Please stay safe and continue to drive safely. You can keep in touch with us at NYCFleet@dcas.nyc.gov or by reaching out directly.

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NYC Mourns FDNY Mechanic James Villecco

By: Keith Kerman

Last week, we discussed the essential role of our fleet and mechanical staffing in responding to the COVID-19 crisis and all emergency situations that NYC faces. This role and the risks involved could not be any clearer as NYC and FDNY now mourn the loss of Auto Mechanic James Villecco, 55, who died due to COVID-19. James was the first member of the fire department to pass from this disease.

James joined the FDNY Bureau of Fleet Services in 2014, assigned first to the Coney Island Repair Facility in Brooklyn, and later to the Review Avenue Garage in Queens. The Review Avenue Shop is FDNY's main ambulance repair facility servicing 600 ambulances and hundreds of other emergency response units.



Review is fleet's most hectic and demanding facility. The skilled staff like James keep our ambulances and FDNY light duty response units available and on the road. EMS is now facing record volumes of requests and FDNY's mechanics have never been more critical or challenged to keep this fleet operational and ready.

"Behind the thousands of calls our members respond to every day is a team of dedicated and skilled mechanics who ensure our ambulances are running 24/7," said Commissioner Daniel A. Nigro. "James Villecco was one of those truly unsung heroes in our department whose outstanding work provided medical care for the people of our city. The entire department mourns his loss."

A resident of Staten Island, James Villecco was a solid tradesman, beloved husband and father, and a friend to all he worked with each day. He is survived by his wife, Joy, and daughter, Jessica.

On behalf of DCAS and all the fleet agencies, we all want to extend our thanks, appreciation, and condolences to the Villecco family and FDNY.

We also want to recognize the many other fleet staff and mechanics from FDNY, NYPD, DOT, DSNY, Parks and DCAS, who are battling COVID-19 now and wish you recovery and restored health.

Finally, we want to thank all the mechanics, fleet and truck operators, fuelers, custodians, parts staff, supervisors, managers, and others, including our vendors, in fleet and facilities who are working now to support the City's health and emergency response efforts.

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Lenin Fierro, 1977-2020

By: Keith Kerman

On March 31, we lost a dear friend, colleague, and leader. Lenin Fierro was the Director of Fleet Safety and Vision Zero for DCAS and NYC Fleet.

An immigrant from Ecuador, Lenin served his adopted country in the US Navy for ten years. After working on vehicle claims in the private sector, Lenin joined DCAS in June 2014 and immediately became a major contributor in building and implementing Mayor de Blasio's Vision Zero initiative.



Lenin led our efforts to train over 60,000 staff in safe driving. He taught thousands himself.

He administered a survey to over 25,000 thousand staff so we could hear from our customers.

He built our CRASH tracking system across all agencies, the first of its type for NYC and a model nationally.

Most dear to us, he led our partnership with the Department of Education to provide paid internships, driver training, and jobs to automotive high school students. Just a few weeks ago, he had coordinated an immensely successful recruitment event here at DCAS in partnership with DOE and the DCAS Office of Citywide Equity and Inclusion, bringing over a hundred high school students together to learn about public

service careers.

Of course, he also co-authored this newsletter as well.

For six years he has been out front leading on fleet safety and opening doors to fleet careers: enthusiastic, fun, caring, and also serious and committed. He was at every event, forum, training—always upbeat, respectful, and approachable. He often did the Spanish segments for news pieces on Vision Zero and Fleet.



More importantly, Lenin was a loving husband to his wife Brenda and a doting father to two daughters, Faith and Destiny.

Lenin was an immigrant, who served his adopted nation in the armed forces, lived in Queens, and raised a great family while also serving his City. He focused on saving lives on our roadways and

he kept that work going even as COVID-19 became a new threat to us all, and took him.

Lenin was always a tremendous inspiration and comfort to others. A sailor, a husband, a dedicated father. He was also, to so many of us, a true and dear friend. Our love always to him and his family.



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FDNY Fleet Services Stepping Up Against COVID-19

By: Keith Kerman

In our last two newsletters, we've shared some of our losses due to the COVID-19 pandemic and emergency. In our next newsletters, we want to discuss the incredible work and service being done by so many in City government and fleet to help NYC respond.

In many areas of fleet operation, we've seen a reduction in fleet usage with many non-essential services being suspended. We've tracked about a 40% reduction in total vehicle usage overall and a 32% reduction in direct service orders for our repair shops.

The exact opposite is true at the FDNY Ambulance Shop. As has been reported publicly, there has been a 40% increase in calls for ambulances from the general public. At the repair shop, this increased workload has translated into a 137% increase in work orders.



These past few weeks have been incredibly difficult for all of us, especially those in the medical services like FDNY and EMS. As NYC's Bravest, FDNY is answering the call in this war against an invisible and very dangerous enemy.

FDNY's EMS and firefighters are on the front line, but our mechanics and support services are performing equally critical work, also exposing themselves to serious risks.

NYC maintains its 600 ambulances and hundreds of emergency response units at the Review Avenue Ambulance Shop in Queens. The shop operates three shifts and has a total of 103 staff which include supervisor of mechanics, auto mechanics, rubber tire repairers, and motor vehicle operators.



Staff are working up to 12 hour shifts to ensure that the shop can keep up with the number of ambulances being put out of service each day.

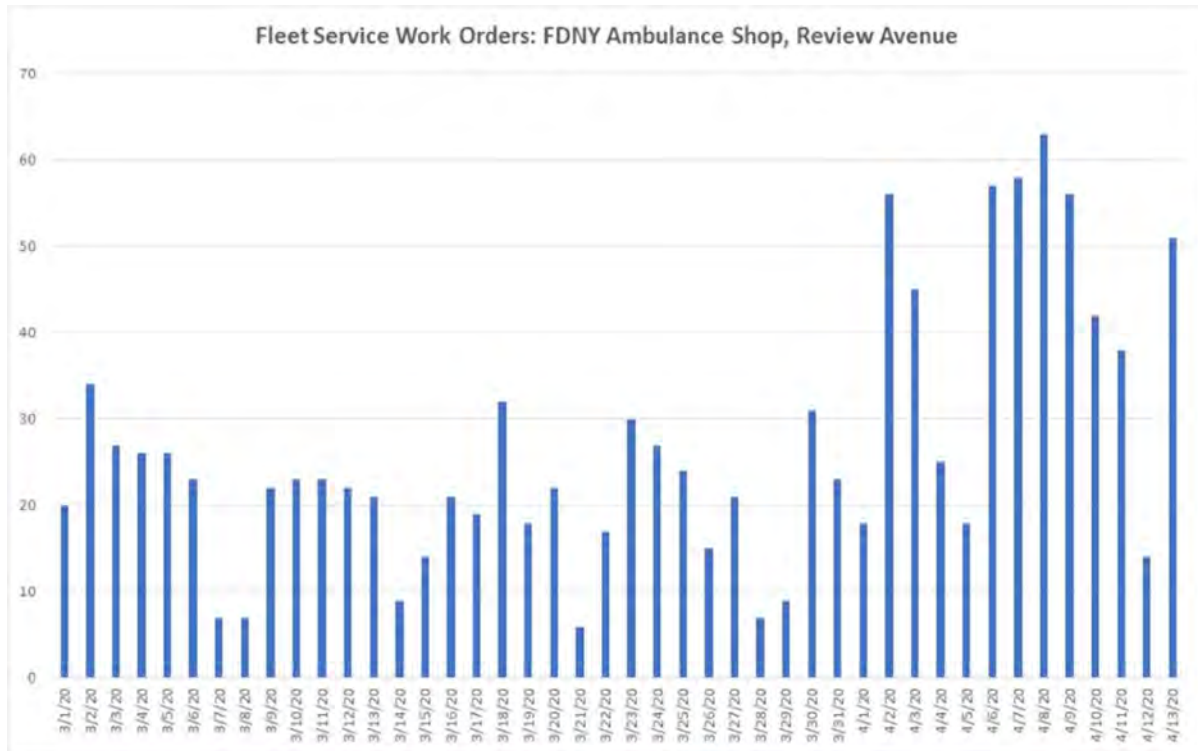
The shop has maintained staffing levels of over 90% daily. Other agencies are also helping. DOT auto mechanics have volunteered to assist at the shop starting last week. DOT Auto Mechanic Richard Rejohn is currently working on Tour #2, servicing red trucks instead of yellow.

Throughout this pandemic, the shop has continued to provide quality mechanical services to the FDNY fleet of ambulances and support vehicles. As a precautionary measure, FDNY Fleet Services has instituted regular cleaning and disinfecting of all fleet facilities.

FDNY also has vendors at all of their shops disinfecting vehicles as they come to the repair shops for repair. All employees have been mandated to wear masks and gloves while working and maintain distance where possible.

Through all these fast moving and difficult changes, FDNY Fleet staff continue to ensure that the FDNY's fleet of ambulances are always ready to answer the call. Without this vital service, the front line would not have the tools they need, so we recognize and salute these silent heroes!

Special thanks to Fleet Services Assistant Commissioner Mark Aronberg, Ambulance Shop Director Timothy Ramos, and Deputy Director Ernie Cioppa.



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NYC Fleet Agencies Working Together to Fuel Ambulances

By: Keith Kerman

NYC Fleet has always stressed shared servicing and inter-agency cooperation. This has never been more important than during a citywide emergency such as what we are facing with COVID-19. Our fleet agencies are meeting the challenge.

With the extraordinary demands on our City’s ambulances and EMS crews, something as standard as re-fueling can be a time-consuming and problematic distraction.



In the last month, DSNY, Parks, DOT, and NYPD have joined our DCAS Fuel Vendor Sprague in providing some relief to FDNY.

These four agencies and Sprague are providing mobile fueling services at eight different hospital or FEMA locations in four boroughs. These services are being provided seven days a week and are helping FDNY focus their time on life-saving and not fueling.

FDNY EMS Deputy Chief Evan Suchecki has been coordinating this on the EMS side: “DCAS Fleet, along with Harris Kaplan, has been supporting EMS operations with emergency roadside fueling at strategic locations including six HHC hospitals throughout the city. This is all possible with the assistance of our partner city agencies. FDNY EMS has been operating on the front lines of the COVID-19 pandemic handling unprecedented call volume for the past several weeks.”

NYC Fleet: Inter-agency On-Site Emergency Fueling		
Medical Sites	Borough	Support
Lincoln Hospital	Bronx	NYPD
Harlem Hospital	Manhattan	Sprague
St. Barnabas Hospital	Bronx	DSNY
Jamaica Hospital	Queens	DOT
Elmhurst Hospital	Queens	Sprague
Brookdale Hospital	Brooklyn	Sprague
Fort Totten, FEMA	Queens	Parks
Bronx Zoo, FEMA	Bronx	Parks

The City agencies are making use of some of the 35 additional fuel trucks that DCAS procured for the City after Hurricane Sandy. These trucks carry 4,400 gallons each and require operators with commercial driver licenses and tanker endorsements.

We want to thank our colleagues and fuel truck operators at each agency, and also Sprague, who stepped up quickly to set this up:

DCAS: Jon Ells and Harris Kaplan

NYPD: Vartan Khachadurian, Gerard Klein, George Pirpinias, Santos Font, Frank Rossetti, and Ernest Caplanson

DSNY: Joseph Cendagorta, James Anderson, Michael Dardia, Paul Hernandez, and Omar Adams

NYC Parks: Michael Crescenzo and Karl Von Brown

NYC DOT: Michael DiVerniero, Paul Bordenca, Terrance Edwards, Delroy Street, Anthony Lane, Wilson Cuevas, Joseph Mikulicic, Michael Graf, Daniel Rivera, Johnny Arcangel, William Lugo, Nelson Molina, Peter Valentino, Antoine Sheppard, and Edward Schray

Sprague Energy: Taylor Hudson and Barry Panicola

Stay safe!

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Cleaning Emergency Vehicles Exposed To COVID-19

By: Keith Kerman and Harris Kaplan

Last summer, Edward Funches and *Inclusion Mobile Detailing* began a small vehicle cleaning contract with DOT Fleet. Mayor's Office of Disabilities Commissioner Victor Calise reached out to DCAS to see how things were going. *Inclusion* is a minority-owned business (M/WBE) and Edward is an entrepreneur who uses a wheelchair. On October 3, 2019, Edward presented on his services to our inter-agency Fleet Federation meeting as part of our fleet vendor presentation series.

This introduction has now proved critical as NYC addresses the many challenging aspects of the COVID-19 emergency. *Inclusion* is one of three companies currently performing critical disinfecting and cleaning services on NYC fleet units that have been in emergency response and directly exposed to known COVID-19 patients. DCAS has distributed DOHMH guidance for the wiping down of general use vehicles. We are taking additional steps when ambulances and other at-risk vehicles have been exposed to COVID-19 patients. FDNY, NYCHA, and DCAS are among the agencies using these services. NYC Fleet Management has spent over \$100,000 on this cleaning in just the last month, using our NY State fleet services contract.



Inclusion is located in Harlem and works to employ disabled staff and provide needed work opportunities. Its staff wear protective suits, masks, and gloves to conduct professional disinfecting.



Vincent Orlando is the owner of *Silent Rise Mobile Detailing*. *Silent Rise* offers precautionary disinfection spraying services for COVID-19. *Silent Rise* uses EPA registered disinfectants with high powered commercial grade electric atomized fogging sprayers. While disinfecting, *Silent* staff are in full PPE which includes Tyvek suits, respirators, goggles, and gloves. All staff hold OSHA certifications. *Silent Rise* has been working with FDNY Fleet services to clean their vehicles at the Review Avenue Repair Shop.

Transportation Safety Planning & Solutions Group (TSPSG) is the third vendor performing these services currently for the fleet. The owner is Tim Grant, a retired captain from FDNY where he was an officer for over 15 years in their Special Operations Command. Tim was a trained level II hazmat technician and rescue specialist. TSPSG has been involved with the specialized cleaning and disinfecting of FDNY fire trucks.

Each of these companies has mobilized almost instantly to support NYC in this critical health and safety need. We want to thank them for their partnership as we all work to protect New Yorkers as well as our public employees and emergency responders from this terrible disease.

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NYC and Fleet Lose Two Dedicated Public Servants

By: Keith Kerman

All of New York City joins FDNY and DSNY in mourning the loss of two excellent and dedicated public servants and fleet professionals to COVID-19: Thomas Ward and Michael Geraci.



Thomas Ward served the FDNY as an auto mechanic and supervisor of mechanical equipment for over 26 years. In his most recent assignment, Tom was the supervisor of the ambulance shop, responsible for the repair and maintenance of over 600 ambulances and other emergency response units.

As demand for ambulance services skyrocketed, Tom and his colleagues dedicated themselves to keep these units in service and available for all New Yorkers, despite the serious risks to themselves.

Tom's years of experience and easy-going demeanor made him a huge asset when handling difficult assignments and training new employees.

Tom's love of the fire service carried over to his life at home where he served as a volunteer firefighter at the Massapequa Fire Department for 32 years.

Tom was a gentle giant, who greeted everyone with a smile. He is survived by his sons Brian and Patrick; sisters Mary Roulette and Catherine Loechner; brothers John, James, and Joseph, who is a retired FDNY Lieutenant; as well as his longtime companion Georgette. He will be missed by all who knew him.

We also mourn the loss of Queens East 7A Auto Mechanic Michael Geraci, who passed away on April 14 from complications of COVID-19.

As with FDNY, DSNY also continues to perform its essential services during this crisis by collecting garbage and recyclables, cleaning streets and being prepared for a late-winter storm. Sanitation workers and mechanics have faced daily risks to keep NYC going for everyone else.

Mike joined DSNY in 2011. Vehicles weren't just his job, they were his passion. Mike loved motorcycles and was deeply involved in the Mustang world. He was very personable, funny, and brought much joy and love to all who knew him. There will be a noticeable void with his absence.

Mike leaves behind his son Mikey, his father Joe, mother Vicky, brother Eddie, sister-in-law Christina, nephew Liam, girlfriend Karen, and countless family members and friends.

We send our appreciation and condolences to the families, friends, and co-workers of Tom and Mike, who will forever remind us of the importance and heroism of public servants and of fleet's critical role in protecting New York.

We also send our hope and encouragement to all those continuing to serve in the face of this threat and to those who are personally fighting this illness now.



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Farmers Supporting Firefighters

By: Keith Kerman

NYC government is one of the nation's largest users of biofuels. In the last eight years, the City has used over 330 million gallons of biodiesel in blends from 5 to 20%. NYC uses biodiesel for fleet and heating oil and has passed local laws requiring this implementation.

The Fire Department of NYC (FDNY) is technically exempt from biodiesel use in most cases. However, since 2014 FDNY has successfully implemented biodiesel (B5) for all emergency equipment, using over 1.5 million blended gallons in its fleet so far in FY20 alone.

FDNY and the National Biodiesel Board (NBB) have also developed a strong relationship and FDNY has organized tours and presentations for NBB and our nation's farmers on many occasions.



As FDNY takes on the extraordinary challenges of the COVID-19 emergency in NYC, the non-profit National Biodiesel Foundation is giving back, raising funds to buy meals for first responders. So far, over \$58,000 has been raised and over one thousand meals have been supplied to emergency response and fleet for FDNY since the first week in April. FDNY's Incident Management Team has helped coordinate the initiative.

Meals have been procured from Medusa, Marlow Cooperative, Café Bogota, and Sophie's in Brooklyn, Frank's Deli in Queens, and Rathbones and Milano Markets in Manhattan.



FDNY Assistant Commissioner for Fleet Mark Aronberg described the partnership: "The FDNY is proud to support the efforts of this city's administration in reducing our carbon footprint and providing a healthier environment to the citizens that we serve. The biodiesel program initiated through DCAS Fleet has been a sensible and positive step forward in reducing our use of traditional fossil fuels."

Aronberg continued, "The unexpected bonus that we yielded has been the bond that developed between the members of the FDNY and the soybean farmers, suppliers and developers of the biodiesel products at the National Biodiesel Board. Coming from a farming family and having spent most of my life serving the City in the FDNY, I recognize the similarities in the core values of the farming community and the FDNY members. The support and compassion shown to the members of the FDNY by the National Biodiesel Board will never be forgotten."

NBB CEO Donnell Rehagen also discussed their relationship with NYC and FDNY: "New York City has the largest municipal fleet in the country and was an early adopter of biodiesel. Our industry has worked closely with the Department of Citywide Administrative Services over the years to educate key stakeholders about how biodiesel is being used in some of the most recognized and iconic vehicles in the world. The City has graciously hosted NBB members and farmer leaders from across the country for more than a decade. These firsthand experiences have been instrumental in developing new biodiesel champions and for the growth of our industry. While we wish we could do more to help, we wanted to do something to support our friends in New York during this difficult time. Teaming up with other industry stakeholders to provide hot meals sourced from local restaurants will hopefully provide an emotional boost to those who are on the front lines."

Many thanks to Lieutenant Bill Fitch, Lieutenant Brett Bachman, and Firefighter Danny Youngson of FDNY IMT, Colleen Klein of the New York Corn & Soybean Growers Association, Jim Evanoff from Northern Rockies IMT, and Tom Verry of the National Biodiesel Foundation for organizing this effort.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 302, April 30, 2020](#): NYC and Fleet Lose Two Dedicated Public Servants

[NYC Fleet Newsletter 301, April 27, 2020](#): Cleaning Emergency Vehicles Exposed To COVID-19

[NYC Fleet Newsletter 300, April 20, 2020](#): NYC Fleet Agencies Working Together to Fuel Ambulances

[NYC Fleet Newsletter 299, April 15, 2020](#): FDNY Fleet Services Stepping Up Against COVID-19

[NYC Fleet Newsletter 298, April 3, 2020](#): Lenin Fierro, 1977 to 2020

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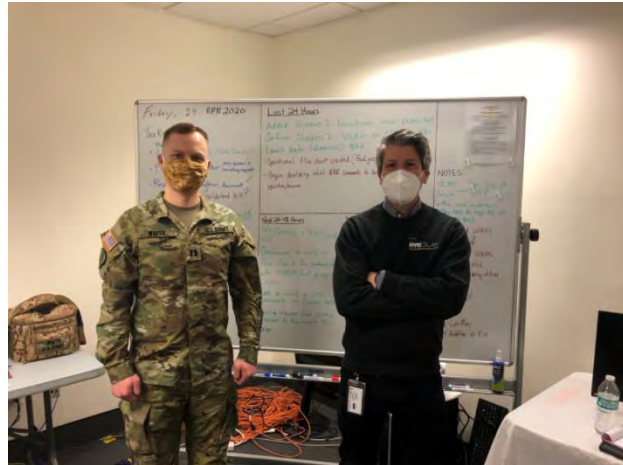
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Fleet Staff Assist with Food Initiative

By: Keith Kerman

The scale of the COVID-19 emergency is staggering. We are all facing new safety, technological, and economic challenges in our traditional roles. We have also been asked to branch out to support the response in new ways altogether. In upcoming newsletters, I want to recognize ways fleet staff have stepped up to assist the citywide emergency response.

Food insecurity has emerged as a critical concern of this pandemic. Mayor de Blasio named DSNY Commissioner Kathryn Garcia as Food Czar to help ensure New Yorkers do not go hungry. DCAS Fleet is doing its part to help. Assistant Commissioner of Fleet Operations Brent Taylor is serving full time to support the operational aspects of this initiative at NYEM, along with fleet staff Henry Cornejo and Jason Li, who are also assigned to the Emergency Management Logistics Center in support of COVID-19 Food Distribution Site operations.



The program is a coordinated, multi-agency operation, distributing life-sustaining meals to a large number of New Yorkers at risk of food insecurity due to the COVID-19 virus. Food insecurity may result from loss of employment and other resources that enable people to access food. There is potential that vulnerable New Yorkers may lose access to their food supply, either through disruption of existing meal assistance or decreased ability to procure food independently.



The meals are delivered by a private fleet of hundreds of TLC vehicles that maintain a constant workflow around the facilities. TLC licensed operators are one of the many communities that has been economically harmed by COVID-19. The program helps to keep those vehicles rolling and drivers earning a paycheck during the current conditions.

In conjunction with NYCEM, DSNY, DoITT, TLC, NY National Guard, NYC Parks, and EDC, the DCAS

team is supporting the NYCEM Distribution Operations Planning Section. The team oversees new site scouting, on-boarding, data integrity, staffing, and organizational structure within the section.

The planning section has helped facilitate the launch of five new distribution sites over the past two months. Kingsbridge Armory in the Bronx underwent fence and electrical modification, conducted by DCAS contractors, creating an operational workflow that has enabled the highest food throughput in the program. To date, the citywide program has delivered over 3 million meals to New Yorkers in need.

Many thanks to our partner agencies and organizations for their great work to help New York in this time of need and our appreciation to the fleet staff, at DCAS and elsewhere, who have volunteered to be part of this effort.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 303, May 4, 2020:](#) Farmers Supporting Firefighters

[NYC Fleet Newsletter 302, April 30, 2020:](#) NYC and Fleet Lose Two Dedicated Public Servants

[NYC Fleet Newsletter 301, April 27, 2020:](#) Cleaning Emergency Vehicles Exposed To COVID-19

[NYC Fleet Newsletter 300, April 20, 2020:](#) NYC Fleet Agencies Working Together to Fuel Ambulances

[NYC Fleet Newsletter 299, April 15, 2020:](#) FDNY Fleet Services Stepping Up Against COVID-19

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NYU Capstone Team Studies City Parts Operations

By: Keith Kerman

Among the many changes due to COVID-19, schools and students at every level have been challenged to find new ways to keep education and learning moving forward. DCAS and OMB are pleased to have supported one example of this, the successful completion of an NYU Capstone Project that studied NYC Fleet's auto parts operations.

In FY19, NYC spent nearly \$80 million in auto parts, supplies, and related costs to service and support over 30,000 City fleet units, as well as horticultural equipment and machinery. Every repair and dispatch garage has some level of parts operation and staffing. The effective supply of these parts is critical to the provision of daily City services at agencies including NYPD, FDNY, DSNY, DOC, DOT, DEP, Parks, and DOC.

In 2011, DCAS, OMB, and the Mayor's Office of Operations introduced a strategic parts partnership and a new way to supply and inventory parts. In this model, a vendor supplies all parts for a garage through operations managed directly at our City facilities. The vendor assumes all risks for parts inventory and must meet performance requirements for parts availability. There are currently 15 garages employing this model and every agency makes use of this program in some way. Fleet also continues to operate the previous in-house model at a number of main facilities.



In their study, the students compared the two models of parts operations and looked at data from a DOT and a DSNY facility.

The students analyzed critical issues such as inventory management, parts costs, and staffing. The students also studied parts operations and approaches for other municipal fleet operations including Chicago, Los Angeles, Boston, Madison, Washington DC, and Denver.

The students will present on their findings at an upcoming Fleet

Federation meeting and their report will help advise future steps in parts management.

DCAS is proud to partner with schools to study fleet operations. Other recent projects looked at electric vehicle adoption and commuting practices.

We want to thank and congratulate the students on this important project and also on their graduation and degrees! We also want to thank the teams at NYU Wagner, OMB, and DCAS who coordinated this project.

New MPAs: Jalil Austin, Jingyu (Iris) Li, Salima Moldokmatova, Qinglu (Lulu) Peng, Daniel Sedgh

NYU: Professor Michael Dardia, Professor John P. Ceffalio

OMB Team: Demetra Papavlassopoulos, Mohammad Islam, Tim O'Leary, Margaret Pletnikoff

DCAS Team: Harris Kaplan, Eric Richardson, Dan Shinn-Krantz

Wishing everyone a Happy and Healthy Memorial Day Weekend.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 304, May 11, 2020](#): Fleet Staff Assist with Food Initiative

[NYC Fleet Newsletter 303, May 4, 2020](#): Farmers Supporting Firefighters

[NYC Fleet Newsletter 302, April 30, 2020](#): NYC and Fleet Lose Two Dedicated Public Servants

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Hybrids Work Even Better in Reality Than in Theory

By: Keith Kerman

The federal government has announced its intention to change current Corporate Fuel Economy Standards (CAFE). These changes will harm progress in fuel economy and leave vehicles more inefficient, wasteful, and polluting. NYC has strongly and publicly opposed this approach. NYC's Fleet achieved over 100 miles per gallon (MPG) in CAFE equivalent standards in FY19. This is almost double the 54.5 MPG by 2025 standard that the federal government is abandoning.

The change in federal CAFE requirements also threatens progress in the development of electric and hybrid vehicles more broadly. In February 2020, Mayor de Blasio committed NYC to achieving an all-electric fleet by 2040. We need a thriving alternative fuel market to do that.

NYC Local Law 38 of 2005 requires DEP and DCAS to report on NYC Fleet's CAFE score as determined by EPA for each vehicle model we procure for non-police vehicles. EPA sticker MPG reports fuel economy in perfect conditions. Actual vehicle use takes place with the heat and AC running, radios and computers plugged in, traffic stalled, necessary and sometimes unnecessary idling, and other real-world driving conditions. NYC Local Law 75 of 2013 calls on DCAS to report these actual use-based fuel economy achievements.

In 2019, DCAS upgraded our vehicle telematics systems in a contract with Geotab and AT&T. This system has improved our ability to report on use-based fuel economy per vehicle.

DCAS Fleet looked at actual fuel economy in calendar year 2019 for 4,000 non-policing fleet units including sedans, SUVs, pickups, and vans. These units traveled over 18 million miles in this period with half the mileage using hybrid vehicles and the other half non-hybrids. In this particular report, we focused on hybrids and not plug-in hybrids (PHEVs) or fully electric vehicles (BEVs).

For each of 106 separate vehicle models and years, we compared the EPA fuel economy to the actual fuel economy.

According to the EPA ratings, our hybrid vehicles should have been 118% more fuel efficient than our non-hybrids. In fact, our hybrids were 155% more fuel efficient,

beating these even high expectations. In total, and especially for SUVs, hybrid vehicles perform better in reality against their EPA ratings than non-hybrids.

The reduced fuel costs combine with lower maintenance costs and improved resale value to make these hybrids the clear choice both environmentally and fiscally over gas models. We found the hybrids work even better than advertised. Our nation needs to accelerate towards electric and hybrid vehicles, not put the brakes on them.

DCAS has published these findings, including the findings for each model viewable [here](#).

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 305, May 18, 2020](#): NYU Capstone Team Studies City Parts Operations

[NYC Fleet Newsletter 304, May 11, 2020](#): Fleet Staff Assist with Food Initiative

[NYC Fleet Newsletter 303, May 4, 2020](#): Farmers Supporting Firefighters

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Inter-Agency Fleet Staff Support Medical Examiner (OCME)

By: Keith Kerman

As COVID-19 devastated NYC, the Office of the Chief Medical Examiner (OCME) was challenged with an extraordinarily difficult, somber, and wide-ranging responsibility. A massive crisis morgue operation was put in place at the South Brooklyn Marine Terminal, led by OCME Deputy Commissioner Frank DePaolo. Retired Fire Captain Charlie Armone and retired OEM Deputy Commissioner John Scrivani returned to help manage the complex logistics behind these operations.

Over 150 equipment units were scaled up quickly for this operation and staffing from the National Guard and emergency services lent critical support to OCME and its dedicated staff. You can read more about this effort from Time Magazine [here](#).

Fleet Services from NYCHA, DOT, DEP, NYC Parks, DOC, and DCAS also provided trucks and skilled commercial drivers to participate in these operations. Deputy Commissioner Frank DePaolo states, "The NYC Office of Chief Medical Examiner greatly appreciates the assistance received from DCAS Fleet and other federal, state, and NYC partner agencies who helped with our response to this tragic event."



We want to thank the following truck operators especially:

NYC Parks: Joe Marziotto, Chris Deitz, John Deitz
NYCHA: Edwin Marrero
DCAS: Vincent Stephens, Scott Rose, Frank Trischitta, Omar Broxton, Andrei Kalestrov
DOT: Jerry Casalduc, Frank Mazzilli, Emilio Campanaro, Vincent Raymond
DEP: Scott Handel, Andrew Dizengoff, Fernando Burgos, Abraham Zimroth, Craig Nico, Chris Bosco, Timothy Panchoosingh, Shane Williams, John Quadrino, Imran Ramiah, David D'Erasmus, John Bavoso, and William Biesecker.

We also want to recognize the following staff for their support and assistance: Kaitlyn Richter, DEP; Peter Wismer, DOT; Joe LaMarca, NYCHA; Greg Dimesa and Carl Chiaramonte, DOC; Kirklival Henry, Masha Rudina, Jon Ells and Valeria Vines, DCAS; and Lawrence Scoones, Phil Sparacio, and Anthony Mazzallo at NYC Parks. While everyone at OCME should be recognized, we will mention here our fleet contacts Vincent Ruggiero, Patrick Sarcone, Annmarie Rosselli, and Barbara Markowitz.

In one of NYC's darkest hours, an extraordinary team of public servants came together to address the most sobering of responsibilities. This was the best of NYC in action.

Check out past editions of the Fleet Newsletter

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FDNY and DEP Complete Truck Side-Guard Safety Installs

By: Keith Kerman



While the COVID-19 emergency and protest movement have been the appropriate focus of attention, Vision Zero and truck safety remains an important commitment.

DCAS is pleased to announce that we have completed truck side-guard

safety installations with FDNY and DEP, upgrading 335 trucks between the two agencies. FDNY and DEP join NYPD, Parks, DOHMH, Correction, and the DCAS Client Fleets in completing this initiative.

The truck side-guard program was launched in 2015 by DCAS as part of Mayor de Blasio's Vision Zero initiative and is now governed by Local Law 56 of 2015 which requires all City-owned and commercial waste trucks to have side-guards no later than Jan. 1, 2024. The DCAS and US DOT Volpe Truck side-guards report is provided [here](#).

Side-guards are inexpensive and common-sense protections to help keep pedestrians, bicyclists, or children from being caught in the gap of a truck and badly hurt or killed. Truck side-guards are standard in many countries but still rare in the United States.

On April 17, Eric Richardson from DCAS presented at the National Sideguard Task Force Virtual Forum. Attendees included victim advocates, government officials, the trucking industry, and side-guard manufacturers. The forum discussed current side-



guard initiatives in the United States and also the status of national legislation on side-guards.

We are also making great progress at the two remaining City agencies, DOT and DSNY, which operate our largest trucking fleets. Eighty-eight percent (88%) of DOT's City-owned trucks are complete with side-guards or soon to be replaced by new trucks with side-guards. For DSNY, 57% of the units have side-guards or have new safer trucks on route. DSNY is of course the largest program in general with 1,630 total trucks using side-guards today.



Overall, the City fleet is now at 70% compliance with 3,170 trucks using side-guards. This is the largest side-guard safety program of its type in the United States and a model for truck operations, private and public.

Thanks to Mark Aronberg, Andy Diamond, and Hugh McAllister at FDNY and Owen Marshall, Sandra Ferrara, and Jacob Garber at DEP for their help in completing installations at those two agencies. Thanks

to Eric Richardson and Gary Prasad for managing the initiative citywide.

We look forward to discussing additional steps toward truck safety in future newsletters.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 307, June 10, 2020:](#) Inter-Agency Fleet Staff Support Medical Examiner (OCME)

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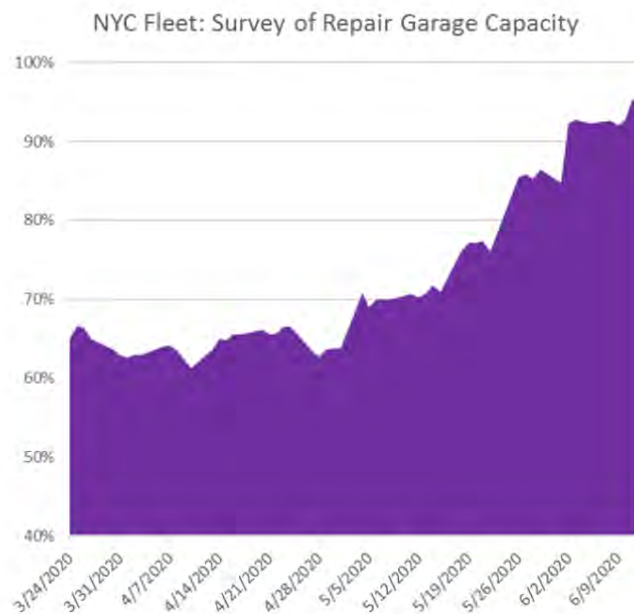
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Using Fleet Data to Monitor Emergency Trends

By: Keith Kerman

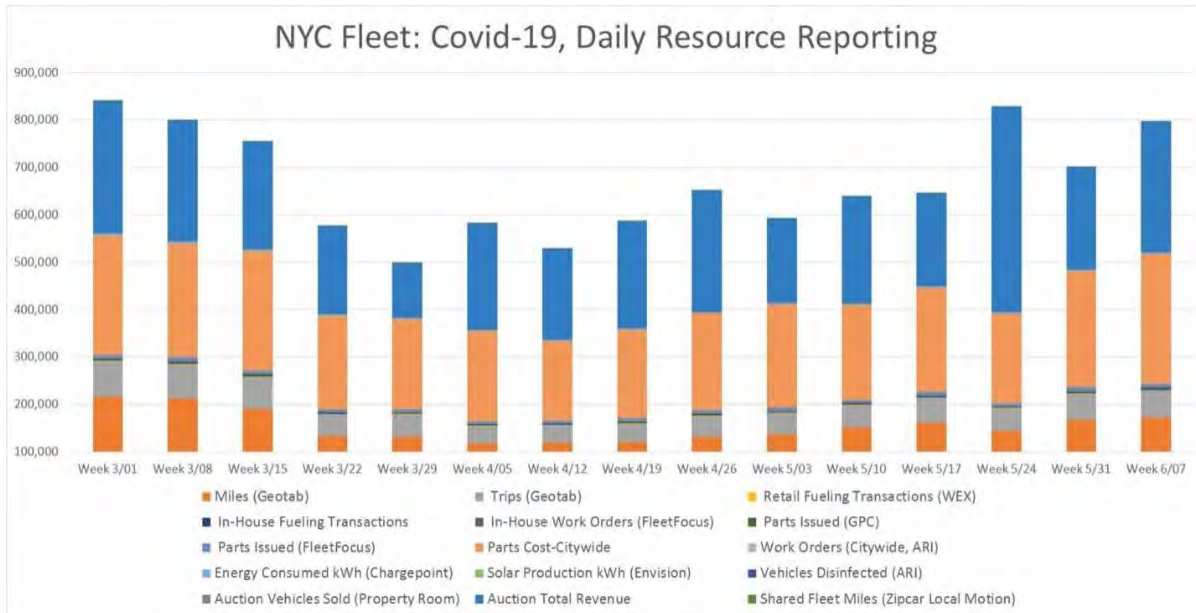
Fleet is a data-rich and administratively intensive operation. NYC Fleet operates eleven distinct data systems tied to various aspects of service operations including fleet location tracking, vehicle repair, fueling, parts supply, car and fleet share, electric charging, auction, and even solar energy production through our carports. We use additional systems for procurement, acquisitions, and administrative functions.

As we know, fleet is a critical resource for most of the City's emergency, maintenance, and operational functions. In a major emergency like COVID-19, this fleet reporting can provide important insight into the operational, environmental, and fiscal impacts taking place.



Beginning March 1, DCAS developed a daily report to monitor trends in each of the areas outlined below. We also added surveys of garage operations to hear directly from our fleet managers.

Fleet has been deemed an essential service through COVID-19 and our in-house and contracted services have kept functioning throughout the emergency. Of course, garage operations still struggled with the impact of sick employees and disrupted schedules. During the peak period, a 30 percent reduction in repair capacity was met with a 30 percent reduction in fleet use, as many non-essential operations were suspended and staff tele-worked for the first time. As we reported in a previous newsletter, the impacts were not even. FDNY ambulance shop workload tripled and remains at this high level.



The daily reporting provided us detailed information about trends in usage, costs, and productivity as the City endured the peak period and now as we head further into restoration.

We also experienced some unexpected findings. Solar production from our 88 carports decreased substantially during the peak. With all the other challenges the City is tackling, the sun was still shining so we weren't sure why energy production would go down. We then realized why. Our carports store solar energy in fixed electric batteries. If there are less staff to charge vehicles, the batteries fill up and our storage maxes out.

In the last decade, NYC Fleet has made a major investment in performance and data management and we continue to look for ways to improve our analytics through our Fleet Office of Real-Time Tracking (FORT). Fleet data can serve as a critical tool for managing dynamic emergency situations and helping fleet and City operations respond quickly to changing needs.

Many thanks to Matthew Aronberg, our FORT Director, for leading this effort.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 308, June 15, 2020:](#) FDNY and DEP Complete Truck Side-Guard Safety Installs

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Vision Zero Agencies Host Fleet Safety Workshop

By: Keith Kerman

The COVID-19 crisis has had an unexpected impact on national road safety. Multiple reports have indicated an increase in crashes, fatalities, and speeding since the pandemic began.

New York has made critical progress in bending the curve on infections, and we need to keep doing the same on crashes. This starts with training and education. As part of Vision Zero, training efforts from DOT, MTA, DCAS, BIC, and TLC have included over 150,000 NYC drivers.

With the coordination of the Mayor's Office of Operations, these efforts continued this month with a two-part virtual Fleet Safety Forum on June 24 and July 1. These sessions have involved up to 100 companies including waste management, for-hire vehicles, school bus operators, non-profits, and public fleets.

The workshop discussed best practices in safety such as telematics, automatic braking, truck side-guards, and cameras. The workshop also focused on ways to make training impactful, memorable, and how best to change behaviors. Trainers discussed how to make dramatic openings, the role of emotions, the use of data in training, and the effective use of video.

Fleet operators were shown a series of these safety videos including:

- ["Drive Like Your Family Lives Here"](#)
- ["Safety First"](#)
- ["I see you"](#)

A goal of the forum was to help private and other public fleets improve their own training efforts and to share training content. Road Safety partner Together for Safer Roads (TSR) also presented along with member companies on corporate best practices in safety. DCAS and TSR are partnering on a Global Leadership Council for Fleet Safety. More information is available [here](#).

Under [Mayoral Executive Order 53](#), signed in February 2020, DCAS is charged with building a Fleet of the Future Network to promote safety and sustainability. We plan to continue and expand these types of programs as we roll out this initiative.

Recordings of both sessions, along with videos and presentations, will be available [here](#).

Thanks to the MTA, DOT, TLC, BIC, DCAS, and the Mayor's Office Vision Zero Task Force for putting these sessions together. Special thanks to Rich Cerezo from MTA, Rob Viola and Kim Wiley-Schwartz from DOT, Geraldine Sweeney and Mira Atherton from the Mayor's Office of Operations, and David Braunstein, TSR, and to DCAS, for presenting. You can read more about the City's Vision Zero efforts in the recently released Year 6 Annual Report found [here](#).

Wishing all of you a healthy, safe, and happy Fourth of July weekend!



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[NYC Fleet Newsletter 308, June 15, 2020](#): FDNY and DEP Complete Truck Side-Guard Safety Installs

[NYC Fleet Newsletter 307, June 10, 2020](#): Inter-Agency Fleet Staff Support Medical Examiner (OCME)

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DCAS Posts Record Fleet Revenues in FY20

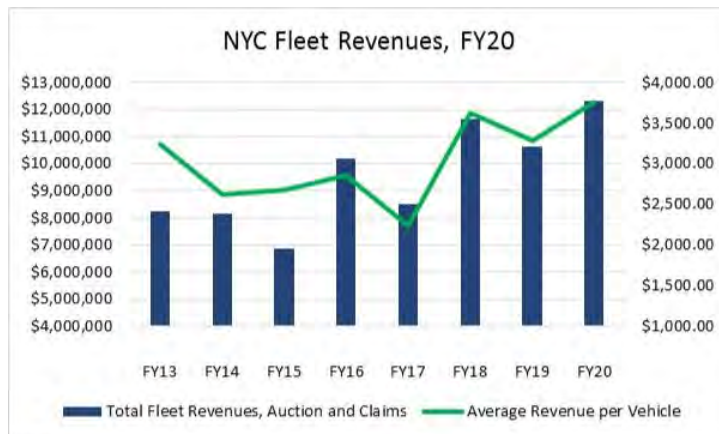
By: Keith Kerman

Another fiscal year is in the books. As we do each year, we will report on fleet fiscal year performance in upcoming newsletters.

Despite the challenges of COVID-19 this spring, Fleet was able to post record vehicle auction and claims revenues in FY20. Fleet posted \$12.3 million from the sale of used fleet units and also from the pursuit of restitution when private vehicles damage City fleet units. This is \$1.7 million more than last year, and over \$4 million more, a 50% increase, from the start of the mayoral administration.

DCAS auctions all vehicles for the City. DCAS also manages claims for most agencies, though five other agencies also pursue claims for their fleet units. The FY20 results were driven by high returns per vehicle from our auction program. We achieved record online returns of \$3,760 per unit. Our auction program was also buttressed by the first phase of fleet reduction in accordance with [Executive Order 41 of 2019](#) which calls for a 1,000 vehicle fleet reduction by June 30, 2021.

Both our auction and claims units managed through countless changes caused by COVID-19. We lost two complete weeks of auction pickups, relocated all these processes to telework arrangements, and staff were impacted by serious illness directly. We also conducted some on-site sales to reduce towing needs.



We did have some fun. In May, we successfully auctioned a Health (DOHMH) helicopter, the first aerial unit DCAS Fleet has auctioned since we went to online public auctions in 2012.

On the claims side, our live telematics initiative and early implementation of dash cams have assisted in several successful recovery actions. We have quicker and better information than ever before to pursue these claims.

We want to thank Jon Ells, Valentino Balzora, Ilya Abramovich, and Fran Kenley on the auction side, and Marcin Gubernat, Nate Koszer, Veronica Rodriguez, and Jason Li for claims. We also want to thank all our fleet partners in City agencies who support these initiatives.

We remind all agencies to document closely any damage done by private vehicles to our fleet so we can pursue these claims aggressively and effectively.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 310, July 1, 2020](#): Vision Zero Agencies Host Fleet Safety Workshop

[NYC Fleet Newsletter 309, June 23, 2020](#): Using Fleet Data to Monitor Emergency Trends

[NYC Fleet Newsletter 308, June 15, 2020](#): FDNY and DEP Complete Truck Side-Guard Safety Installs

[NYC Fleet Newsletter 307, June 10, 2020](#): Inter-Agency Fleet Staff Support Medical Examiner (OCME)

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Every New NYPD Police Car Is an Electric Hybrid in FY20

By: Keith Kerman

The City we love is enduring extraordinary challenges on many fronts. While these pressing concerns occupy all of our attention, we also want to make and recognize progress wherever we can.

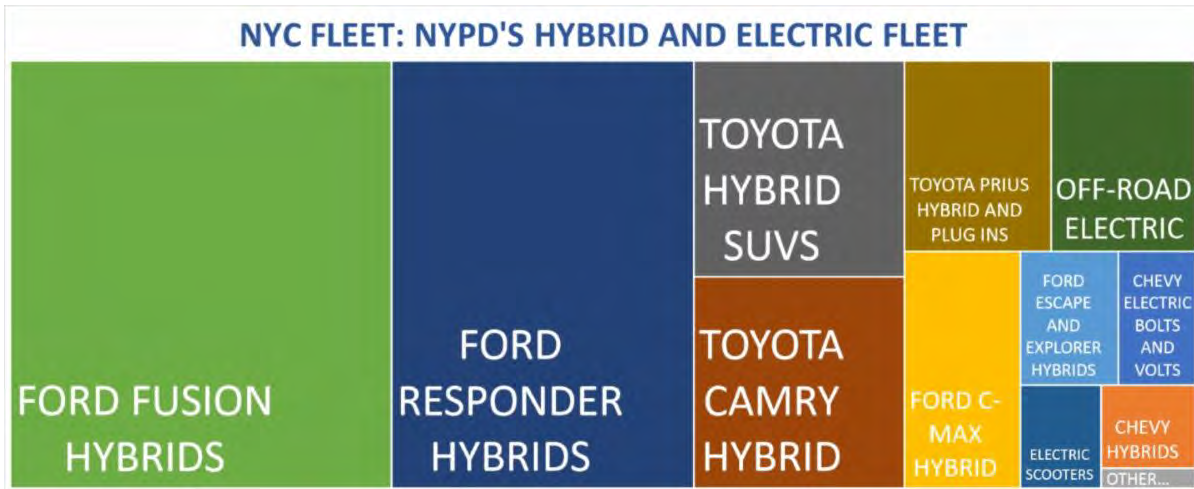
Last summer, NYPD and DCAS announced that NYPD would be transitioning to all hybrid police cars. This transition is a critical component of our NYC Clean Fleet Plan to reduce fuel use 50% by 2025. You can read more about the transition [here](#).

With Fiscal Year 20 now behind us, we can report that every new police car and utility procured this year was in fact hybrid. NYPD received 409 new hybrid police cars, with 374 hybrid sedan Ford Responders and 35 Ford Hybrid Utility Interceptors and Escapes. This is the first time NYPD has procured an entire class of hybrid police cars. Of the 534 total fleet units received by NYPD in FY20, 81% will use some type of fleet alternative, either hybrid-electric or biofuels. The remaining units include police motorcycles, a disabilities accessible mini-van, SWAT trucks, and general support trucks.

With the new hybrids, NYPD will operate 2,199 alternative fuel designed vehicles, the largest clean fleet of any City agency. NYPD operates 25 different models of alternative fuel vehicles including 51 plug-in electric on-road units. NYPD had been exempted from Local Law 38 of 2005 which requires fuel-efficient vehicles but has worked with DCAS to reduce fuel use and emissions as part of the NYC Clean Feet Plan. The new hybrid policing units are expected to achieve at least 33% improvement in fuel economy from previous comparable units.

From Deputy Commissioner Robert Martinez at NYPD Support Services: “ I would like to thank Ford Motor Company for marking a pursuit capable hybrid police vehicle that meets the needs of the NYPD. In addition, a big thank you to all the OEMs including Chevy and Toyota, for adding many fully electric and hybrid vehicles options for greening NYC’s police fleet.”

As we make the current transition to hybrid police cars, we will also be working to develop viable plug-in electric options for policing as part of Mayor de Blasio’s Executive Order 54 of 2020 which calls for a transition to all-electric by 2040.



Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 311, July 8, 2020](#): DCAS Posts Record Fleet Revenues in FY20

[NYC Fleet Newsletter 310, July 1, 2020](#): Vision Zero Agencies Host Fleet Safety Workshop

[NYC Fleet Newsletter 309, June 23, 2020](#): Using Fleet Data to Monitor Emergency Trends

[NYC Fleet Newsletter 308, June 15, 2020](#): FDNY and DEP Complete Truck Side-Guard Safety Installs

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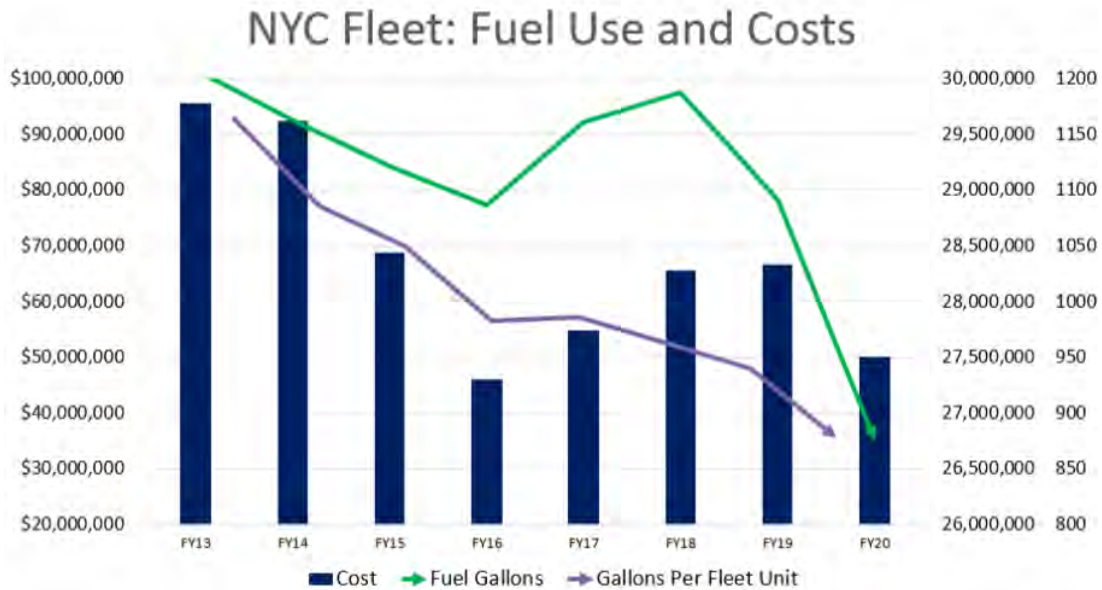


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NYC Fleet: FY20 Fuels Report

By: Keith T. Kerman

As part of the NYC Clean Fleet plan, NYC Fleet has committed to reducing greenhouse gas emissions from fleet use by 50% by 2025. We can reduce emissions by increasing the fuel efficiency of our vehicles, transitioning to electric vehicles, reducing non-emergency fuel size, and increasing the use of biofuels. Fleet is pursuing all of these approaches.



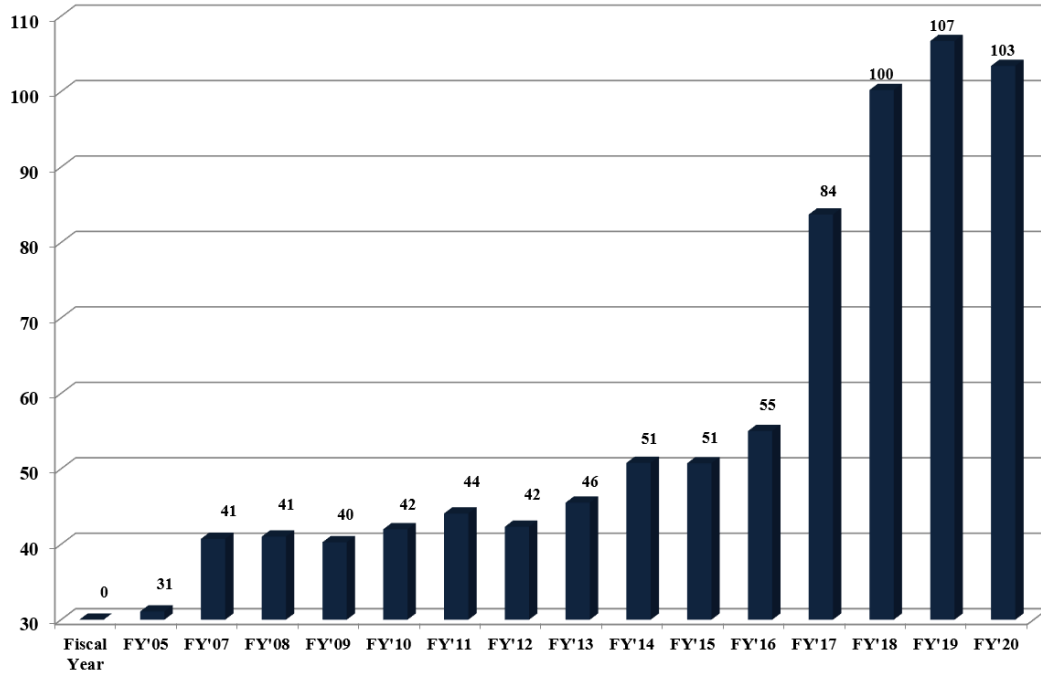
Fleet continues to invest in the most fuel-efficient vehicles available. For the third year in a row, the average EPA fuel economy of our new light-duty vehicles exceeded 100 miles per gallon. NYC purchased 1,121 vehicles over these three years including sedans, cross-overs, SUVs, mini-vans, and small pickups, with models from six separate manufacturers. NYC’s purchasing is clear proof that the fleet market today can achieve extraordinary increases in fuel efficiency if consumers invest in existing fuel-efficient models.

These investments are leading to substantial decreases in actual fuel use and costs. Fuel use, fuel costs, and gallons per fleet unit are all trending downward.

NYC Fleet operates one of the largest liquid fueling programs in the state with 406 sites, 570 separate tanks, and 1.2 million gallons of holding capacity, 59% of which is for diesel fuel. Our fuel program also supports over 5,000 off-road fleet units and over 10,000 light equipment

pieces like chainsaws, mowers, and snow blowers. The fuel use for this equipment is included in our reporting.

NYC Fleet: Light Duty Fuel Economy by Fiscal Year Local Law 38 of 2005



Fleet is also working to increase biofuels use. In FY20, our main gains on that front were on the heating oil side, which Fleet helps coordinate. NYC government buildings are now using ten percent biodiesel (B10) for 75% of all heating oil (D2). Local Law 119 of 2016 requires all City buildings to move to B10 by October 2025. NYC led the way in using B5 for buildings and is now close to completing the B10 commitment, years ahead of time.

NYC Fleet: Bioheat B10 Initiative, NYC Government Buildings Percent of D2 Fuel Blended with B10



Reducing harmful emissions while supporting critical City operations is one of Fleet's most important challenges. We will continue to focus and report on these efforts as we work to achieve our 2025 goals.

Thanks to Sherry Lee and Tamika Johnson for their work on this reporting.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 312, July 15, 2020](#): Every New NYPD Police Car Is an Electric Hybrid in FY20

[NYC Fleet Newsletter 311, July 8, 2020](#): DCAS Posts Record Fleet Revenues in FY20

[NYC Fleet Newsletter 310, July 1, 2020](#): Vision Zero Agencies Host Fleet Safety Workshop

[NYC Fleet Newsletter 309, June 23, 2020](#): Using Fleet Data to Monitor Emergency Trends

[NYC Fleet Newsletter 308, June 15, 2020](#): FDNY and DEP Complete Truck Side-Guard Safety Installs

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NYC Fleet Surpasses 1 Million Solar Miles

By: Keith T. Kerman

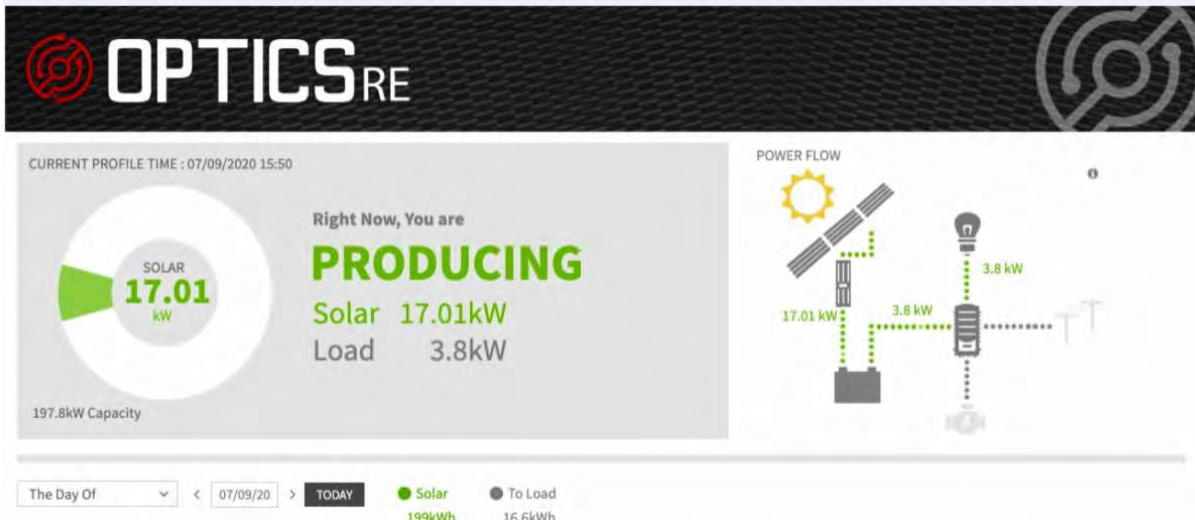
Zero emissions at the tailpipe. Zero emissions in energy production. This would be the best-case scenario for fleet transport and today, it's a reality for a segment of the City of New York's fleet. In fact, NYC has just surpassed its 1 millionth solar mile, with zero-emission electric vehicles powered by the sun. This is the equivalent of 44 vehicle trips across the Earth.



Last year, DCAS completed a rollout of 87 Envision Solar Carports. Located in all five boroughs, these solar carports are freestanding units and require no ground or utility connection of any type.

They can be towed and moved as needed. The rotating solar arrays feed 36-kilowatt hour storage batteries. Each unit also has a Chargepoint charger for dispensing and tracking electricity to our all-electric (BEV) and plug-in hybrid (PHEV) electric vehicles.

Our system has generated 317 thousand kilowatt-hours of zero-emission solar power so far to fuel our electric fleet and is a great example of the future potential for clean, distributed, and grid-free energy.



Nine agencies currently host DCAS solar carports with Parks being the largest adopter by far at 48 units.

DCAS will be exploring additional solar options in the future including solar canopies as we work to transition to all electric-vehicles as well as implement cleaner energy sources.



NYC Fleet: Solar Carports

Agency	Carports
DCAS	1
DOHMH	1
NYCHA	1
DDC	2
DOE	3
OEM	4
DOT	5
DEP	7
DOC	7
NYPD	8
NYC PARKS	48
Total	87

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NYC Fleet Implements Biotire Project

By: Keith T. Kerman

In the last few newsletters, we've focused on fleet sustainability, discussing our efforts to reduce the volume of liquid fuel we pour into gas tanks each year. The manufacture and operation of vehicles also greatly impacts sustainability.

Did you know that it takes approximately seven gallons of fuel to produce a single vehicle tire? In the United States alone, there were 331 million tires sold last year, adding to our fuel use and emissions.

In addition to the fuel used to produce a vehicle tire, the performance of a tire can impact fuel economy by reducing road friction and resistance.



In the last two years, NYC Fleet has implemented a project to test the effectiveness, longevity, and performance of tires made substantially of soybean oil, an extension of our 15 years of experience with soybean-based biofuel. As per the supplier Goodyear, these Assurance Weather Ready Tires reduce the use of fossil fuel by 60% and offer the promise of increased life and road performance.

Fleet has procured 1,000 biotires at six agencies. The investment of nearly \$90,000 was funded through existing maintenance funds by replacing traditional petroleum-based tires with the biotires on a normal replacement schedule.

To get a full sense of the effectiveness of these new tires, Fleet will be assessing the fuel efficiency of the vehicles using these tires, as well as the useful life of the tires, and comparing them to traditional tires.

Thanks to Harris Kaplan for coordinating this project and especially to NYPD on their leadership in this initiative.

For more on the initiative, go to [click here](#).

NYC Fleet: Biotire Initiative	
Agency	Total Tires
DCAS/Citywide	76
DEP	69
CORRECTION	27
DOT	281
PARKS	16
NYPD	531
Total	1,000

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Fleet Helps NYC Get Cool

By: Keith T. Kerman and Nathaniel Koszer

Due to COVID-19, Fleet staff have been asked to take on many new roles supporting emergency response. We have reviewed the specifications for Personal Protective Equipment, assisted the Office of Chief Medical Examiner in their difficult responsibilities, and continue to help coordinate food support for hundreds of thousands of New Yorkers daily.

This summer, ten of our fleet staff also helped give out air conditioners (ACs) to seniors in need. Seniors are especially vulnerable to COVID-19 and it is essential they do their best to socially distance themselves to stay safe. Adding to the challenge, it has been a particularly hot and humid summer, with heat already a major safety risk.

To help address the heat, Mayor de Blasio announced the Get Cool program on May 15. The program provides a free AC to seniors who are NYC residents, don't have a working AC, and participate in certain public assistance programs. The 55 million dollar program will support up to 74,000 households with ACs by the end of summer.



As per Mark Chambers, Director of the Mayor's Office of Sustainability, "Whether it is opening our streets to pedestrians, distributing free air conditioners to our vulnerable seniors, or fighting for utility bill relief for those that need it most, addressing the imminent threat that heat vulnerable neighborhoods face this summer is a critical part of climate leadership that must shape a just transition out of this pandemic."

The Mayor's Office asked for support with handling 311 calls to schedule ACs and deliver the units. Ten staff at DCAS Fleet responded and have been spending the summer, either full-time or part-time, fielding thousands of calls, explaining the program to NYC seniors,

and scheduling deliveries. Mechanic inspector Scott Rose has also helped to transport and install the ACs.

Our staff have been particularly gratified to help many seniors who did not realize they were eligible, and to hear from them about how important this cooling help is. Special thanks to NYC Fleet staff members Ramona Ledesma-Garrido, Marcin Gubernat, Veronica Rodriguez, Jason Li, Nate Koszer, Matthew Aronberg, Amira Samad, Scott Rose, Gary Prasad, and Tomomi Landsman who all provided phone or delivery support for this important emergency program. Thanks to everyone at the Mayor's Office, Department for the Aging, Human Resources Administration, NY National Guard, and the others who implemented this effort.



You can learn more about the NYC Get Cool initiative [here](#).

Check out past editions of the Fleet Newsletter

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NYC Parks Mobilizes to Address Tree Damage

By: Keith T. Kerman

On top of the many challenges that have marked 2020 so far, we are now also in storm season. While Isaias struck as a tropical storm and not a hurricane, it packed a punch, causing extensive power loss and leading to over 21,000 tree damage service calls in the city.

In 2010, after some sudden tornadoes occurred, the NYC Office of Emergency Management (OEM) led the development of the Downed Trees Task Force, along with NYC Parks, DSNY, FDNY, NYPD, and other agencies. The task force works to coordinate the response to tree damage and power line issues citywide.

Among City agencies, Parks is doing the heavy lifting in responding to Isaias and tree damage. Parks has over 600 staff responding to tree damage including foresters, operations and maintenance staff, heavy-duty equipment operators, park enforcement patrol, and inspectors.



Parks operates over 160 specialized forestry units including bucket trucks, log loaders, chipper dump trucks, and portable chippers. At Cunningham Park, Parks also operates a large tub chipper and support front end loaders for mulching heavy log debris citywide from the storms. Forestry and park inspectors support the operation, monitoring street conditions in their fleet of all-electric vehicles.

Parks' mechanics have particular expertise in forestry equipment, including support equipment like chainsaws, fuel trucks, and generators, and have the challenge of keeping Parks' forestry

crews on the road through long shifts, seven days a week. Parks' garages have kept low out of service during this difficult response period.

Thanks to Parks, OEM, and all the agencies responding to one of the largest tree damage events in City history.



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Vision Zero Driver Safety Training Goes Online

By: Keith T. Kerman and Nathaniel Koszer

One of our first Vision Zero initiatives was to call in all fleet drivers for a day of safety training. Since 2014, over 65,000 fleet drivers have spent an in-person day at DCAS, DSNY, Parks, and other fleet agencies focusing on best safety practices and learning more about Vision Zero.

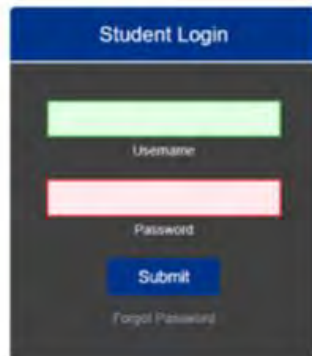
These trainings were suspended due to COVID-19 and at the same time, our reliance on vehicles increased. Now, in partnership with our training supplier National Traffic Safety Institute (NTSI), DCAS is bringing the training back in an online version.

The training will remain a full day. We will review crash trends in the City fleet and discuss what we can do to prevent them. We will discuss why we ban hands-free phone use by drivers and why we are placing side-guards on all trucks. We will remind staff of the importance of the 3-second rule to prevent rear-end crashes, and update everyone on NY's new law that all passengers in vehicles must now buckle up. We will review our live telematics initiative for fleet vehicles and our Safe Fleet Transition Plan to make all vehicles safer in the future. We will also remind all drivers of our fleet rules for vehicle operation.

Our online training will share videos from partners such as Families for Safe Streets discussing the human cost of preventable crashes.

Videos to be shown will show include:

- [DCAS/DOT "I See You" Safety Video for Truck Drivers](#)
- [Vision Zero Network Feature on Safety and Telematics](#)
- [Drive Like Your Family Lives Here](#)
- [Video Discussing Truck Sideguard Initiative](#)



Unlike the in-person courses, students will now have the option to complete the training at one time or in segments. In addition to its safety benefit, drivers who complete the course will be eligible for insurance and points reduction.

Agency Transportation Coordinators at our over 50 fleet agencies and offices will be rolling out the training for our drivers. You can find out more about Vision Zero and the defensive driving course at [NYC Fleet Vision Zero](#). In just the first few days of our launch, ten agencies have enrolled staff.

Special thanks to Marcin Gubernat, Matthew Aronberg, Veronica Rodriguez, Jason Li, Amira Samad, Tomomi Landsman, and Nathaniel Koszer for their design ideas and narrations. We also would like to recognize Maria Allegretti and Roger Adams at NTSI for their work on this program.



While we hope to return to in-person courses in the future, we are excited about the restart of our Vision Zero Safety Training in this online format.

The newsletter will take next week off. We wish everyone a safe and happy Labor Day Week. You have earned it!

2020 U.S. Census
[Click here](#) to complete the U.S. Census in just 10 minutes!

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Fleet Services Stay Strong Through Pandemic

By: Keith T. Kerman

As we have during previous Labor Days, we want to recognize and thank the nearly 2,000 staff of mechanics, supervisor of mechanics, tow truck operators, parts staff, auto service workers, transportation coordinators and dispatchers, spec writers, administrative and support staff, and managers who make up the citywide fleet staff at our Fleet Federation agencies.

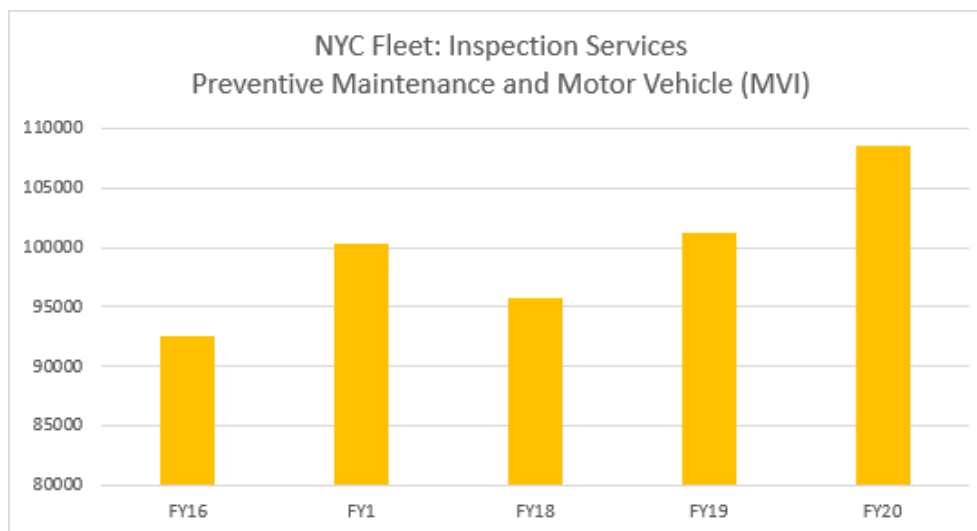
Fleet is an essential service and as such, was challenged to maintain operations and support of our city agency emergency responders and over 50 agency clients during this extraordinarily difficult period. Fleet was of course greatly and directly impacted by COVID-19 with five dedicated staff losing their lives, many more falling ill, administrative staff transitioning to remote work where possible, and total garage staffing capacity declining to 61% at the height of the emergency in NYC in early April.

Through this period, Fleet servicing remained responsive and reliable, even improving services in many areas. The total fleet out of service improved to 8.6% based on our daily readiness report, which is distributed and published online each day. This reverses an increase in FY19 and maintains our pace of improvement from 10.4% in the first fiscal year of the administration.



In FY20, we remarkably recorded the largest preventive maintenance inspection program since we implemented the new fleet management system in FY13. Fleet agencies completed

77,430 preventive maintenance inspections and an additional 31,117 motor vehicle mandated inspections, both our largest programs.



In total, agencies addressed over 261,000 service orders and we recorded our highest level of in-house labor charges through the current fleet management system, with over 2.5 million labor hours charged in by mechanical repair staff. In total, over \$266 million was spent on fleet service staffing in FY20. Fleet was able to maintain this level of services while also continuing a multi-year decline in charged overtime costs.

We look forward to working with all our fleet staff and agencies as we tackle a new fiscal year that promises to be equally demanding.

NYC Fleet: Service Program, FY20					
Agency	Service Orders	PMs	Inspections	Recalls Completed	Labor Hours
DCAS Client	23,974	9,416	3,657	213	-
DEP	2,624	1,181	2,434	157	15,367
DOC	3,246	1,591	691	71	37,209
DOT	13,331	4,303	2,856	276	261,644
DPR	10,540	5,042	2,633	302	20,001
DSNY	132,638	27,646	5,464	120	1,279,180
FDNY	23,550	7,724	749	214	310,349
NYPD	51,395	20,527	12,633	2,274	594,542
CITYWIDE	261,298	77,430	31,117	3,627	2,518,292

2020 U.S. Census

[Click here](#) to complete the U.S. Census in just 10 minutes!

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CASE STUDY

RENEWABLE DIESEL, A POTENTIAL REPLACEMENT OF ALL FOSSIL FUEL FOR NEW YORK CITY'S TRUCKING FLEET AND BUILDINGS

BACKGROUND:

The City of New York operates the largest municipal fleet in the country with 30,000 total vehicles and over 13,000 trucks and off-road units which use diesel fuel. NYPD emergency response trucks, fire engines, ambulances, sanitation garbage trucks, forestry bucket trucks, street paving units, and other equipment support provision of essential public services every day. ¹

The City of New York is also the largest property owner in the City's five boroughs encompassing 362.1 million square feet, and nearly 5,000 buildings and parcels of land throughout the City. ² These buildings are used by city agencies, local government, schools, hospitals, libraries, fire houses, police stations and other municipal entities that serve the general public. In FY19, municipal trucks and buildings used 42 million gallons of diesel fuel.

THE ISSUE:

The City of New York recognizes the reality of climate change and the increasing effects of global warming. Greenhouse gas emissions are causing rapid warming of the Earth's atmosphere with the potential for catastrophic effects on public health. For these reasons, New York City made a commitment to reduce GHG emissions 80 percent by 2050 from 2005 levels (80 x 50), with an interim target to reduce emissions 40 percent by 2030 (40 x 30) and 50% for the City fleet by 2025. ³

NYC is pursuing many alternatives for its fleet and buildings including electric vehicles and natural gas for heating. However, there is an extensive existing legacy infrastructure that utilizes diesel fuel. NYC has already implemented biodiesel in blends of 5% to 20% as a fuel alternative for fossil fuel diesel in fleet and heating oil. These efforts are codified in NYC Local Law. Renewable diesel (RD) is a next stage biofuel that holds the promise of a complete replacement for fossil diesel fuel.

Renewable diesel (RD) - also known as green diesel, hydrogenated vegetable oil (HVO), and hydrocarbon diesel among other names- is a drop-in replacement for diesel that is derived from animal fats and vegetable oils. RD is an advanced biofuel that uses the same feedstock as biodiesel. RD differs from biodiesel in that its chemical structure is very similar to that of ultra-low sulfur diesel (ULSD) and contains no fatty acid methyl esters (FAME). RD is free of sulfur, aromatics and oxygen. With respect to renewable diesel, the following statements are noteworthy: ⁴

- **Renewable diesel (RD) reduces life-cycle greenhouse gas (GHG) emissions by up to 80% when compared to petroleum diesel;** Renewable diesel (RD) is chemically similar to ultra-low sulfur diesel (ULSD). Therefore, it is fully fungible and can be used in all existing diesel fueling infrastructure with no modifications.
- Renewable diesel (RD) can be blended with diesel and biodiesel in any proportion.
- Renewable diesel (RD) is produced from 100% renewable and sustainable feedstock.
- Renewable diesel (RD) passed EPA's Clean Air Health testing requirements.
- The California Air Resources Board (CARB) has certified renewable diesel's pathways with very low carbon intensity (CI) scores, as low as 16.89 gCO₂e/MJ for "used cooking oil" (UCO) feedstock. For comparison, CARB reported a CI of 100.45 gCO₂e/MJ for diesel. ⁵

Multiple cities and private companies have successfully replaced petroleum diesel with RD as the transportation fuel for their fleets without experiencing any issues. These include the cities of San Francisco, Oakland, Sacramento, and San Diego in California as well as the cities of Portland and Corvallis in Oregon. In addition, UPS, Google and Boeing are private companies that have also implemented RD in their fleets.

The state of California is one of the largest consumers of RD in the country, and its RD net supply has continue to grow ever since the State implemented the [Low Carbon Fuel Standard \(LCFS\)](#) program in 2011. The LCFS program is administrated by California Air Resources Board (CARB) and is intended to reduce

CASE STUDY

RENEWABLE DIESEL, A POTENTIAL REPLACEMENT OF ALL FOSSIL FUEL FOR NEW YORK CITY'S TRUCKING FLEET AND BUILDINGS

the carbon intensity (CI) of California's transportation fuels by requiring that companies that sell or supply fuel in the State achieve carbon intensity (CI) targets. CI is a measurement of the fuel's life cycle (well-to-wheels) greenhouse gas emissions and is calculated by assessing the carbon emissions at every step needed to bring a fuel from well to the vehicle. CI credits are created when a fuel's CI is lower than its LCFS CI target. Thus, the lower the fuel's CI, the more LCFS CI credits it generates.

Under the LCFS Program producers and importers can generate, buy, transfer, bank, and borrow CI credits. Fuel companies that have fuels that do not meet the CI targets can purchase credits from producers that have fuels that generate them. In essence, the LCFS regulation imposes additional charges on high CI fuels that subsidize the cost of low CI fuels. The result is a reduction in the overall cost of low CI fuels. In 2017, California reported that nearly 10 million credits at a price of \$100/credit were generated by the fuel industry resulting in a total value of \$1 billion for those credits.⁶

THE SOLUTION/HOW AN LCFS WOULD HELP NYC FLEET AND BUILDINGS:

In pursuit of its commitment to reduce GHG emissions, the City of New York is considering using Renewable Diesel (RD) to fuel its city trucking fleet and is exploring the groundbreaking implementation of using renewable diesel (RD) as heating fuel for its municipal buildings. The *"Inventory of New York City Greenhouse Gas Emissions in 2016,"* which was published by the City of New York in December of 2017, identified stationary energy use in buildings and transportation fuels as the main sources of GHG emissions in the City.⁷

On December 1, 2015, The City of New York announced and launched steps to implement its *"NYC Clean Fleet"* initiative, which fosters clean and renewable solutions for vehicles and fuels to reduce harmful pollutant emissions that are detrimental to the health of the City's residents and contribute to global climate change. As part of the plan, the City is looking to displace the use of conventional diesel fuel with alternative fuels, such as biodiesel and renewable diesel (RD).⁸

To that end, in the summer of 2018, the City successfully conducted a demonstration pilot with nearly one million gallons of renewable diesel (RD) that fueled city trucks across many agencies. Based on the operational success of the demonstration, the City of New York is in the process of bidding/implementing a long-term contract for the purchase of renewable diesel (RD) for its municipal fleet.⁹ However, with NY State lacking an LCFS, the high cost of RD fuels poses a potential roadblock for successful implementation of this critical initiative.

Adopting low carbon regulations, such as California's LCFS, that generates financial credits for low carbon fuels will persuade RD fuel producers and distributors to establish and invest in a supply chain infrastructure in the northeast and provide the RD fuel to the City of New York at a lower cost.

Renewable diesel production and consumption are expected to increase exponentially over the next few years due to its low greenhouse gas emissions, up to 84% lower CI than diesel, and credit incentives offered by legislation such as Low Carbon Fuel Standard (LCFS) in California, Oregon and British Columbia; and the recently proposed Canadian Clean Fuels Standard (CCFS).

A well-developed and successfully executed LCFS in New York would deliver tangible incentives for the production and supply of low-carbon fuels in the State. These incentives would open doors to competitive renewable fuel markets, such as renewable diesel, in New York City not only in the transportation sector, but also as heating fuels for city buildings. RD is also a potential alternative fuel in additional areas such as ferry service.

NYC has the capacity to quickly replace all fossil fuel use in government fleet and buildings. A New York State LCFS is the key.

CASE STUDY
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REFERENCE LINKS:

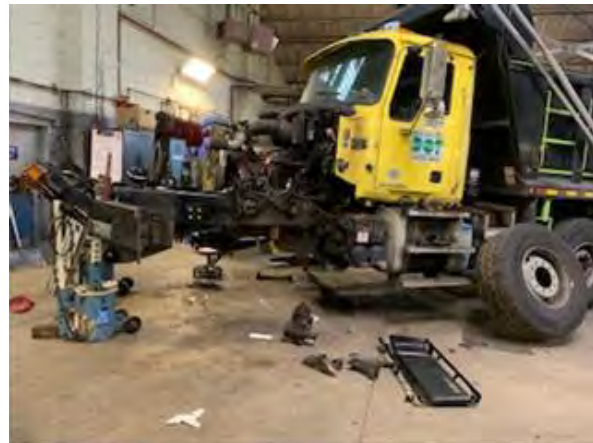
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DOT Opens New Brooklyn Truck Repair Facility

By: Keith T. Kerman and Eric Dorcean

City DOT operates over 2,500 heavy and medium-duty trucks and off-road specialized equipment pieces. DOT road repair units are among the highest maintenance equipment pieces in the fleet. As part of our shared services program, NYPD cares for DOT's light-duty vehicles, allowing DOT mechanics and garages to focus on the specialized equipment that is unique to DOT's mission.

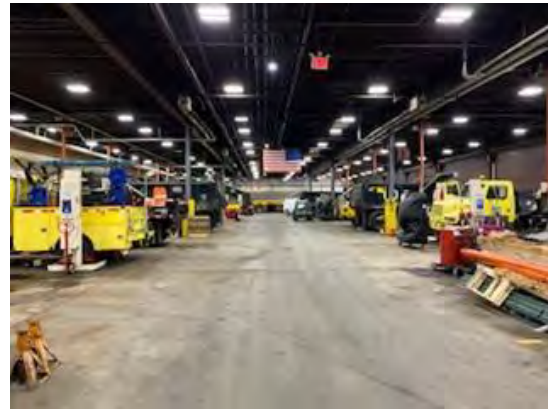
NYC Fleet operates 36 dedicated repair facilities citywide. There is also some repair capacity at each DSNY collection garage.



In 2013, DOT lost a truck maintenance facility at the Brooklyn Army Terminal. This facility had serviced more than half of the fleet for DOT asphalt operations. In addition, DOT was bringing in trucks to support new initiatives and to convert some specialized rentals to City-owned units.

Working with OMB and DCAS Real Estate and Fleet, then DOT Fleet Commissioner Conan Freud began working on a project to develop a new truck equipment shop for DOT in Brooklyn. His multi-year focus and coordination led to the now lease acquisition of a new space at Hamilton Place, commonly referred to as the "Bruno Building."

Conan passed away before seeing the fruits of his great work. Associate Deputy Commissioner Eric Dorcean kept the focus on this project, and repair work at the shop has now begun servicing heavy-duty DOT trucks. The facility has growth capacity, with the vision of a 24 hour, seven days a week truck shop alive and well. This site also has the potential to be a shared service location supporting heavy equipment from other agencies in the future.



Congratulations to everyone at DOT involved in this project.

NYC Fleet: Repair Facilities						
City Agency	Brooklyn	Bronx	Manhattan	Queens	Staten	Total
					Island	
Department of Correction	-	-	-	1	-	1
Department of Transportation	2	1		3	1	7
Parks & Recreation	2	1	1	2	-	6
NYPD	4	2	3	3	1	13
FDNY	-	-	1	2	1	4
DSNY, Major Repair Garages	1	-	1	2	1	5
DSNY, District Collection Garages	17	11	13	16	5	62
Total Garages	26	15	19	29	9	98

2020 U.S. Census

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Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 319, September 10, 2020:](#) Fleet Services Stay Strong Through Pandemic

[NYC Fleet Newsletter 318, August 26, 2020:](#) Vision Zero Driver Safety Training Goes Online

[NYC Fleet Newsletter 317, August 19, 2020:](#) NYC Parks Mobilizes to Address Tree Damage

[NYC Fleet Newsletter 316, August 11, 2020:](#) Fleet Helps NYC Get Cool

[NYC Fleet Newsletter 315, August 6, 2020:](#) NYC Fleet Implements Biotire Project

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Fleet in the MMR, FY20

By: Keith T. Kerman

Each year, the Mayor's Office of Operations prepares the Mayor's Management Report (MMR), a comprehensive look at City government performance in each agency. Fleet has its own section of the MMR as well as contributions in the DCAS section.

In FY20, Fleet made progress in many areas, while some areas of initiative were delayed due to COVID-19.

In March 2019, Mayor de Blasio issued Executive Order 41 which called for the reduction of at least 1,000 vehicles by June 30, 2021. The baseline year for the initiative was the Preliminary MMR of FY19 when the fleet had 31,159 total owned vehicles and 25,690 on-road units. In the FY20 MMR, we are reporting 30,502 total fleet units and 24,877 on-road units. We continue to be on pace to achieve the fleet reduction goals and will be implementing additional reductions in FY21.



Tied to the fleet reduction, we reported our largest revenue program for used cars ever at \$11.6 million, \$2 million more than last year.

Even beyond fleet count, the most important aspect of this environmental initiative is to reduce fuel use. Fleet used over 3 million fewer gallons of liquid fuel in FY20 compared to the full year FY18. We did not achieve gains in biofuel use due to COVID-19, which delayed our renewable diesel procurement, originally scheduled for February. DCAS Procurement has just recently reissued a public notice of this procurement, which is available [here](#).

The fuel economy (Fleet MPG) of our City vehicles has greatly improved from 6.1 in FY18 to 6.5 in FY19 and 7.0 in FY20. Fleet MPG as reported in the MMR, adds fuel use for all off-road and small equipment units (like chainsaws) to the vehicles with which they operate. Fleet MPG captures all fleet and equipment related fuel use.

Our alternative fuel program achieved all new milestones with 19,100 total alternative powered vehicles or 65% of the fleet, and 2,747 plug-in electric units. As we expand our hybrid fleet in

policing, we will see continued increases in the alternative fuel percent. We did receive far fewer new electric vehicles than ordered in FY20 due to disruptions in vehicle manufacturing caused by COVID-19.

Fleet saw reductions in the collision rate in FY20. However, there were some very serious crashes and we remain committed to further advancing vehicle safety, especially truck related. We did suspend vehicle safety training in February due to COVID-19, but as we announced in a previous newsletter, we have re-introduced our safety training online and over 800 drivers have already participated.

We achieved cost reductions in expense funded areas including repair, fuel, and light-duty vehicle procurement while maintaining a healthy capital investment in heavy-duty, specialized, and emergency trucks and equipment.

Thanks to the Mayor's Office of Operations for their partnership in preparing the report and to Sherry Lee, Tamika Johnson, and Eric Richardson who organize the data for the Citywide fleet.

You can see the full citywide MMR [here](#), the DCAS MMR [here](#) and the Fleet MMR [here](#).

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DSNY Unveils First Fully Electric Refuse Truck

By: Keith T. Kerman and Henry Cornejo

In partnership with Mack Trucks, DSNY has been given the keys to test out its first electric refuse truck, the Mack LR Electric, which promises to revolutionize DSNY's ability to achieve NYC's goals of reducing greenhouse gasses and ending the reliance on fossil fuels.

The Mack LR Electric is the first fully-electric refuse vehicle in its class. Having a gross vehicle weight of 72,000 pounds, it is a strong truck for a tough and resilient city. This is "a giant step forward for DSNY, but more importantly NYC," said Spiro Kattan, Deputy Director for the DSNY Bureau of Motor Equipment.



The unit is a demonstration vehicle loan from Mack Trucks. DSNY provided the specifications for the truck to mirror current refuse truck requirements and prepare the way for broader implementation. DSNY will now test out this innovative zero-emission vehicle in real world conditions.

Being a zero-emission vehicle, the Mack LR Electric will be much quieter compared to current diesel models. Low noise and zero-emissions will limit impacts on city residents as DSNY keeps the City clean. As an all-electric truck, we also expect reduced maintenance costs and downtime, increasing reliability.

Throughout the year, DSNY will work closely with Mack Trucks and address and assess any issues that may arise. The electric truck will be stationed at the Brooklyn North 1 Garage. DSNY will conduct trials that will focus on its operating range, payload capacity, regenerative braking, and its overall functionality during regular operations. These trials will dictate whether DSNY will make the move into converting their current collection of Mack vehicles into electric vehicles.



“Electric trucks will be a key component to helping New York City meet its ambitious goal of reducing GHG emissions by 80 percent by the year of 2035,” said Rocco DiRico, Deputy Commissioner for Support Services at DSNY.

Climate change is an existential threat and NYC has committed itself to take immediate and bold steps to reduce our carbon footprint with initiatives like this. City agencies, like DSNY, with the help of DCAS Fleet, are

taking important steps to comply with Executive Order 53, which calls for an all-electric city fleet by 2040, and follow the NYC Clean Fleet Plan.

Congratulations to Rocky DiRico, Spiro Kattan, Mack Trucks, and everyone at DSNY who worked on this project. We look forward to hearing more about the results of this exciting new step.

To find more information about the Mack LR Electric, click [here](#).

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Back to Basics, Taking Care of Your Vehicle

By: Keith T. Kerman

As the City addresses the fiscal stresses caused by the COVID-19 pandemic, we can expect to see reduced and delayed vehicle replacement. We have become accustomed to resolving some major repair needs or extensive crash damage through our replacement program. As we face this more challenging fiscal environment, it is critical that we care for our existing equipment well, and that we sustain and extend the useful life of our over \$3 billion in existing fleet and equipment assets.

The good news is that the average age of fleet units has decreased in recent years due to more recent replacements of older fleet units.

If I told you that personal health begins with you and not your doctor, it would make sense. How you eat, exercise, sleep, and take care of yourself is the key to your fate. Regular physicals and medical services as needed certainly come in to play, but it starts with you.

The same is true for fleet health. Fleet operators and dispatchers have a critical role to play in keeping our fleet on the road. Our goal should always be to keep vehicles out of the repair shop. There are many steps we can take:

- **Drive safely:** Safe driving is most importantly about the health of drivers and pedestrians. Crashes also cause extensive damage to vehicles and long down-time. Erratic driving and hard braking are both unsafe and also wear down your vehicle.
- **Use hybrid and electric vehicles for your highest mileage assignments:** Hybrids and EVs require less maintenance and also eliminate emissions.

NYC Fleet

Daily Operator Vehicle Checklist

- Brakes
- Both Taillights
- Windshield and Wipers
- Horn
- Turn Signals
- Back-up Lights
- Both Headlights, High and Low Beams
- Tires, Safe Tread Depth, No Bald Spots
- Brake Lights
- Safety Belts
- Hazard Lights
- Inspection Sticker
- Engine Oil
- Mirrors

- **Balance the use of the fleet across like units:** If you have one SUV going 2,000 miles a year and another going 10,000, it's time to switch these. You may not be able to replace the heavier-use unit for a while.
- **Reduce idling:** Unnecessary idling is, of course, an environmental hazard and against the law. Idling also puts tremendous wear on a vehicle engine and transmission. One hour of idling can be the equivalent of 25 to 30 miles of driving.
- **Do pre-trip checks:** Some of the basic elements of a daily pre-trip check are shown here. Keeping tires properly inflated and replacing fluids as needed can help avert many problems. If a service issue is emerging with a vehicle, the driver will know first. Let's address small problems quickly before they become major repairs. If you need help understanding what to look for, reach out to your garage.
- **Keep up on preventive maintenance:** NYC Fleet offers extensive preventive maintenance services. We would much rather greet you in the shop for a scheduled PM than meet you on the road when a vehicle breaks down. With reliable PMs, we can prevent major vehicle component failures, saving money and time. When fleet calls for a PM, MVI, or recall, please show up on time.
- **Monitor and respond to maintenance alerts through Live Telematics:** A five year old City truck recently caught on fire and was destroyed. On further investigation, there had been engine alerts from the unit in days prior. Through our telematics program, we can relay engine, tire, brake, and other alerts. Please use this tool to address maintenance concerns quickly.

NYC has been through many challenges and our City will weather these times on the way to better days. NYC's fleet is a major support resource for City services. If we all play our parts, our fleet will be there and ready when we need it.

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NYC Fleet Spotlight: Taurean Sweeney, TLC

By: Nathaniel Koszer and Henry Cornejo

This week, we spotlight Taurean Sweeney, fleet analyst for the New York City Taxi and Limousine Commission (TLC). Taurean has worked with TLC for the past four years. He began as a stock worker, then became a fleet coordinator, and has now been promoted to fleet analyst.

Taurean, and his fellow analyst Juan Cruz, are responsible for the agency's collision management, fleet reporting, fueling, and maintenance documentation. Taurean also serves as one of the main liaisons to DCAS and is the agency's representative to the Fleet Federation. Before coming to TLC, Taurean worked for various financial firms and banks as a business analyst.



Taurean has been assisting TLC in a number of COVID-19 response efforts. He is part of a large team assisting with logistics for the food relief program, GetFood NYC. Taurean is also coordinating with the Sheriff's Office to identify and educate people coming from out of state who are required to quarantine if they stay within NYC. Finally, Taurean has helped ensure TLC inspectors and other staff receive PPE needed to stay safe while they perform their essential roles.

Taurean is also playing an important role in our Vision Zero initiative, adding safety to TLC units as part of our Safe Fleet Transition Plan. TLC is participating in the federally funded Connected Vehicle (CV) program being led by City DOT. You can learn more about that project by clicking [here](#). TLC Enforcement was also one of the first City fleets to start using car cams, having done so since 2015. Their new law enforcement-focused system will allow them to pull footage remotely to a centralized location which will efficiently highlight issues with for-hire drivers and better protect agency inspectors during operations. TLC has also fully implemented our live telematics initiative and has achieved 98% compliance with Vision Zero Safe Driver Training.



Kieran Duggins, TLC's fleet and facilities director, has stated that "Taurean has been running the fleet analytics of TLC for about four years now. He has brought a much-needed modernized view on fleet maintenance and analytics. Outside of work, Taurean is a car enthusiast which certainly helps with his work on TLC Fleet. Without my fleet team, TLC would not be as operational as it is. For that, I

am truly grateful."

NYC Fleet and DCAS thank Taurean and TLC for their support and partnership.

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The WIN, WIN, WIN, WIN of Alternative Cleaner Fuels

By: Keith T. Kerman

In our national discussion, there has been talk of the various approaches to cleaner and more sustainable fuels. NYC Fleet has over 25 years of practical experience and implementation of greener and cleaner fuel alternatives. Today, nearly 20,000 fleet units use some form of cleaner fuel alternative including natural gas, hybrids, biofuels, electric vehicles, and even solar-powered equipment units. In our fleet today, these alternatives are all in operation, working in tandem to achieve a cleaner and more reliable fleet.

On TV, policy options are inevitably posed as zero-sum games: pursue a policy and someone wins with it and someone loses. In truth, transforming our transportation fuels to cleaner alternatives can be a WIN, WIN, WIN, WIN for everyone, and not doing so will surely cost all of us dearly.

The first win: all parts of our country can benefit from the growth of the clean energy industry and the jobs that can be created. In NYC Fleet, our electric vehicles could be produced in Michigan or Pennsylvania, our biofuels made on farms in Iowa or NY, our solar equipment from Florida, or our electric chargers from California. NYC has had an extraordinary 15-year partnership with America's farmers developing the biofuels industry. In fact, our alternative fuel efforts began with natural gas vehicles in the mid-1990s.

In February 2020, Mayor de Blasio committed us to an all-electric fleet by 2040. And, no doubt, all-electric, zero-emissions are the ideal path, preferably sourced through solar power. We have almost 3,000 plug-in units now, NY's largest charging network at 1,000 units plus and growing, and the nation's largest portable solar carport network.

That said, we have extensive existing fleet and infrastructure that still relies on liquid fuels or natural gas and will for a while. All these cleaner approaches listed here will be with us for years to come and are better than the pollution and emissions from fossil fuels.

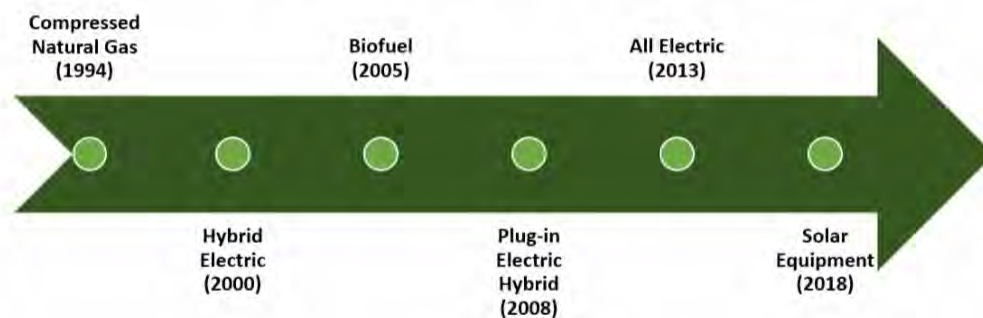
The second win: cleaner air and reduced greenhouse gas emissions. We all breathe the same air. We are all subject to asthma, heart, and lung exposure. No one is against clear air and no one in their right mind pretends fossil fuels are clean. If someone argues that point, ask them to join you to watch what comes out of a truck tailpipe when the engine is running. All these cleaner alternatives will improve our daily lives and protect our future against climate change from which none of us can escape. California is on fire, Louisiana is flooding, and all of us are facing the threat of COVID-19. These are all natural threats. In just a short window of time in NY, we went from "hurricanes really don't happen here" to "I hope we don't get another this year."

The third win: one not discussed as often. Alternative fuels can save you money if you invest in them. We know that electric vehicles greatly reduce both energy and maintenance costs. NYC Fleet produced a [report](#) showing electric vehicles can be as much as 70% less costly to maintain. We know that hybrids reduce costs and maintenance as well. Biofuels are usually less expensive than fossil fuels in the marketplace and are subject to tax incentives passed with bipartisan support. Natural gas units can also be less expensive and lower maintenance. Without a doubt, there is startup time in developing these alternatives. Our electric vehicles and hybrids of today are much less expensive and more reliable than the first models. That said, the future is one where we can have a cleaner environment and get money back! For NYC Fleet, many of our alternative fuel projects are tied to OMB savings initiatives.

The fourth and final win: people will like these alternatives better when they get to know them. In the United States, there is no doubt a strong, hard to break connection to the personal vehicle. We can debate the future on that. However, there is no such nostalgia for the gas station experience. Plugging in is a lot more pleasant than fueling up. If someone tells you electric vehicles are not strong or high performing vehicles, they have likely never driven one. There is a reason that the top-rated luxury vehicle in the world is an electric car. Get in an electric car, hit the accelerator, and soon you will be searching the term “instant torque.” Few consumers place extra breakdowns, idle pollution, and high engine noise on their shopping lists. The alternative fuel vehicles of tomorrow are in the marketplace today. NYC already gets over **100 MPG** on average for its new vehicles. This is as much about education as it is about technology development.

NYC Fleet and DCAS will continue to lead in bringing a low emissions and more reliable fleet to NYC and showing the way this can be done for all fleets in our country. Cleaner air, lower maintenance, more reliable vehicles, and partnership with all parts of our state and nation are the continuing fruits of this 25-year effort. Learn more about our clean fuels program [here](#).

NYC Fleet Alternative Fuels Timeline



Of course, policy determines how we move forward. With that said, we remind everyone to VOTE this coming election day or sooner if you can. Hoping for all our sakes for a peaceful and happy Election Day!

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November 10, 2020

A career in government is a career in public service, and dedicated public servants at DCAS have been critical to the success of the City of New York's COVID-19 response efforts. Members of the DCAS staff have gone above and beyond the call of duty and we want to recognize their vital contributions.

By: Michael Santos

Last week, we highlighted IT's Energy Support team who've been instrumental for our agency's transition to teleworking. In less than two days, they were able to create the DCAS Teleworking website that holds valuable resources like walkthrough videos, reference guides, and IT support. This week, our focus shifts from COVID-19 response to an achievement that reflects our values as an agency.

In July, DCAS Fleet announced that the citywide fleet surpassed one million miles driven that were fully solar-powered. With zero-emission electric vehicles powered by the sun, our agency is continuing to move towards a greener tomorrow. After Hurricane Sandy, DCAS implemented an emergency resiliency project that included solar carports to support emergency power generation. Fast forward to 2020, and DCAS has implemented NY State's largest electric vehicle (EV) charging network with over 1,000 EV charging ports, and it continues to grow. The network includes 87 free-standing solar carports that can be towed and moved as needed. Each unit has a ChargePoint charger for dispensing and tracking electricity to fleet's all-electric and plug-in hybrid electric vehicles.



NYC Fleet EV Charging Network as of 9/21/2020



Total 1,015 Electrical Charging Ports Across 705 Stations

-  - 900 Charging Ports / 590 Reg Stations
-  - 87 Solar Carports
-  - 27 DC Fast Chargers
-  - 1 Mobi Mobile Charger

Fleet's system has generated 317 thousand kilowatt-hours of zero-emission solar power so far and leads as an example of sustainability for other cities across the United States.

In the coming year, Fleet is looking to add solar canopies to the portable solar carports as well.

This achievement wouldn't be possible without the work being done by DCAS staff. Thank you to Jon Ells and Sherry Lee from Fleet, and Masha Rudina from the Office of Citywide Procurement.

Fleet Spotlight: Robert, 'Bobby', Gilliam, NYC Sheriff

By: Eric Richardson and Henry Cornejo

This week, we spotlight Deputy Sheriff Robert "Bobby" Gilliam who serves as the agency transportation coordinator and liaison to NYC Fleet from the NYC Sheriff's Office. Bobby, as most call him, has been with the Sheriff's Office for over 25 years and is involved in all aspects of sheriff operations, including traffic enforcement, civil and scofflaw enforcement, fleet management, and representing the Sheriff's Office on the Citywide Vision Zero Task Force.

As part of the Sheriff's Field Support Unit, Bobby has participated in every major law enforcement action and emergency response undertaken by the sheriff. This includes responses to 9-11, Hurricane Sandy, and the present COVID-19 pandemic. When Hurricane Sandy struck NYC in 2012, he monitored flood levels at Newtown Creek, which borders Brooklyn and Queens, in case nearby emergency response commands needed to evacuate. After the hurricane hit, Bobby set up emergency generator power to help the Department of Finance, which includes the Sheriff's Office, to keep operating.



Throughout the COVID-19 pandemic, Bobby has worked long hours to make sure New Yorkers were safe and prepared. He participated in mask handouts including one effort in May where over 60,000 masks were distributed in just one weekend, and has assisted with the sheriff's role in enforcing quarantine rules.

Bobby's regular workload includes crackdowns on unlicensed vehicles and businesses, addressing tax evasion cases, seizing assets to satisfy debts to the City, and, of course, coordination of fleet servicing, acquisitions, and compliance for the sheriff. Bobby has helped introduce the sheriff's first electric vehicles and increased hybrid use. Through Vision Zero, he supported the Green Wave initiative by painting bike lanes green to improve visibility for pedestrians and drivers.



As stated by NYC Sheriff Joseph Fucito, "Bobby has been the force behind maintaining a top-notch police vehicle fleet that has enabled the Sheriff's Office to meet its multifaceted missions. Sergeant Gilliam is not only a fleet coordinator, but a line deputy sheriff and supervisor. His multiple roles have made him indispensable." Bobby has also been a great colleague and mentor. As per Deputy Sheriff

Tiffany D'Aquila, "Sgt. Gilliam has been one of the leading renaissance men to guide the agency through past, present, and future changes. As a woman in law enforcement, I am beyond appreciative for what he has taught me. Thanks to Sgt. Gilliam I have been able to break through traditional gender roles, particularly in the realm of emergency response vehicles. Three years ago, I knew nothing about diesel-powered vehicles, but now, I can proudly say that there is not a single vehicle within the sheriff's fleet that I am unable to operate."

Born and raised in Brooklyn, Bobby is known for his dedication and also his warm, open, and genuine approach to others. He is always ready to lend a hand and support a co-worker. Bobby is an advocate for rescue animals and has opened his home to various animal species. He is a committed public servant and, as importantly, a truly nice person. We will post some more fleet photos from Bobby on our website.

NYC Fleet and DCAS thank NYC Sheriff Fucito, Deputy Sheriff Gilliam, and everyone at the Sheriff's Office for their years of support and partnership!

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Fleet Spotlight: Inspector Scott Olexa, NYPD Fleet

By: Keith T. Kerman and Henry Cornejo

For the second straight week, we celebrate a fleet leader from law enforcement, placing the spotlight on Inspector Scott Olexa, the commanding officer for the Fleet Services Division (FSD) at NYPD.

Inspector Olexa has been with the NYPD for over 36 years and loves every minute of it. "It's very rare to combine two things that you love, cars and the NYPD, and call it your job," says Olexa. Inspector Olexa coordinates the needs and priorities of police operations with the Fleet Services Division. The inspector also responds to emergency situations and assists NYC Fleet with citywide enforcement issues.

FSD is a data-driven operation. Scott and his team analyze fleet readiness and availability daily, distributing fleet resources to ensure the NYPD can address their ever-changing response needs 24/7. As one of the most critical support resources, Fleet plays a key role in effective police operations. In April 2019, our newsletter highlighted Inspector Olexa's work alongside the NYPD Auto Crime Division in capturing vandals who were removing and stealing catalytic converters from the undercarriages of city vehicles. Since then, Inspector Olexa and the Auto Crime division have kept up the focus on these types of vandalism. The inspector is also NYC Fleet's go-to guy when City vehicles go missing or are stolen.

Over the course of his career, the inspector has also played a vital role during emergencies. During Hurricane Sandy, he served as deputy inspector for the 100th Precinct in Far Rockaway, one of the most impacted areas of the City. When Sandy struck, his precinct and the surrounding area lost all power. Despite having no electricity or fueling capabilities and flooding all around, Inspector Olexa managed the situation with a steady hand, supporting NYPD operations and the community. "It was very grim", says Olexa. It took months for the surrounding community to recuperate and Inspector Olexa was on the scene throughout it all. The inspector made sure that over 300 light towers were sent to vulnerable neighborhoods to generate much-needed electricity, while also operating food distribution centers for local residents. Inspector Olexa kept serving the community even a year after he became commanding officer of Fleet Services Division. With DCAS, he procured customized Ford trucks with a high clearance and modified equipment to help prepare for the next disaster.

During this year's COVID-19 pandemic and the citywide protests, FSD was put to the test. At the same time as enormous demands were being made on NYPD fleet resources, many fleet service and operational staff were out due to COVID-19. During the protests, over 300 NYPD vehicles were damaged causing over \$1 million in repairs. It fell to Inspector Olexa to coordinate the body, windshield, glass, fire, and other repairs while also constantly adjusting resources to ensure operational needs were met. "Everyone went above and beyond and stayed long hours to get the job done," said Olexa.

Inspector Olexa is also helping lead the charge to a more sustainable fleet. Last year, all new NYPD patrol units were hybrids for the first time. Inspector Olexa has been supporting this transition to hybrids while also scouting out the early options for all-electric policing units. Inspector Olexa is embracing this more sustainable future and will play an essential role in ensuring that we balance low and zero-emission fleet units with meeting the operational, storage, and emergency response needs for police officers.



NYPD operates our largest fleet operation with nearly 10,000 units. Inspector Olexa plays a unique and critical role, serving as a bridge between fleet services at NYPD and DCAS, and citywide police operations. The inspector is experienced, responsive, and dedicated. He is a great public servant and colleague. DCAS thanks and congratulates Inspector Olexa for his four decades of terrific service to NYPD and NYC.

DCAS wishes everyone a happy and safe Thanksgiving week!

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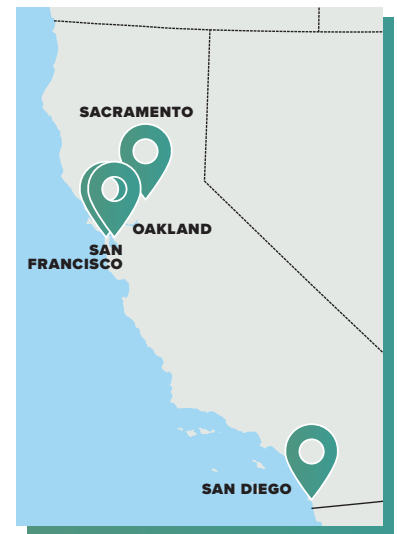


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CASE STUDY

RENEWABLE DIESEL IN CALIFORNIA

Many cities and private companies have seen the importance and opportunity of replacing fossil diesel fuels with renewable diesel, a next stage biofuel derived from waste cooking oils, animal fat and excess soybean oils. Critically, renewable diesel can be used by a traditional engine and can immediately replace fossil diesel without investing in new or retrofit equipment. **San Francisco, Oakland, Sacramento, and San Diego have successfully switched to entirely renewable diesel, and UPS, Google and Boeing have also begun to phase in RD in their fleets.**



The state of California is one of the largest consumers of RD in the country, and its net supply has continued to grow ever since the State implemented the Low Carbon Fuel Standard (LCFS) program in 2011. Administered by the California Air Resources Board (CARB), the LCFS program reduces the carbon intensity (CI) of California's transportation fuels by requiring companies that sell or supply fuel to achieve carbon intensity targets. In essence, a clean fuel standard makes polluters pay for the development and deployment of clean alternatives and electric vehicles through a credit-trading system based on total life-cycle emissions of each fuel.

As a result, low CI fuels are cheaper and more accessible within the state. **In 2019, California reported over \$2.5 billion in credit value generated by the low carbon fuel standard, and over 15 million metric tons of annual greenhouse gas reductions.**¹ Due to the credit incentives, renewable diesel production and consumption are expected to increase exponentially over the next few years and replace fossil diesel.

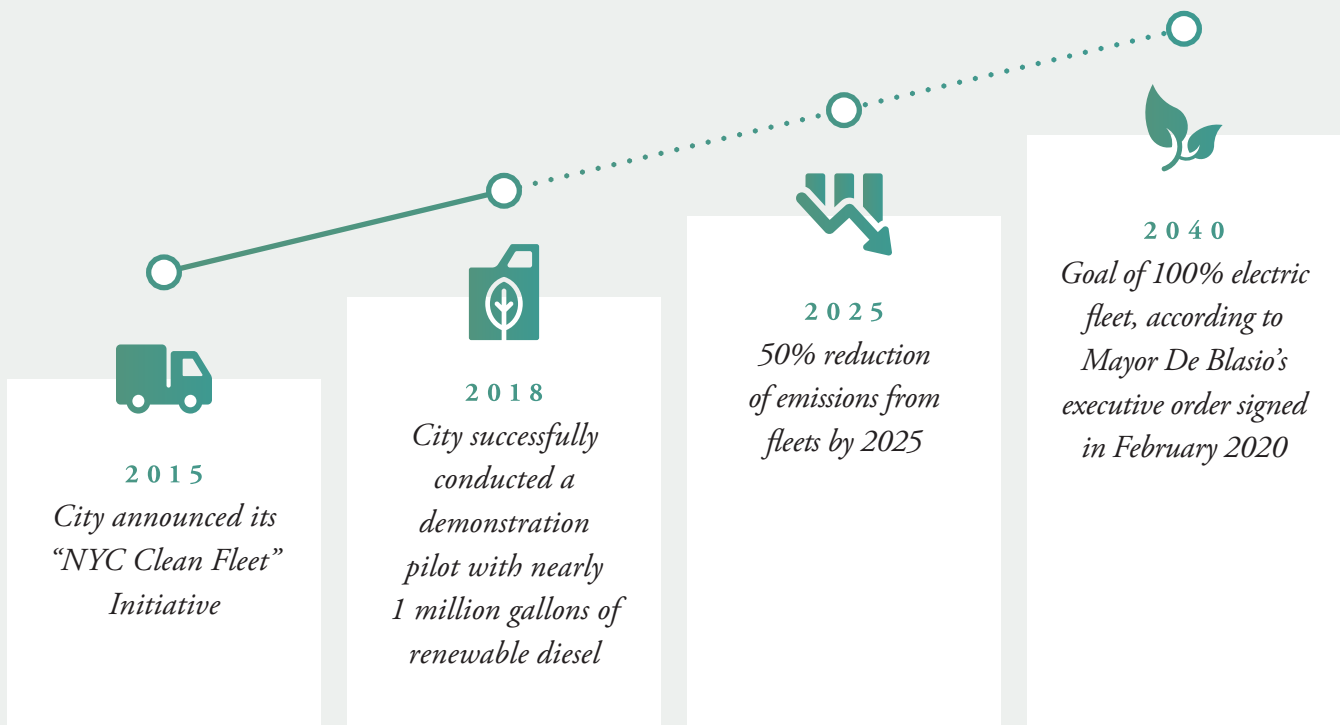
¹ https://ww2.arb.ca.gov/sites/default/files/2020-10/101420presentation_carb.pdf

MOVING NEW YORK TOWARDS CLEAN FUELS

Municipal transportation is the third largest source of greenhouse gas emissions in city government, with diesel trucks and gasoline vehicles being responsible for about 80% of those emissions.² The City of New York operates the largest municipal fleet in the country with 30,000 total vehicles including more than 13,000 trucks and off-road vehicles that use diesel fuel. Vehicles used for everyday public services – emergency response trucks, fire engines, ambulances, garbage trucks, forestry bucket trucks, street paving units, and others – all run off fossil diesel fuels.

New York City made a commitment to reduce GHG emissions 80% by 2050 from 2005 levels (80 x 50), with an interim target to reduce emissions by 40% by 2030 (40 x 30) and 50% for the City fleet by 2025.³ The City is pursuing many alternatives for its fleet, and in February of 2020, Mayor Bill De Blasio signed an executive order calling for a 100% electric fleet by 2040. However, there is an extensive existing legacy fleet that utilizes diesel fuel.

DRIVING THE INITIATIVE FORWARD



² <https://nyc-ghg-inventory.cusp.nyu.edu/#data>

³ <https://onenyc.cityofnewyork.us/wp-content/uploads/2018/04/OneNYC-1.pdf>

In pursuit of its commitment to reduce GHG emissions, the City of New York is already taking steps to convert to renewable diesel to fuel its city trucking fleet.



In 2015, the City of New York announced its “NYC Clean Fleet” initiative, which focuses on converting the fleet to clean and renewable vehicles and fuels. As part of the plan, the City is looking to displace the use of conventional diesel fuel with alternative fuels, such as biodiesel and renewable diesel.⁴



In the summer of 2018, the City successfully conducted a demonstration pilot with nearly one million gallons of renewable diesel that fueled city trucks across several agencies. The program was able to complete a 60% reduction in greenhouse gas based on carbon intensity. Using renewable diesel in its pure form also results in a reduction of Particulate Matter (34%), Nitrous Oxide (10%) and Carbon Monoxide (12%). Based on the success of the demonstration, the City of New York is in the process of bidding and implementing a long-term contract for the purchase of renewable diesel for its municipal fleet.⁵

THE OPPORTUNITY FOR NEW YORK

With New York State lacking a clean fuel standard similar to the program implemented in California, the higher cost of clean fuels poses a roadblock for a successful implementation of this critical initiative. Adopting low carbon fuel regulations will provide economic incentives for renewable diesel fuel producers and distributors to establish and invest in a supply chain infrastructure in the northeast and provide clean fuels to the City of New York and other municipal and private fleets at a lower cost.

A well-developed and successfully executed clean fuel standard in New York would deliver tangible incentives for the production and supply of low-carbon fuels in the State while also reducing co-pollutants. These incentives would open doors to competitive renewable fuel markets, such as renewable diesel, in the transportation sector.

Within a year of implementing a clean fuel standard, New York City could cost-effectively replace all fossil fuel-use in government fleets. Currently, diesel fuel is 60% of New York City’s fuel use, but with full RD implementation in addition to the current electric, hybrid, and efficiency initiatives, it’s possible to meet the goal of 50% reductions by 2025 as soon as 2022. A New York State clean fuel standard is key to reaching this goal.

⁴ <https://www1.nyc.gov/assets/sustainability/downloads/pdf/publications/NYC%20Clean%20Fleet.pdf>
⁵ <https://www1.nyc.gov/assets/lcas/downloads/pdf/fleet/Renewable-Diesel-Report-2019.pdf>

In NY State, All Passengers Must Buckle Up!

By: Keith T. Kerman and Nate Koszer

The NYC Rules for Fleet Operators have long required drivers and all passengers to buckle up. Effective November 1, all passengers must also now buckle up throughout NY State. NY State was the first state to enact a seat belt law back in 1984 and has now taken this next important step toward safety. Front seat, back seat, middle seat, age group, gender, politics, it makes no difference: buckle up!


Previous state law left it to the discretion of those over 16 whether to buckle up in back seats. No longer and for good reason. Studies have shown that rear-seat passengers, of any age, are far more likely to die or be seriously injured in crashes if not wearing seatbelts. An unbelted rear-seat passenger also places the driver at greater risk in the event of a crash, even if the driver has a seatbelt on. The new law applies to personal cars as well as all taxis and rideshare services.

Through our Fleet Office of Realtime Tracking (FORT), seatbelt use for fleet units is monitored. All operators are expected to buckle up and check that passengers have done so as well. If there is any problem with any seatbelt, report the issue to your garage or transport coordinator immediately.

As we enter into the winter, the days are shorter and nighttime driving is more prevalent. According to NYC DOT, serious collisions involving pedestrians increase nearly 40% during the early-evening hours of late fall and winter. Earlier sunsets are believed to contribute to this problem. Additionally, lower visibility during the dark hours of the colder months leads to twice as many crashes involving turns. As part of Vision Zero, NYC recently announced the fifth Dusk and Darkness campaign to draw attention to the increased risks of nighttime driving.




Slow Down




People who drive 25 MPH or slower are better able to avoid crashes.

Don't Cut Corners





Turns faster than 5 MPH put pedestrians at risk. On foot? Watch for turning cars.

Look Closely



More pedestrians are hurt in crashes around sunset than any other time.

The COVID-19 crisis has also increased safety risks on the road. On one hand, there has been a documented increase in bicycle use. On the other, there has been backsliding in safe driving practices. It is critical for all fleet operators to recommit to safe driving at all times, especially at night. We want everyone safe from the pandemic and on the roads.

What to do:

- Buckle up!
- Drive cautiously and take turns slowly, very slowly.
- Obey the speed limit.
- Do not tailgate, leave a safe distance from other cars.
- Concentrate on the road at all times. No distractions.
- Respect pedestrians and bicyclists.
- Avoid driving when you can, especially in bad weather.

We all have a lot to do to make Vision Zero a reality. Please make this a safe winter on the roads.

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 327, November 19, 2020](#): Fleet Spotlight: Inspector Scott Olexa, NYPD Fleet

[NYC Fleet Newsletter 326, November 12, 2020](#): Fleet Spotlight: Robert, 'Bobby', Gilliam, NYC Sheriff

[NYC Fleet Newsletter 325, October 28, 2020](#): The WIN,WIN, WIN, WIN of Alternative Cleaner Fuels

[NYC Fleet Newsletter 324, October 19, 2020](#): NYC Fleet Spotlight: Taurean Sweeney, TLC

[NYC Fleet Newsletter 323, October 13, 2020](#): Back to Basics, Taking Care of Your Vehicle

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Increasing Diversity in Fleet Service Suppliers

By: Keith T. Kerman and Sherry Lee

In June 2017, DCAS issued a [request for information \(RFI\)](#) aiming to increase diversity and competitiveness in fleet contracting. Fleet uses contracts across a wide spectrum of areas including vehicle acquisitions, fuel, servicing, parts, training, and to support major initiatives such as Vision Zero and NYC Clean Fleet. In 2017, DCAS received 16 responses to the [RFI](#).

In the last three years, we have seen some important participation in fleet contracts by M/WBE vendors. One of Fleet's biggest projects is the capital installation of fast electric charging. Our electrical services vendor is an M/WBE and has already completed over \$3 million of installation work in the last year for this exciting green network, with work continuing. We will have more to say on that project soon. NYC Fleet agencies like Parks, NYPD, FDNY, and DOC use gators and tractors to perform off-road work. Our main supplier of this critical equipment is an M/WBE who provided \$1.6 million in fleet equipment, 56 fleet units, just last year.



An M/WBE vendor registered with the City supplied our first portable electric charger, called a Mobi, which expands the capacity of our electric charging network, NY's largest. An M/WBE vendor also supplied our first virtual reality simulator which has been deployed at NYC Parks to enhance on-the-road driver training as part of Vision Zero.

In response to the COVID-19 pandemic, fleet agencies have now spent more than a half-million dollars this year on disinfecting services for fleet vehicles potentially exposed to the virus. An M/WBE has been

the main supplier of these critical safety services, continuing weekly, for DCAS and NYCHA. We discussed these services as they were first emerging in an [April newsletter](#).

DCAS supplies Client Services through a vendor network based on a NY State requirement contract. Our network vendor uses service suppliers from across NYC to maintain, repair, and tow DCAS client fleet units. The vendor does internal M/WBE tracking, which is separate from the City's tracking but still a potential indicator of progress in diversifying fleet contractors. As per the vendor tracking, DCAS has increased the use of diverse contractors by 43% since the RFI, going from \$1.58 million per year from FY15 to FY17 to \$2.26 million per year from FY18 to FY20. DCAS has presented on this effort at the Fleet Federation meetings and also encouraged the network vendors to seek official M/WBE status with the City, which many have.

An M/WBE vendor that is registered with the City has become one of our certified vendors for installing truck side-guards as part of Vision Zero and has completed 690 guards so far. Truck side-guards are still very new in the USA. We are of course trying to change that. As part of this initiative, DCAS certified service vendors to install the safety technology and we were pleased to have an M/WBE among those initial suppliers. We hope to see, and spur, a large expansion in market demand for truck side-guards as the years go forward.



We continue to seek additional vendors to diversify our supplier base and increase competition in our contracting. Vendors can get in touch with DCAS Fleet [here](#) to present on offerings or services within fleet, or reach out to DCAS Procurement to register with the City or learn more about the M/WBE program [here](#). Thanks to the M/WBE vendors who have participated in this effort so far and supported various fleet services and major initiatives.

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Fleet Salutes Cliff Francis, DCAS Quality Assurance

By: Keith T. Kerman

This week, we say thank you and happy retirement to Cliff Francis, a critical behind-the-scenes and technical support staff member for the Citywide fleet program. Cliff has served as Deputy Director of the DCAS Bureau of Quality Assurance (BQA) in the DCAS Office of Citywide Procurement (OCP).

Cliff entered City civil service on November 4, 1985, as a quality assurance level II specialist for the Department of General Services, now known as DCAS. Cliff directed the Quality Assurance Inspection unit, overseeing the inspection of all fuel, food, automotive equipment, and other commodities for use by City agencies. He also developed and oversaw testing of safety and safety-related equipment and provided technical assistance throughout City government.



Fleet was always one of his main clients. NYC Fleet uses an incredible variety of equipment. In NYC Fleet Focus there are 169 separate types of fleet equipment and 2,190 different makes and models listed. DCAS Fleet relied on Cliff and BQA to ensure that the City's fleet and equipment met technical specifications and performed reliably in day-to-day and emergency situations. Over 35 years, Cliff helped the City procure many generations of fleet units. In just the last ten years, Cliff has helped DCAS bring in over \$3 billion of fleet equipment for agencies, including FDNY, DSNY, NYPD, Parks, and DOT.



Most of us don't know what goes into the mechanical equipment we rely on. We expect it to work and sometimes become indignant when it doesn't. Cliff is where the rubber meets the road, our technical expert. He ensured that our fleet and machinery are properly designed and manufactured. Cliff has taken on an endless variety of complex technical challenges, working closely with agencies and vendors to ensure that the City has the equipment it needs.

We are particularly thankful for Cliff's work in sustainability. Cliff helped the City introduce ultra-low sulfur diesel fuel, biodiesel, and now renewable diesel. There are countless technical and regulatory issues that impact fuel changes, and Cliff has helped us navigate and deliver cleaner and less-polluting fuels for all New Yorkers.

Cliff also played a major role in responding to emergency situations. After 9-11, he and his team helped manage emergency fuel needs and assisted with the scale-up of temporary mortuaries. After the blackouts of 2003 and after Hurricane Sandy in 2012, Cliff and his team worked day and night helping the City establish and maintain emergency power. Cliff kept his cool during these incredibly tense and difficult situations. He has kept that work up during the current pandemic crisis.

Prior to DCAS, Cliff worked at ABC as a film developer and also with his uncle in the printing industry. Cliff will now dedicate his time to painting, traveling with his wife Debrah, and spending time visiting his family.



DCAS and NYC Fleet express their appreciation to Cliff Francis for his long and distinguished service to the City of New York and sincerely wish him a rewarding retirement, success in all his future endeavors, and continued good health for him and his family. He will be missed.

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NYC Fleet Year in Review, 2020

By: Keith T. Kerman

The year in fleet began with a major accomplishment. Mayor de Blasio announced at the State of the City that we would transition to an all-electric fleet by 2040. Executive Order 54 from February also launched our Fleet of the Future Network and furthered our efforts to be the cleanest and safest fleet in the country.

Of course, March brought a pandemic and changed everything to this day. Fleet staff citywide were asked to keep the fleet going while braving health risks, budget reductions, and taking on new emergency response roles. We could not be prouder of the response of our citywide fleet colleagues. We recognize again the fleet, and City staff, who gave their lives to help safeguard our City.

Despite the challenges, the citywide fleet program made progress in many areas, while also responding to emergency needs and fiscal constraints.

- **NYC Clean Fleet:** We now operate one of the nation's largest electric fleets at over 2,800 plug-in units, NY State's largest EV charging network with over 1,000 ports, and the world's largest portable solar charging network with 88 carports. We are making terrific progress in expanding our fast-charging network and hope to say more about that in early 2021. For the first time, all new police patrol vehicles were hybrids in 2020. While fiscal constraints may extend the timeframe on some of our initiatives, in the next year we will be issuing bids for all-electric equipment including SUVs, pickups, vans, Parks garbage trucks, and small trucks, and also establishing a long term contract for renewable diesel. We also continue to progress on mandated fleet reduction.
- **Vision Zero:** Through our Safe Fleet Transition Plan (SFTP), we have now installed over 55,000 safety upgrades to City fleet units including the nation's largest truck side-guard program, the Connected Vehicle initiative in partnership with US and NYC DOTs, and the nation's largest telematics project for public fleet and school busses. Despite COVID-19, we installed our largest side-guard program in 2020 and have completed over 82% of all trucks. Nearly all agencies are complete, and DSNY, our largest program, is making steady progress. We continue to implement automatic braking, heated mirrors, and driver alerts as part of the SFTP. Most importantly, we have begun the installation of 1,250 surround cameras for trucks to help prevent tragic line of sight crashes with City work trucks. We also placed our all-day Vision Zero Safe Driver Training online this summer for the first time. Already over 2,000 staff from 30 agencies have participated in online safety training.

- **Fleet Servicing:** COVID-19 greatly impacted fleet staffing. At the height in April, our garages estimated staffing resources were down to a 60 percent level. Despite all this, the fleet garages reported their lowest vehicle out of service, 8%, in 8 years of daily publicly reported tracking. We also completed 108,547 preventive and state maintenance inspections, our largest program ever. DCAS added two new strategic parts locations for FDNY at Seaview in Staten Island and Randalls Island in Manhattan. We also completed an adjustment of the shared services program with the Parks department assuming additional servicing of DEP vehicles in Queens and Manhattan. In NYC and throughout the nation, we were reminded that fleet is an essential service on which we all depend. NYC's fleet professionals and technicians met the challenge.
- **Emergency Response:** More than any effort, emergency response services dominated our attention this year. DCAS Fleet staff, led by Assistant Fleet Commissioner Brent Taylor, were deployed full time for over 6 months with the FeedNYC relief effort which delivered over 67 million meals to NYC residents from April through October. Fleet staff also helped review specifications for personal protective equipment including respirators, masks, and face shields. This summer, nine fleet staff at DCAS helped distribute air conditioners to New Yorkers as part of the Heat Wave Plan. Staff also assisted the Medical Examiner's Office as they addressed the tragic implications of the pandemic. Finally, throughout the year, we have addressed countless requests for fleet resources and emergency fleet services, supporting FDNY with emergency fueling, H&H with contact tracing, DOB and Health with additional inspection services, OCME and OEM for additional response assets, and all agencies with deep cleaning and disinfecting for vehicles.

All through the pandemic fleet staff at every level have responded to the call, coming into work despite the risks, implementing needed safety procedures, and freeing up resources to support changing emergency needs. Many other staff successfully transitioned to remote work, maintaining all our administrative and analytical operations in this new way of working. The pandemic is of course still with us and these response efforts continue.

We want to thank all our agency fleet and transportation coordinators, mechanics, and service professionals, and also recognize our oversight partners including OMB, DOI, Law, OLR, Operations, and the DM's office. We also want to thank our DCAS partners including Procurement, Budget, Energy, Counsel, Human Resources, Real Estate, and the Commissioner's Office.

As always, we wish everyone a safe and joyful New Year and strength, resilience, and health in the face of these continuing challenges. I think it's safe to say that we all wish for a better 2021 than this year delivered.

Thank you and Happy New Year!

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[NYC Fleet Newsletter 328, December 4, 2020](#): In NY State, All Passengers Must Buckle Up!

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Winter Fleet Operations

By: Keith T. Kerman

Happy New Year. The year has begun with major challenges, from the increase in COVID-19 cases to the insurrection at the Capitol. With all that's going on, we also need to prepare for the winter season. The mid-December snowstorm, Gail, has already delivered more snow than all of last year and the most since the Jonas Blizzard in January 2016.

DSNY, led by newly-appointed Commissioner Ed Grayson, orchestrated an effective response and got the city back and running quickly. DSNY deployed over 2,000 plowing units and 700 salt spreaders to tackle the late fall snow. Our other partner agencies, including DOT, DEP, and Parks, also assisted with the snow removal.



DOT got to test out their new plowing and anti-icing fleet for East River bridge locations. The units, shown here with new DOT Commissioner Margaret Forgiione, performed well and displayed improved visibility and traction in their first winter storm challenge.

As we warn all operators about every year, winter storms are the single biggest cause of fleet crashes and injuries. We saw a 600% increase in crashes on the day of the storm.

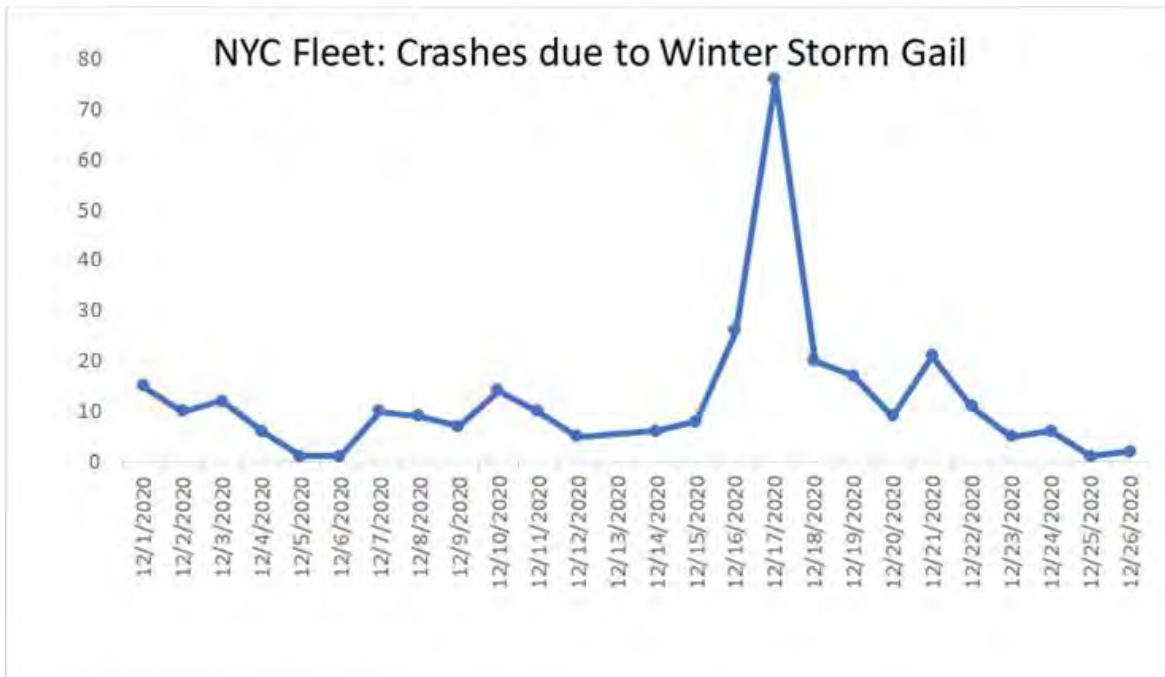
If you don't have to travel during or immediately after a storm, don't. If you are responding to the storm emergency, please be sure to conduct a thorough pre-trip inspection of the vehicle before-hand, checking windshield wipers, fluids, and tires. Drive slowly and

cautiously at all times. If your vehicle has four-wheel drive, use it.

Linked [here](#) are some further winter driving tips from the National Highway Traffic Safety Administration.

Whatever the event, NYC's public servants and fleet operators step up and get the job done. This will be a busy year. Let's do our work and do it safely. Also, congratulations to our long-time

colleagues and now commissioners at DSNY and DOT, who are leading two of NYC's most important agencies and fleet operations.



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Vision Zero NYC

In January 2014, Mayor Bill de Blasio announced a significant Vision Zero initiative for New York City with ambitious street re-design goals, new bike lanes, improved traffic rules, and better enforcement. Six years on, what does a Vision Zero NYC Fleet look like?

Words

Keith Kerman, Chief Fleet Officer, Deputy Commissioner, NYC Department of Citywide Administrative Services



NYC Chief Fleet Officer Keith Kerman.

Vision Zero is notable for its focus on re-engineering roadways to make driving safer. However, vehicles and drivers also have a critical role to play. In 2014, the NYC Mayor's Office of Operations introduced an inter-agency task force to spearhead Vision Zero. NYC Fleet at the Department of Citywide Administrative Services (DCAS) became one of the programme's leading agencies, focusing on the fleet's re-design to match roadway improvements.

NYC Fleet is the USA's largest municipal fleet with more than 30,000 vehicles. NYC Fleet also partners in managing thousands of other vehicles, including the New York Housing Authority and the city's almost 11,000 contracted school buses.

In the end, safety depends on the behaviours and interactions, each minute, of drivers, vehicles, cyclists, and pedestrians. NYC Fleet's charge in Vision Zero is to aggressively advance the safe design of

vehicles and the training of fleet operators, and to match, on the car and truck side, the work that City Department of Transportation (DOT) and NYPD are doing in road improvements and enforcement.

The fleet plan began with training. Each fleet operator spends a full day focused on safe driving and Vision Zero. They are also confronted by the stories of actual crashes in the hard-hitting film *Drive Like Your Family Lives Here*. So far, more than 65,000 staff from over 50 agencies have received training. DCAS recently developed an online version of the course to help address Covid-19 restrictions called Vision Zero Driver Safety Training Goes Online. DCAS and DOT also filmed a video to focus on safe driving for truck drivers and is testing virtual reality as a potential tool to improve hands-on driver training.

Increase focused driving

On the policy front, City DOT reduced the speed limit to 25 mph and introduced

feature



Above left
DCAS is exploring the potential of virtual reality for driver training.

Above right
To date, more than 65,000 staff from over 50 agencies have received training in safe driving and Vision Zero.

“NYC Fleet’s charge in Vision Zero is to aggressively advance the safe design of vehicles and the training of fleet operators, and to match, on the car and truck side, the work that City DOT and NYPD are doing in road improvements and enforcement.”

speed cameras while NYC Fleet took on the problem of distracted driving. A DCAS review found that distraction from hands-free use is just as potentially dangerous as hand-held phone use and barred it for city fleet operators. Our campaign is simple. The only safe driving is focused driving.

NYC Fleet doesn’t just instruct on behaviours, it also monitors and reports on them. Until adopting Vision Zero, the city had not collected crash information for agencies in one place. DCAS established the first CRASH database to enable the analysis of trends, including the agencies and vehicles involved in crashes, any resulting injuries, weather conditions, and what the driver was doing. NYC can spend upwards of US\$125 million (£92 million) in litigation just for its fleet in any given year. Understanding trends helps inform steps to reduce fatalities and injuries and the associated costs and property damage.

Among many findings, CRASH tracking showed how prevalent rear-end crashes were in causing injuries and damage. Rear-ends are preventable through a combination of training, proper driving, and investment in technologies such as automatic braking systems.

NYC Fleet also tracks driving behaviours with the most extensive public vehicle live-tracking programme in North America, currently tracking 23,000 units. DCAS established a fleet command centre, called the FORT (Fleet Office of Real-Time Tracking). All through each day, agencies receive live alerts of speeding, failure to use seatbelts, possible crash situations, and potential misuse of fleet units. Agencies also receive regular Safety Index scoring by vehicle that includes speed, seatbelts, and crashes, and potential indicators of unsafe driving such as hard braking, accelerating, harsh cornering and turns. The goal is to improve driving

behaviours before they result in crashes.

Possibly the most critical innovation, however, is in the design of the NYC fleet vehicles. NYC operates more than 100 different types of units. Specifications are developed through technical supervisors from the vital fleet agencies such as NYPD, FDNY (Fire Department of New York), DSNY (Department New York City Sanitation), DOT, DEP (Department of Environmental Protection), Parks, Correction, and others. DCAS partnered with the Volpe Centre at US Federal DOT on a comprehensive plan to improve safety specifications, called the Vision Zero [Safe Fleet Transition Plan](#) (SFTP).

With DCAS, Volpe has interviewed all the agency specifications experts and carried out extensive safety research. The first report was on truck side-guards, the [Volpe Final Report on Truck Sideguards for Vision Zero](#). While common in the UK and Europe, side rails are almost unheard of in North America. DCAS set out to install truck side-guards throughout its fleet through retrofits and new vehicle procurement. NYC also passed a local law requiring this innovation on all city fleet and commercial waste trucks. Through 2020, more than 3,500 city trucks (approx 80%) now have side-guards.

NYC received national recognition for this initiative in 2016. National legislation is now pending and is being pushed by the advocacy community.

Safety improvements on NYC fleet

In addition to truck side-guards, the Safe Fleet Transition Plan sets out a series of safety improvements throughout the NYC Fleet. The plan establishes required safety outfitting for new vehicle acquisitions and outlines practices that will be tested or implemented for target fleets.

feature



NYC Fleet has implemented more than 55,000 safety upgrades to its vehicles since 2017, including the addition to side-guards to approximately 80% of the city's trucks.

SFTP investments include automatic braking, driver-alert systems, heated mirrors, back-up cameras and alerts, side-guards for trucks, telematics trackers, and car cams. In total, NYC Fleet has implemented more than 55,000 safety upgrades since 2017, and these efforts continue.

In early 2020, city trucks were involved in a series of tragic fleet events. Line-of-sight obstruction for truck operators is a crucial area of concern. In 2018, DCAS announced it would pursue high-vision trucks wherever possible. In conventional lorries, with the engine in front of the driver, line of sight can be 20 feet or more. High-vision trucks promise greatly improved sightlines. However, there is limited availability in the US. As DCAS pushes for more market offerings, fleet is also launching a retrofit programme of surround cameras for trucks. In 2020, DCAS procured 1,250 surround systems, which will be installed throughout 2021.

NYC Fleet is also partnering with US and City DOT on a [longer-term project to study connected vehicle technology](#). NYC is one of three cities in the US implementing this programme, which will see up to 5,000 city fleet units retrofitted with technology that aims to test vehicle-to-vehicle and vehicle-to-infrastructure capacities.

Executive Order 53

One fleet can't change vehicle design in the industry on its own. NYC Fleet's drive for safer vehicles depends on these models being more widely available. To help spur change, Mayor de Blasio announced Executive Order 53 of 2020, which extends the Safe Fleet Transition Plan to private, non-profit, and other public fleets operating in NYC and widely promoting these life-saving steps.

NYC has also hosted a series of influential Fleet Safety Forums to bring advocacy, fleet,

and industry groups together to prioritise safety. Commercial and public fleets can change the vehicle market by working together. Among the changes NYC Fleet would like to see is the separation of safety and luxury options in the sale of fleet vehicles. A fleet operator should not have to buy leather seats, a sunroof, and an entertainment package to get automatic braking, heated mirrors, and driver safety alerts on their vehicle.

Progression

All these efforts are aimed at one thing: reducing the instances and severity of crashes. While there is much more to do, NYC Fleet sees progress. Fatal vehicle events involving the non-emergency city fleet have declined over 75% since the initiative launched in 2014. Crashes and injuries per mile have also declined as reported in the fleet section of the City's Mayor's Management Report. Fleet achieved demonstrable improvements in safe driving behaviours after our first full year of live fleet tracking, though some gains have been lost during the Covid-19 pandemic.

For NYC and fleet, Vision Zero is a long-term commitment. It is also an example of how we can all work together to pursue common aims. NYC brought Vision Zero from Europe to the US, and now Vision Zero is spreading to other US cities. Fleets have a tremendous amount to learn from each other as we pursue our common service, safety, and sustainability goals.

For more information:

For more detail on the NYC Fleet Vision Zero efforts, please visit the [Vision Zero section of the NYC Fleet website](#). You can also email NYCFleet@dcas.nyc.gov if you have any specific questions.

DCAS Rolls Out Fast EV Charging for Fleet and Public

By: Keith T. Kerman

This week, DCAS announced major progress on the development of a citywide EV fast charging network for City fleet vehicles. NYC Fleet has now completed 58 of at least 100 fast chargers to be installed by this summer. Ten separate City agencies now have fast charging in addition to regular charging to support our growing fleet of electric vehicles. NYC Fleet now operates over 1,000 charging ports, the largest such network in NY State. The charging network includes 87 mobile solar carports, the largest such project in the world.

In addition, two of the fast charging hubs, at Randall's Island in Manhattan and Midland Beach in Staten Island, will also be available for use by the general public. The rules for public access can be found [here](#). By the summer, DCAS plans to have public access to at least five locations, including one in each borough.

NYC Fleet EV Charging Network as of 12/09/2020



Total 1,019 Electrical Charging Ports Across 706 Stations

- 873 Charging Ports / 560 Reg Stations
- 87 Solar Carports
- 58 DC Fast Chargers
- 1 Mobi Mobile Charger

In February 2020, Mayor de Blasio signed an executive order calling for NYC to transition to all-electric vehicles by 2040.

Most of fleet's existing charging had been level 2, slow chargers, most appropriate for overnight charging.

Expansion of the electric fleet, especially to medium and heavy-duty trucks, will require fast charging. This will enable vehicles to charge throughout the day and support different types of fleet operations and schedules.

In May 2019, DCAS received \$14 million in capital funding from OMB to complete the solar carport initiative and to introduce fast charging. The solar carports were completed last year. In general, this project is on schedule, on budget, and expected to be complete this summer.



At the same time, as we grow the EV charging network, DCAS is bidding contracts for all-electric fleet vehicles including garbage trucks for Parks, EV SUVs, pickups, vans, and Class 3-4 trucks. Fleet operates nearly 10,000 of these units. These contracts will play a major role in the EV transition. DSNY and NYPD will also be testing new electric units.

Thanks to Assistant Fleet Commissioner Brent Taylor, Director of Fleet Sustainability Jon Ells, Chief of Staff Sherry Lee, DCAS Procurement, NYC Parks which is hosting the public EV sites, and all our agency partners for their terrific progress on this important effort.

It's been a hopeful and optimistic two weeks in our country and city including President Biden's announcement that the federal government fleet will follow NYC's lead and go all-electric. Our new EV charging network is a concrete example of the type of infrastructure investment that can spur a transition to alternative vehicles and fuels, clean the air, reduce maintenance costs, and help address climate change. The DCAS announcement can be seen [here](#).

Check out past editions of the Fleet Newsletter

[NYC Fleet Newsletter 332, January 13, 2021](#): Winter Fleet Operations

[NYC Fleet Newsletter 331, December 30, 2020](#): NYC Fleet Year in Review, 2020

[NYC Fleet Newsletter 330, December 23, 2020](#): Fleet Salutes Cliff Francis, DCAS Quality Assurance

[NYC Fleet Newsletter 329, December 16, 2020](#): Increasing Diversity in Fleet Service Suppliers

[NYC Fleet Newsletter 328, December 4, 2020](#): In NY State, All Passengers Must Buckle Up!

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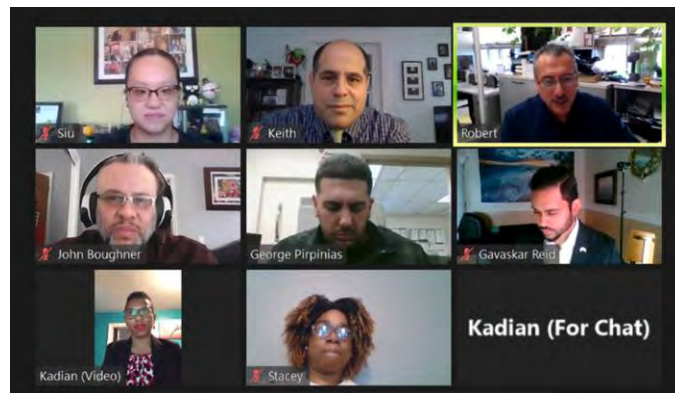


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Promoting NYC Fleet Careers

By: Keith T. Kerman and Henry Cornejo

This week, we would like to spotlight two NYC employees, George Pirpinias, NYPD Fleet, and Robert Bernacett, DOT Fleet, who were the guest speakers for the Automotive Careers in City Government Panel hosted by the DCAS Office of Citywide Recruitment on January 21, 2021. The purpose of the panel was to introduce students, recent graduates from Career and Technical Education (CTE) schools, and anyone else interested, to automotive career opportunities within city agencies and to highlight the current civil service exam for Automotive Service Workers (ASW). Both George and Robert began their careers as ASWs and were promoted up the ranks, demonstrating this important career path.



George Pirpinias has been with NYPD since 2008 and was promoted to Body Shop Mechanic from Auto Service Worker. For George, automotive is a family affair. His father was a mechanic for the NYPD and cars were a way of life for George. "I'd be right next to my dad," recalls George, "as he was working on a car in the garage." Early on, George was determined to follow his father's footsteps as a mechanic with the City. George attended Francis Lewis High School and also the New York Automotive and Diesel Institute. After a little private sector experience, he joined the City fleet as an ASW in 2008. In 2012, he was promoted to Auto Mechanic at NYPD Shop 1 in Queens where he currently works. George says "I love what I do, but most importantly I love that I can take a beaten vehicle and bring it back to life."

"There's always work to be done at the shop", George says. Shop 1 receives vehicles with varying degrees of problems, from minor fender benders to severely damaged vehicles. As a Body Shop Mechanic, George focuses on repairing the external frame and look of the vehicle, but also makes sure all internal components are in proper condition. When not working on NYPD vehicles, you can find George spending time with his family or working on his own vehicles, especially his fox-body Ford Mustang.



Robert Bernacett of DOT Fleet also began as an Auto Service Worker for NYPD. However, in his case, it was 45 years ago in 1976. He got his training at Brooklyn Automotive High School. Robert's Mom encouraged him to pursue an automotive career since the world would always need mechanics. This is as true now as it was then, and Robert continues his service to NYC.

From NYPD, Robert joined DOT Fleet Services in 1979 and never looked back, soon being promoted to an auto mechanic. "If it wasn't for mechanics," explains Robert, "things wouldn't move and operations would suffer. Being able to use your skills to find efficient solutions to difficult problems is why I loved being a mechanic."

Robert's career progress didn't stop there. Thanks to his experience and seriousness, Robert became a supervisor of mechanics for 12 years, then chief of operations for 2 years, and finally director of fleet allocations at Harper Street Yards.

In his current role as director, Robert makes sure that all vehicles DOT acquires are processed, registered into the Fleet Focus System, and distributed to the different divisions within DOT. Across six decades, Robert has seen the automotive profession evolve. "There is a very high demand of ASWs now and it's probably the best time to become one as well. Technology changes every year and having the ability to be a part of that is very exciting. If you put your mind together and believe you can do better, it is possible!" When he's not working, you can find Robert maintaining his own vehicles and practicing with his bass guitar to George Benson tunes.



George and Robert joined NYC Fleet Chief Keith Kerman to promote automotive careers to over 100 students and others on the recruitment call. The City Talk program was put together by Kadian Outar, Executive Director of the Office of Citywide Equity and Inclusion (OCEI) and John Boughner, Deputy Director of the Office Citywide Recruitment, who also discussed City government careers in general and how to pursue the ASW exam. Thanks also to Siu Cheng and Stacey Jacob of DCAS OCEI, and Reid Gavaskar, DOE CTE for partnering on the event. To learn more about NYC jobs and careers, please go to nyc.gov/jobs. To learn more about the civil service process, go to [DCAS's website](#).

Thanks to DOT, NYPD, DOE, and DCAS OCEI for supporting this important effort.

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Vision Zero Webinar, Partnering for Fleet Safety

By: Keith T. Kerman and Eric Richardson

One fleet alone, even a large one like ours, can not move the fleet industry or compel changes in safety or sustainable technology. We operate over 30,000 fleet units, the largest municipal fleet in the US and nearly 1% of all government vehicles in the country. Still, there are over 8.5 million commercial and government fleet units.

It is critical that we partner far and wide to advocate and compel sustainable fleet development. In Executive Order 53 of 2020, Mayor de Blasio charged DCAS with this very effort, to create a Fleets of the Future network to lead a charge for sustainable and safe fleet development among public, private, and non-profit fleets.



Original Safe Fleet Transition Plan.

On February 10, the National Vision Zero Network and Together for Safer Roads (TSR) coordinated a webinar with fleets throughout the country and internationally to promote safe fleet development. Transport for London (TFL) and NYC Fleet joined the US DOT Volpe Center to discuss the latest in safe fleet design and discuss ways to further work together.

Truck Sideguards for Vision Zero

Review and technical recommendations for Safe Fleet Transition Plan pilot deployment

Alexander K Epstein, Ph.D., Sean Peirce, Andrew Breck, Coralie Cooper, and Erin Segev



December 2014
DOT-VNTSC-DCAS-14-01

Prepared for
Department of Citywide Administrative Services
City of New York

NYC
Citywide Administrative
Services

U.S. Department of Transportation
John A. Volpe National Transportation Systems Center

Volpe

Truck Sideguard Report.

The Vision Zero Network and Together for Safer Roads are non-profit partners who are helping to take the safe fleet message to all corners of our country and globe. DCAS has partnered with TSR on a Global Fleet Leadership initiative focused on promoting safety for medium-sized commercial fleets. Transport for London brought an international perspective to the webinar, discussing their successful and self-funding FORS initiative. FORS stands for Fleet Operator Recognition Scheme and is a comprehensive safety certification program for commercial fleets working as part of government contracts. More information on FORS can be on the [FORS Homepage](#). FORS could be a model for similar efforts in the states.

NYC Fleet's presentation for the webinar can be found [here](#). Fleet Vision International published a related piece on Vision Zero and NYC Fleet, [here](#).

NYC Fleet would like to thank Leah Shahum and Jenn Foxx from the [Vision Zero Network](#) as well as Dave Braunstein and Noah Budnick from [Together for Safer Roads](#) for organizing the webinar and our fellow presenters Dr. Alex Epstein from the Volpe Center and Peter Binhman from Transport for London for their participation and insight.

This webinar was an extension of our partnership with US DOT. Since 2015, DCAS and Volpe have worked together, led by Dr. Alexander Epstein and NYC Deputy Fleet Chief Eric Richardson. We have published a series of reports with US DOT including on [truck side-guards](#), our [original Safe Fleet Transition Plan \(SFTP\)](#) to organize safe design of fleet vehicles, and our [first SFTP update](#). We are working with Volpe now on a follow-up SFTP report focused on commercial trucks and on our first Clean Fleet Transition Plan (CFTP).

Volpe has also worked with other cities including Boston and Cambridge and with the National Association of City Transportation Officials (NACTO) on additional reports on vehicle redesign, two of which are linked here:

[“Leveraging City Fleets and Purchasing Power for Vision Zero”](#) and [“Best Practices for Redesigning Large Vehicles in Urban Environments”](#).

Safe Fleet Transition Plan Update 2018 - 2019

Best Practice Technologies and Processes

Alexander K Epstein, Ph.D. and Rebecca Kirazas



NYC DCAS

Citywide Administrative Services

November 2018

DOT-VNTSC-DCAS-18-01

Prepared for:

Department of Citywide Administrative Services

City of New York

U.S. Department of Transportation
John A. Volpe National Transportation Systems Center

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Safe Fleet Transition Plan Update 2018-2019

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Testimony, DCAS

Intro 2027 regarding Electrification of Helicopters and Related Units

Hi. My name is Keith Kerman and I am a Deputy Commissioner at the Department of Citywide Administrative Services and NYC's Chief Fleet Officer. Thank you for allowing me to testify and discuss Intro 2027 regarding a study of the electric vertical takeoff and lift sector (EVTOL), or in simpler language, electric helicopters.

In Feb. 2020, Mayor de Blasio signed Executive Order 53 committing NYC to transition to an all-electric fleet by 2040. We are already making important progress with over 2,800 plug-in units and over 1,000 electric chargers. Just recently DCAS announced the completion of Phase 1 of our Fast Charging initiative with 61 fast chargers now complete for City fleet units including three with public access, Midland Beach and Ocean Breeze Facility in Staten Island and Randalls Island Park in Manhattan.

We already have sedans, SUVs, mini-vans, cross-overs, off-road, and other fleet units with plug in capacity, and DCAS will be establishing contracts for many additional types of vehicles in 2021 including small garbage trucks for Parks, pickups, vans and small work trucks. We will also be working to test and develop electric units for policing, sanitation, and fire.

In time, we also want to see our aviation units join in this clean energy fleet transition. NYC currently operates 9 helicopters. The NYPD has 7 helicopters, four of which are used for patrol, 2 for air and sea rescue, and for 1 training. These are operated by the NYPD aviation unit operating out of Floyd Bennett Field in Brooklyn. DEP and Health also have aviation units with both currently operating one aircraft. DOHMH uses their helicopter in disease control operations such as West Nile Virus while the DEP unit is used for law enforcement. The DOHMH unit is based in Suffolk County and the DEP unit in Wappingers Falls in Dutchess County, NY.

The City uses over 185,000 gallons of jet fuel annually, procured through DCAS, to power the existing helicopter fleets.

There has been early market research, testing, and development of electric aviation units, both manned and unmanned. DCAS looks forward to researching these options further, meeting with vendors and regulators in this area, and reporting our findings as to the state of the market, battery charging issues, and regulatory concerns. EVTOL holds the promise of zero emissions and low noise aviation units and other related developments including possible autonomous operation. Advances in electric battery capacity and density will be critical to the successful introduction of these options.

We look forward to exploring this new area of electrification with you while continuing to grow our vehicle electrification efforts as well. Thank you for inviting us to join you today.

A Long, Fast Trip to Jail. Thwarting Fleet Thefts.

By: Keith T. Kerman

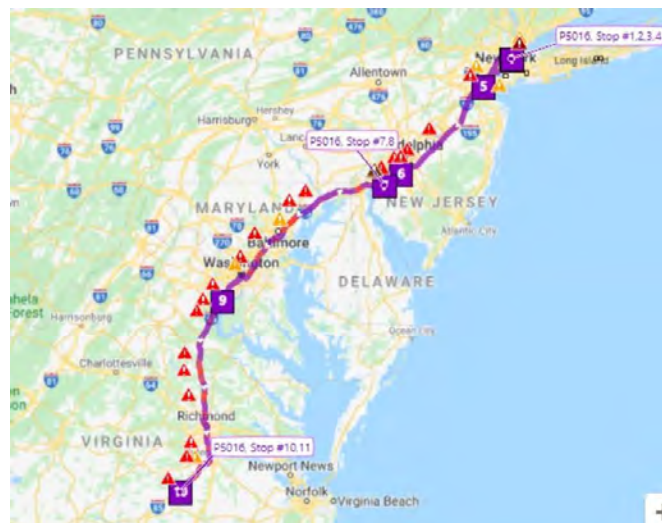
In the last year, we have seen an increase in theft and vandalism tied to City fleet units and equipment. On and off-road equipment has been stolen, including in some brazen ways such as impersonation of towing companies.

Theft themes have included catalytic converters, especially on Prius units, and theft of off-road John Deere gators and other off-road units. The New York Times reported recently on nationwide thefts of catalytic converters, showing this is part of a larger trend. In 2019, NYPD worked with DCAS and City agencies to stop a previous theft ring of converters. You can read about it in [NYC Fleet Newsletter Issue 259](#).

DCAS tracks all theft and vandalism in the CRASH module of NYC Fleet Focus. When learning of a theft, we will also immediately reach out to NYPD, DOI, and the National Insurance Crime Bureau (NICB).

It is critical that all thefts and vandalisms be reported to NYPD and DCAS Fleet immediately when they happen. The faster thefts are reported, the better the chance of recovering the vehicle. Stolen public vehicles could also be used in the commission of crimes or violent acts. It is critical we prioritize recovery.

Recently, NYPD, Parks, and DCAS were able to use fleet tracking with the support of the Virginia State Police to coordinate the arrest of a group that stole a Parks pick-up truck. The thieves took the pick-up and rushed at high speeds to Virginia. Our Fleet Office of Real-Time Tracking (FORT) mapped their paths with automated and real-time system alerts screaming constantly. Thanks to good work at Parks and NYPD, the thieves rushed right into the hands of the police. For more information on this, check out [the Daily News article](#).



Screenshot of the route the thieves drove the pickup truck until they were apprehended.

In partnership with the NYPD Law Enforcement Unit at NYPD Fleet Services, we remind City staff of the following guidelines to safeguard our equipment:

- Secure vehicles including locking doors, closing windows, and never leaving keys in vehicles that are unattended.
- Make sure that tracking units are operational for all on-road fleet units. Please reach out to DCAS Fleet to address any units not reporting.
- No equipment should be scheduled for pick up by vendors or dealers during off-hours or weekends. This should be clearly understood by all agency security employees who also should be placed on the alert for potential equipment thieves.
- No person or representative of a vendor or dealer, driver or tow operator, should be permitted to enter City agency property or take control of any asset unless the agency has foreknowledge of the removal. Tow staff must produce valid government-issued photo ID. Agencies should take pictures or copies of this ID and the license of the towing units. If there are any questions about an equipment removal, contact DCAS immediately before the tow unit is removed.
- Should any unauthorized person(s) attempt to enter a City facility to remove equipment and refuse or lack appropriate photo identification, 911 should be called immediately to report a suspicious person. A full description of the person(s) and any vehicles involved including make, model, color, and license plate should be given to the 911 operator.
- Agencies should take steps to secure off-road equipment such as gators, generators, Bobcat loaders, and light towers especially overnight. Easily movable equipment should be stored in a manner to deter theft. Avoid parking or storing equipment in locations that have been subject to previous thefts. Secure vehicles using fencing, block with other vehicles, install security cameras on parking areas when possible, or take other steps to deter or interrupt theft.

Working together we can prevent and address these thefts. Thank you for your attention and support to this important concern.

Interference with the GPS tracking devices can lead to administrative and criminal penalties.

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Fleet Spotlight: Oliver Redman II, DOT Fleet Services

By: Keith T. Kerman and Henry Cornejo

This week's newsletter places the fleet spotlight on Oliver Redman II, who is currently a supervisor of mechanics at the DOT's Hamilton Garage in Brooklyn.

Oliver has been with the City for over 30 years and has had a remarkable career. It all began at Automotive High School. Oliver was part of the Cooperative Education Program (COOP), where high school students are given an automotive-based apprenticeship with a City agency to gain work experience. This program continues today with our Career and Technical Education (CTE) partnership with the Department of Education. (I, Keith Kerman, was in COOP as well back in public high school in 1986, although in a different state.)

Oliver was placed with the Parks Department and gained practical hands-on experience and skills from the summer of 1985 until graduating high school in the summer of 1986. After high school, Oliver transitioned from being an apprentice to a full-time City employee, starting as a provisional senior auto service worker with Parks from September 1986 to 1989.

He became a permanent senior auto service worker with NYCHA in 1989. In June 1992, he passed a promotional test and became a full auto mechanic with NYCHA. In January 1993, he joined DOT as a mechanic, being picked up off the civil service list. At this point, Oliver's career was a prime example of a career pathway that starts with an automotive high school internship, goes to auto service worker, and then, quickly in his case, to auto mechanic.

With DOT, from 1993 to 2016, Oliver focused on maintaining and repairing fleet trucks and equipment from different DOT divisions. DOT's street maintaining equipment is some of fleet's most complex. Oliver helped ensure our street repair crews had safe and reliable equipment and kept DOT's fleet going during hurricanes, snowstorms, and other emergencies.



In 2016, Oliver's promotional track continued and he became a supervisor of mechanical equipment. In 2017, he was assigned to Hamilton Garage where he works today. Oliver supervises nine mechanics who are repairing 10 to 20 fleet units a day. He oversees repair work and preventive maintenance, ensures the fleet system is administered, and coordinates with DOT's operating divisions and fleet users. Oliver has also used his years of experience to train and mentor new mechanics, stressing quality work. "This is a great job," states Oliver, "with great benefits and opportunities for growth." No one exemplifies that better than Oliver himself.

When he's not working, Oliver spends his time with his family, planning his next trip, or with his motorcycles, specifically his 2003 Kawasaki ZX-9 Ninja.

Oliver has effectively and proudly served NYC, Parks, and DOT across five decades. DCAS, NYC Fleet, and DOT congratulate and thank him for his dedication.

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Fleet Staff Assisting at Vaccine Sites

By: Keith Kerman and Nate Koszer

It's now been one year since COVID-19 changed all of our lives. In our newsletters, we've reported on all the ways fleet staff citywide have assumed new roles to support the emergency response. We've done street-side fueling of ambulances, worked on procurement of medical supplies, helped distribute food and air conditioners, organized hazmat cleanings, and supported The Office of Chief Medical Examiner. We are now assisting in the most hopeful of all roles, serving at the City's Vaccine Hubs.

Since early February, five DCAS Fleet staff, so far, have been spending their weekdays and some weekends assisting New Yorkers who have appointments at City-run vaccine sites, known as hubs to the public and as PODs, Points Of Dispensing, to staff. Our DCAS staff have joined volunteers from DOHMH, other City agencies, the private sector, and medical professionals and EMTs operating the sites.



Volunteers perform various tasks depending on the site needs. While the actual vaccine injections are given by trained medical professionals, support staff assist with PPE and other supplies for the medical staff. Volunteers help recipients navigate the lines in the centers and ensure they have their appointments set for their second shots. Some volunteers assist disabled and non-English speaking vaccine recipients in accessing available accommodations, and City staff volunteers assist with general site coordination as needed.

City-run hubs are located in high schools across the five boroughs, utilizing gyms and cafeterias as makeshift clinics, teachers lounges as break rooms, and locker rooms as rest and observation centers to make sure vaccine recipients don't have an adverse reaction. Operations are all on the first floor to ensure accessibility. The use of the schools for this medical purpose was a large coordination project, with extensive scheduling needs, the need to minimize impacts to school educational programs, and the challenge of explaining this new and critical process to participants.

“It’s a long day, and we all have the same objective. Get people in, vaccinated, and out” said DCAS Fleet volunteer Veronica Rodriguez. Every worker did their very best to ensure their step in the process went smoothly. According to our volunteers, this effort was noticed and appreciated. Despite the lines and confusion, volunteers and workers received a constant outpouring of gratitude from vaccine recipients. It was a happy experience for nearly all involved. Selfies were commonplace and some vaccine recipients shed tears of happiness, finally able to let go of some of the anxiety that has followed them for an entire year.



Our staff is proud to be able to support this effort. We want to thank the DCAS Fleet staff participating including Vincent Stephens, Marcin Gubernat, Veronica Rodriguez, Jason Li, and Latia Riley. We also want to recognize all the health professionals, National Guard and security, and other DCAS and agency volunteers leading the charge to vaccinate our fellow New Yorkers and shining the light at the end of this tunnel.

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It's Still Not Your Car. It's a Public NYC Fleet Vehicle.

By: Keith T. Kerman

On January 4, 2019, [Fleet Newsletter Issue #248](#), we reminded all City employees that NYC Fleet units are for City purposes only. Fleet vehicles are not an exception to rules prohibiting personal use of City resources. City cars, fuel, EZ Passes, auto-parts, and repair bays are not yours to use personally.

On February 25, 2020, Alexander Kipp of the Conflict of Interest Board (COIB) presented at our Fleet Federation inter-agency meeting to further discuss the rules governing proper use of fleet units. In his engaging way, Alexander reviewed the role of COIB, the differences between COIB and DOI, and the rules governing proper use of City resources. Alexander reviewed some past cases of vehicle misuse that have impacted City agencies. COIB issues public announcements of fines, penalties, and other actions taken in response to the misuse of City resources. Too often, these involve City cars, EZ Passes, parking permits, fuel, or other fleet resources.

All commuters must have a signed and approved commuter form on file. At the meeting, DCAS reminded agencies, and does so again here, that effective December 3, 2020, any request to authorize a new employee for commuting privileges must receive pre-approval through DCAS and OMB. Staff who do not receive this pre-approval may not commute. Commuting is for operational and documented emergency purposes only. Agencies may not provide vehicles as perks or for employment considerations. Employees who are authorized to commute may only use the City vehicle for that commute to any approved home location and for minor incidental trips to and from on that approved route.

It's not your personal car once you get home. Your family or friends may never be in the car except in the infrequent cases of City-sponsored special events where this allowance is given.

As part of [Executive Order 41 of 2019](#), the number of individuals authorized to commute must be reduced by at least 500 by June 30, 2021. As part of that same order, DCAS has installed live tracking on the on-road vehicles from most City agencies. It is our obligation to know where City-owned vehicles are at all times. Employees are reminded to ensure that their vehicle use meets the appearance and reality of proper use at all times.

Any agency or employee who has a question about whether their use of a City vehicle is appropriate or allowed must make an inquiry on the issue to DCAS or COIB. DCAS will consult with COIB, DOI, Law, and others as necessary to resolve any question of appropriate vehicle use. All authorized drivers have been required to review and acknowledge the fleet

rules. These can be downloaded through Employee Self-Service (ESS) for all employees and also be found on the [DCAS Fleet internet site](#). It is the responsibility of agencies and operators to adhere to the rules and to ask if there are any questions on acceptable use.

City vehicles are very public and visible units. Please set the best example at all times.

COVID-19 Safety Reminder

For all fleet drivers, please be reminded to wear a mask when operating a fleet vehicle with others in the vehicle. Attached again are the [Department of Health's COVID-19 Safety Guidelines relating to vehicle operation](#).

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NYC Fleet Spotlight: Dina Luddeni, FDNY Safety

By: Nate Koszer

This week's newsletter places the fleet spotlight on Dina Luddeni, executive assistant for the chief of safety at FDNY.

Dina has worked at FDNY since 2012, starting in the Human Resources Department before moving into her current role in 2015. Before working for FDNY, she served as operations manager for the community-based program Associates for Bilingual Child Development, and before that worked for Citibank.

Dina's main role is leading the fleet collision tracking unit for FDNY. Dina oversaw a significant transformation of this unit, with the most notable change being crash reports going fully paperless in October 2020. As anyone who has been in a crash knows, there can be a lot of paperwork and administrative burden. FDNY now uses portable computers to record and track crashes in real-time from the location of the crashes. The system can scan in driver's license information, registrations, and even insurance information at the scene, leaving only the State MV-104 and police report to be completed and tracked down manually.



This improvement in the internal FDNY process also provides NYC Fleet with almost immediate alerts of collisions that occur where an injury has been recorded at the scene. FDNY is working with DCAS and NYC Fleet to use this new system to expedite the upload of all crash documents into the CRASH tracking module as part of the citywide fleet system, NYC Fleet Focus, which is in the official system of records for fleet crashes.

Dina also serves as FDNY liaison to Mayor de Blasio's Vision Zero Fleet Working Group. This group holds meetings at least once a month to speak about fleet safety systems, vehicle collisions, and education and outreach.

Dina is also involved with HR-related tasks for FDNY safety and assists with drafting and tracking grant requests for tools, travel, and training. Since 9/11, the required training for firefighters has changed significantly, and funding for that training needs to be obtained and tracked. Recently, Dina has been assisting DCAS with getting more FDNY employees signed on to take our new

online Vision Zero Safe Driving course and we greatly appreciate her assistance. Over 400 FDNY staff have enrolled in online fleet safety training in just the last month.

Dina and her husband Ralph, who works at DSNY, are both considered essential workers and have been working throughout the entire COVID-19 pandemic. As parents of a 3-year-old and 6-year-old, they have had to manage both working and providing learning from home. While the last year has been a difficult journey for the family, as it has been for so many others, they have found joy and balance in weekly trips with their children to the City's parks.

FDNY Safety Deputy Assistant Chief Michael V. Meyers stated that "Dina is an incredible asset to the Safety Command. She works tirelessly and diligently to get the job done. All the work she does is a testament to her commitment to safety. She works seamlessly with all members of the command to help us achieve our desired goal, which is to send each of our FDNY employees home to their loved ones safe and sound. She is a testament to hard work and dedication and a role model for all."

Thanks to Dina for her commitment to fleet safety and her dedication, along with all of FDNY, during this trying year.

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DCAS, US DOT Kick Off Clean Fleet Transition Plan

By: Keith Kerman

In 2017, DCAS and the US DOT Volpe Center completed our first [Safe Fleet Transition Plan \(SFTP\)](#) as part of Vision Zero. This plan is a comprehensive outline of safety improvements for the design and operation of City vehicles. The original SFTP followed a [report on truck side-guards](#) completed by DCAS and US DOT in 2015. The SFTP was [updated in 2018](#) and DCAS hopes to have more to announce on the next phases of the safety plan soon.

[Mayoral Executive Order 53 of 2020](#) codified the Safe Fleet Transition program. The order also called on DCAS to develop and publish a similar Clean Fleet Transition Plan (CFTP) for electrifying and cleaning our full scope of City fleet units.

EO 53 requires the City of New York to go all-electric for its 30,000 vehicles by 2040. The CFTP will delve in detail into this effort, outlining available fleet and charging options in each category of fleet operation and identifying areas where we need to push for further market development. The City of New York tracks 160 separate types of fleet units in the fleet management system called NYC Fleet Focus. With so many types of fleet units, electrification is a complex challenge. The CFTP will also look at opportunities and barriers for charging vehicles as the electrification program scales up, and at interim steps such as further hybrid implementation for areas where electric is not yet available.

In addition to discussing the City fleet, this plan will also be part of our Fleets of the Future effort and will offer a blueprint for private commercial fleets and other public fleets to follow our lead.

Dr. Alexander Epstein oversees transportation energy sustainability and vehicle-based safety projects at the Volpe Center and will again lead our efforts on the US DOT side. Volpe has already conducted entrance meetings with all the major fleet agencies including NYPD, FDNY, DSNY, DEP, Parks, DOT, and DOC as well as NYCHA. Eric Richardson and Jon Eills will lead the effort for the City. The release of the first CFTP is planned for the end of 2021. The plan will be updated every two years.

Thanks to US DOT Volpe, all the fleet agencies, and DCAS Legal and Procurement for their work on the clean and safe fleet initiative.

Congratulations to Joel Rosenblatt, Parks

Congratulations to Park Supervisor at Parks Fleet Services Joel Rosenblatt on his retirement after 40 years with NYC Parks. Shown below with a vehicle from those olden days, Joel is a

dedicated parkie who is always ready to lend a hand and help fleet get its work done. Best wishes on a safe and happy retirement.



COVID-19 Safety Reminder

For all fleet drivers, please be reminded to wear a mask when operating a fleet vehicle with others in the vehicle. Attached again are the [Department of Health's COVID-19 Safety Guidelines relating to vehicle operation.](#)

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[NYC Fleet Newsletter 340, March 29, 2021:](#) NYC Fleet Spotlight: Dina Luddeni, FDNY Safety

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[NYC Fleet Newsletter 337, March 5, 2021:](#) NYC Fleet Newsletter 337: Fleet Spotlight: Oliver Redman II, DOT Fleet Services

[NYC Fleet Newsletter 336, February 25, 2021:](#) A Long, Fast Trip to Jail. Thwarting Fleet Thefts.

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Internal combustion is our past. Electric is our future.

Keith T. Kerman, NYC's Chief Fleet Officer, DCAS Deputy Commissioner



Intake, compression, power, and exhaust. The four basic steps of the internal combustion process. Thanks to this powerful innovation, the modern world as we know it was created. Our trains, cars, trucks, tanks, industry, and machines were all powered through liquid fuels and controlled explosions. Propelled by this technology and the industry it helped support, the United States became the most powerful economic and military force in world history. The internal combustion engine has in the blink of an eye, just 150 years, enabled humanity to reimagine the planet and create modern life. It is one of humanity's most transformative technologies, but now it's time we leave it in the past.

Need we forget, the premise of the combustion engine is controlled explosions. If you invited me to your house and I blew up something on your driveway, you might not want me back. Yet, that is exactly what I am doing when I drive over with my traditional combustion vehicle. And it's not just a couple of explosions. The speed of a vehicle engine is measured in revolutions per minute (RPM). Each revolution requires ignition of fuel. If your car is going 2,000 RPMs, then it's exploding 2,000 times per minute. No wonder our environment is at risk.

We all know about the air pollution gas-powered vehicles cause. The greenhouse gases that are blanketing and heating up our planet pose near-term risks to all human life. We are already feeling the impacts of a changing climate — forest fires, flooding, increasing temperatures, and more powerful storms. If your body temperature keeps going up, you are sick. If you can't get it under control, you pass on. Our planet's temperature is going up and we are all at risk.

Think about how quickly a single virus changed all our lives globally in the last year. Now imagine what climate change and its myriad of impacts will do long-term. The planet and all of the life it sustains hangs in the balance. Life that has evolved over 4.5 billion years has been placed at dire risk due to the consequences of the most recent 150 years.

In addition to the pollution, the noise created by the combustion engine and its level of maintenance make it remarkably inefficient. Going back to my visit to your house, I plan on bringing 10 pizzas for everyone. Would I be less welcome if I threw eight of them in your garbage can as soon as I arrived? Well, the traditional combustion engine wastes eight of every 10 gallons of fuel you place in it. Learn more from the federal government: [Where the Energy Goes: Gasoline Vehicles](#). It's as inefficient as it is polluting.

There is now a viable and available alternative. The electric vehicle industry is exploding as well, but figuratively, not literally. Electric vehicle models are being offered now in every type of vehicle: sedans, SUVs, pick-ups, vans, and trucks. Electric vehicles offer zero emissions at the tailpipe. In fact, there is no tailpipe. They can reduce maintenance costs over 60%, and they are quiet. (*Learn more about that from DCAS: [EV maintenance costs in NYC run lower than gas-powered cars.](#)*)

Electricity is of course nothing new. We plug in our TVs, our computers, our lights, and our appliances. Why not our cars? We don't wait for our house lights to rev up to be operational. We just turn them on. When you accelerate in a gas-powered car, it takes a while to rev up to peak acceleration. Electric cars, on the other hand, have what is known as instant torque, allowing them to reach peak acceleration much faster. Electric cars are also much more efficient, using 80% or more of the energy supplied to power the car forward. Last I checked, 80% is a lot better grade than 20%. It means reduced fuel costs too.

Power, efficiency, performance, reliability. Every combustion car commercial makes these claims. They are truer for electric vehicles, and without all the pollution and smell. Yes, battery range is an issue. Battery range is getting better, cheaper, and electric vehicle charging is going up in more and more places. For NYC, we're continuing to make

strides towards a greener tomorrow with the installation of [electric vehicle fast chargers throughout the five boroughs](#).

NYC's fleet already operates over 2,800 plug-in vehicles and over 1,000 charging stations. We plan to bring all 25,000 of our on-road vehicles to electric by 2040. If we can do it in New York, you can do it anywhere.

Mayor Announces School Busses Going Electric

By: Keith T. Kerman

On Earth Day, April 22, 2021, Mayor de Blasio, Schools Chancellor Meisha Porter, and Director of the Mayor's Office of Climate and Sustainability Ben Furnas announced that [the City's school busses will be going all-electric by 2035](#).

This matches the commitment in [Executive Order 53 of 2020](#) for the entire City fleet to do the same by 2040. The City will begin the transition with an order of 75 electric school busses. In a [recent op-ed](#) just in time for Earth Day, I discuss why transitioning to electric vehicles is the right move for us and our planet.



Working with DCAS, the Department of Education (DOE) now has its first two all-electric school busses, both Class A busses, serving up to 20 passengers. Both busses are ADA accessible and will have ranges of 80 to 100 miles per charge. DCAS procured the busses using NY State contracts and is also supplying the electric charging.

City mechanics will maintain these initial units through a shared services agreement between DOC, DOE, and DCAS. These two busses are not just the City's first electric school busses, but also the first City-owned school busses that are part of the NYC Fleet. School bus contractors currently operate the bus fleet citywide. Electric busses will end the exposure of children to bus engine pollution and idling. These busses will also reduce maintenance and fuel costs and be quieter.

These two electric school busses join over 2,800 City fleet units that are now plug-in, using over 1,040 EV fleet chargers, the largest electric fleet program in NY State. The electrification effort furthers the partnership between DCAS Fleet and the Office of Pupil Transportation (OPT). OPT joined the Fleet Federation meeting in 2018.

In addition to electrification, DCAS also tracks 10,695 school busses through its Fleet Office of Real-Time Tracking (FORT). Through FORT, DOE can get information about bus utilization,

safety practices, and maintenance. OPT is also participating in Vision Zero safety initiatives including the Vision Zero Interagency Fleet Working Group and safe driver training.

It was just [five years ago, at our annual fleet show](#), that we first displayed an early electric school bus for the first time. NYC is now launching one of the most important truck electrification projects in the country.

Thanks to DCAS Fleet Director of Sustainability Jon Ells; Jen Robertson of the Mayor's Office of Sustainability; Russ Buckley, David Cadigan, and the OPT team at the DOE; DOC Fleet Director Greg Dimesa; Masha Rudina, Roman Gofman, Stephen Stamo, Andrew Dworjan and the team at DCAS Procurement and Legal for their work on this project.

COVID-19 Safety Reminder

For all fleet drivers, please be reminded to wear a mask when operating a fleet vehicle with others in the vehicle. Attached again are the [Department of Health's COVID-19 Safety Guidelines relating to vehicle operation](#).

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Over 5,000 Drivers Complete Online Vision Zero Safety Training

By: Keith T. Kerman

Since 2014, DCAS and fleet agencies including DSNY, Parks, and DEP have provided nearly 70,000 fleet operators with an all-day safety training program. NYPD and FDNY do additional training beyond this initiative, focused on emergency vehicle response.

In [Fleet Newsletter 318](#) of August 2020, DCAS announced that we had moved the course to an online format to adjust for COVID-19 limitations.

A little over eight months later, we have now surpassed the 5,000 participant mark in our online format, with over 1,000 additional staff enrolled. Staff from 45 separate agencies and offices have participated including elected official offices, district attorney offices, and our client and Fleet Federation fleets.

DCAS discussed this progress at our annual All Agency Fleet Federation meeting on April 29.

The online training covers best practices for staying safe including following the speed limits, adhering to the three-second rule, wearing seatbelts, and avoiding distractions including our bar on hand-held and hands-free phone use by drivers. Drivers who

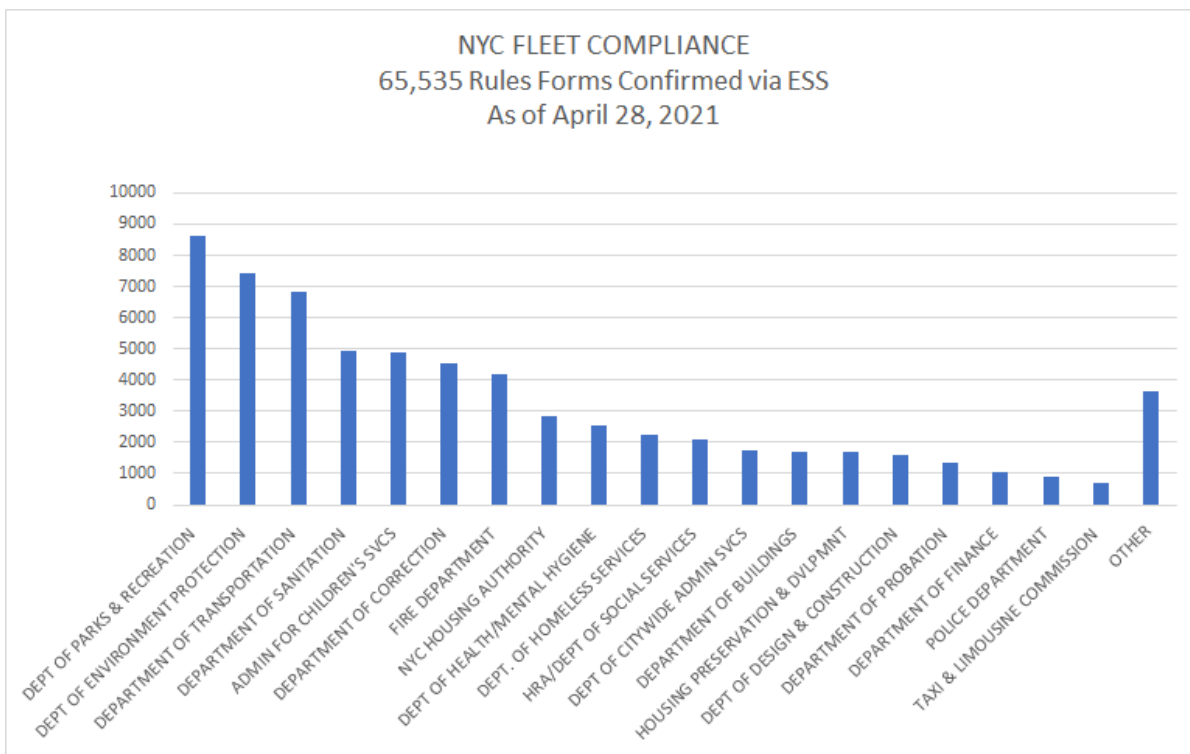
Vision Zero
NYC Fleet Online Safe Driver Training
 as of 4/27/2021

Agency	Registered	Completed
ACS	308	252
CCHR	12	11
CCRB	31	16
DCA	42	42
DCAS/MO	175	161
DDC	181	159
DEP	701	630
DHS	119	89
DOB	244	213
DOC	300	277
DOE / SCA	25	16
DOF	16	15
DOHMH	282	241
DOITT	22	21
DOP	99	86
DOTR	736	684
DPAR	1036	957
DSNY	2	1
ELECTED OFFICES	16	10
FDNY	805	474
HPD	17	15
HRA	206	200
NYCHA	258	231
NYPD	11	6
OCME	84	76
OTHER DCAS CLIENTS	66	49
QN DA	20	12
TLC	217	213
Total	6031	5157

complete the training are also eligible for discounts on vehicle insurance and a reduction in license points.

The program is open to all authorized fleet drivers and is paid for by DCAS. To enroll, operators should reach out to their vehicle coordinators. You can also find more driver training information including the fleet manual, driver rules, information about our telematics program, and more on our [NYC Fleet Training page](#).

The online training has proved to be an excellent complement to our fleet compliance efforts through Employee Self Service (ESS). Over 65,000 times, staff have downloaded fleet, fuel, commuting, and car share program rules through ESS, in addition to those who have signed for those rules in paper.



We have also begun a program of safety training through video conference sites and look forward to restarting in-person training as soon as possible. DCAS plans to maintain the online option even when in-person courses continue.

Thanks to Deputy Chief Fleet Management Officer Eric Richardson who manages our Vision Zero efforts, and to Marcin Gubernat, Nate Koszer, Veronica Rodriguez, and Jason Li who developed the online program. We encourage all fleet operators to get up to date on this training, which is required at least once every three years.

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DSNY Introduces All-Electric Sweeper

By: Keith T. Kerman

In February 2020, Mayor de Blasio announced through [Executive Order 53](#) that NYC would transition to an all-electric fleet by 2040. NYC already operates the state's largest EV fleet and EV charging network with over 2,800 plug in units and 1,040 charging ports.

Fleet took a big next step this week as DSNY Commissioner Edward Grayson announced [the City's first all-electric sweeper](#).

The initial electric sweeper unit follows the current use of biofuels for DSNY trucks and the introduction of hybrid sweepers in 2018. This all-electric pilot unit was introduced through the research and development section of the current DCAS contract for hybrid sweepers.

"DSNY is excited about the opportunity to be the first municipal fleet in the nation to pilot-test a heavy-duty battery electric zero-emissions street sweeper. Introducing and testing Battery Electric Vehicles (BEV) in heavy-duty applications is a major milestone for our nation and a GIANT step forward for NYC and DSNY. DSNY hopes in the very near future, heavy-duty BEVs will play a bigger role in reducing our fleet's carbon footprint and Greenhouse Gas Emissions," said Rocco DiRico, Deputy Commissioner of Support Services, which oversees the Department of Sanitation's vehicle fleet.



The City fleet currently operates 489 sweepers with the majority being at DSNY. DOT and Parks also operate sweepers for public space maintenance while DOC and NYPD have a small number of units for facility operations. Transitioning this specialized trucking fleet to electric is a critical step to eliminating fossil fuel use and lowering maintenance costs for the fleet program.



The New York State Energy Research and Development Authority (NYSERDA) and CALSTART also partnered and provided support to the project.

DSNY's Heavy Duty Truck Lab will do the assessment on the unit, which is the first of its kind in the country. Congratulations to DSNY, NYSERDA, and CALSTART on this exciting new initiative. We look forward to additional EV fleet announcements in the upcoming months.

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Press Release

NYC DCAS and Together for Safer Roads Announce New Award in Honor of Fleet Safety Advocate

May 17, 2021

The Lenin Fierro Vision Zero Fleet Advocacy Award Will Recognize Champions of Fleet Safety and Memorialize a Colleague Lost During the COVID-19 Pandemic

NEW YORK – The New York City Department of Citywide Administrative Services (DCAS) and Together for Safer Roads, a coalition of global private sector companies dedicated to preventing road crashes, today announced the creation of the Lenin Fierro Vision Zero Fleet Advocacy Award and its first recipient. Named in honor of the late Lenin Fierro, a former DCAS employee and long-time champion for fleet safety, the award will be presented annually to an individual who has the leadership, positivity, commitment, approachability, and personal dedication to transforming organizations towards the goals of Vision Zero. The inaugural award will be presented at the Global Vision Zero Conference on May 19, 2021 to Nigel Reid, the director of transportation at City Harvest.

“I would like to thank everyone for honoring my husband's legacy,” said **Brenda Fierro**. “Lenin was always proud of his work with Vision Zero and NYC Fleet. Thank you for keeping his memory and work alive.”

“Lenin Fierro immigrated from Ecuador, served in the Navy and then joined DCAS to help implement Vision Zero from the beginning,” said **Mayor Bill de Blasio**. “He personally trained thousands of City drivers— truly a life-saving gift to New Yorkers.”

“Lenin Fierro was a selfless, kind person, a consummate professional, and a dedicated public servant who was committed to fleet safety, the City of New York, and the Vision Zero community,” said **David Braunstein, President of Together for Safer Roads**. “More importantly, he is missed every day by his family, colleagues, and friends. We felt it was important to establish the Lenin Fierro Fleet Advocacy Award as a way to honor his tremendous legacy.”

“Lenin Fierro was an extraordinary public servant,” said **Keith Kerman, NYC Chief Fleet Officer and DCAS Deputy Commissioner for Fleet Management**. “A ten-year US Navy veteran, he joined NYC government and immediately became a leader in Mayor de Blasio’s Vision Zero Safety initiative. Lenin

pushed safety in public and in private, always challenging us to do better. He was the voice of safety for our fleet operators. This award is a tribute to his legacy, and we thank Together for Safer Roads for their partnership.”

“This award honors Lenin Fierro’s memory, recognizing unsung heroes who hold the enormous responsibility of putting well-trained drivers behind the very safest vehicles,” said **Margaret Forgione, New York City Department of Transportation First Deputy Commissioner**. “For DOT, the safety of our own fleet and drivers is critical and we have taken great care to integrate Vision Zero into all levels of our agency. Lenin Fierro’s legacy lives on in our continued effort to make our streets and our operations safer.”

“We honor Lenin Fierro and his family today with the naming of this award in his memory. Lenin was an integral member of the New York City Vision Zero Task Force – we always appreciated Lenin’s insights at the yearly Vision Zero strategy meetings particularly regarding additional training for driver and safety systems for large trucks,” said **Geraldine Sweeney, Chief Strategy Advisor from the Mayor’s Office of Operations**. “The Vision Zero Task Force is pleased that his dedication and commitment to road safety will be remembered with this award. I also want to congratulate Nigel Reid of City Harvest for being the first honoree.”

Lenin Fierro started his NYC government career in June 2014 and immediately became a major contributor in building and implementing Mayor de Blasio’s Vision Zero initiative. Lenin led NYC efforts to train now 70,000 staff in safe driving, and he taught thousands himself. He worked to build out the first-ever citywide collision management system, analyzed fleet collision data, surveyed City drivers, and helped NYC and U.S. Department of Transportation develop the Safe Fleet Transition Plan. Lenin often represented the City in Spanish news segments on Vision Zero and participated in annual Vision Zero planning sessions. Lenin also was the City fleet’s leader in partnering with the Department of Education to provide paid internships, driver training, and jobs to automotive high school students. Lenin was a loving husband to his wife Brenda and a father to two daughters, Faith and Destiny. Lenin passed away in March 2020 in the early days of the COVID-19 pandemic.

The award’s first recipient, Nigel Reid, oversees City Harvest’s fleet and drivers and is responsible for ensuring they can safely and efficiently rescue 30 million pounds of locally sourced food and deliver it to a network of 400 soup kitchens, food pantries, and other emergency food providers across the five boroughs of New York City. He is also responsible for the safety of City Harvest’s drivers and works to ensure they have the tools, equipment, and support they need in order to succeed.

Prior to joining City Harvest, Nigel worked at Brink’s Global Services, UPS, XPO Logistics, and Jet/Walmart, where he was responsible for all outbound operations, as well as sort operations, to ensure all on-time delivery windows were met, while also emphasizing the importance of a proper safety culture.

“Nigel and the entire transportation team at City Harvest are the backbone of the organization,” said **Jilly Stephens, CEO of City Harvest**. “They help rescue and deliver tens of millions of pounds of food every year for to help feed our neighbors across New York City who need help putting meals on the table. With the surge in the number of New Yorkers experiencing food insecurity over the past year because of COVID-19, the work Nigel and the drivers do has never been more important to more of our neighbors.”

“Every day, City Harvest’s food rescue trucks are on the streets of New York City rescuing and delivering food for New Yorkers who need help putting meals on their tables,” said **Nigel Reid, Director of Transportation at City Harvest**. “It is crucial that we are as safe and secure as possible while we

operate around this very busy city. I am honored to be the first recipient of the Lenin Fierro Vision Zero Fleet Advocacy Award in his memory and honor.”

“Nigel Reid was a clear choice as the first recipient of this important award,” said **David Braunstein, President of Together for Safer Roads**. “He has stepped up to meet probably the biggest demand in the history of City Harvest while making major safety improvements in their fleet operations. He’s building a culture of continuous improvement by working with their drivers and managers and championing new fleet safety technologies. His commitment to leadership, respect, and learning goes beyond team spirit. It’s what drives organizations to strive to make each day a little better than the last for themselves and for the communities they serve. We salute Nigel and his team at City Harvest and honor Lenin’s legacy at the same time.”

The award will be given out at the Global Vision Zero Forum co-hosted by Together for Safer Roads and DCAS to be held virtually on Wednesday, May 19. This forum will include panels regarding Vision Zero best practices, vehicle design and safety systems, advocacy, the role of public-private partnerships in creating a road safety program, and how to create a Vision Zero culture. The keynote speaker will be Meera Joshi, deputy administrator of the Federal Motor Carrier Safety Administration in the US Department of Transportation. Meera previously served as general manager of the New York office of Sam Schwartz Transportation Consultants and visiting scholar at NYU’s Rudin Center for Transportation policy. Previously, she served as commissioner of the New York City Taxi and Limousine Commission (TLC).

About DCAS

The Department of Citywide Administrative Services (DCAS) provides effective shared services to support the operations of New York City government. Its commitment to equity, effectiveness, and sustainability guides its work with city agencies on recruiting, hiring, and training employees; providing facilities management for 56 public buildings; acquiring, selling, and leasing city property; purchasing more than \$1 billion in supplies and equipment each year; and implementing conservation and safety programs throughout the city’s facilities and vehicle fleet. More information about DCAS can be found at nyc.gov/dcas or by following us on Twitter, Instagram, Facebook, LinkedIn, and listening to the Inside Citywide podcast.

New York City operates over 30,000 owned and leased vehicles, the largest municipal fleet in the United States. The City of New York maintains fleet units at 37 main repair locations and has over 400 in-house fueling and 1,040 separate electric charging locations. More than 2,000 staff work full-time in fleet repair and garage operations across over 50 fleet operating agencies and offices. In total, nearly \$1 billion is spent annually on fleet repair, fueling, and procurement. DCAS is a part of the citywide Vision Zero initiative and serves on the Mayor’s Vision Zero Task Force, Vision Zero Marketing Group, and Fleet Working Group. As part of making streets safer, DCAS has installed over 60,000 safety systems on city vehicles including the largest truck sideguard program in North America and one of the largest singular telematics programs. More information on DCAS and its role in fleet management can be found at nyc.gov/dcas.

About Together for Safer Roads

Together for Safer Roads (TSR) is an innovative coalition that brings together global private sector companies, across industries, to collaborate on improving road safety and reducing deaths and injuries from road traffic crashes globally. TSR’s current members include AB InBev, AIG, AT&T, Republic

Services, CalAmp, Ericsson, Geotab, GM, iHeartMedia, Octo Telematics, PepsiCo, UPS, Walmart, Alpha Drive, HAAS Alert, Ouster, and Zendrive. Learn more at www.togetherforsaferroads.org.

About City Harvest

City Harvest is New York City's largest food rescue organization, helping to feed the more than 1.5 million New Yorkers who are struggling to put meals on their tables. Annually, they rescue over 150 million pounds of food and deliver it, free of charge, to hundreds of food pantries, soup kitchens, and other community partners across the five boroughs. Their programs help food-insecure New Yorkers access nutritious food that fits their needs and strengthens the local food system, building a path to a food-secure future for all New Yorkers.

TSR and DCAS Host Global Vision Zero Conference: Announce New Safety Award and Surround Camera Initiative for City Fleet Trucks

By: Keith T. Kerman

On May 19, Together for Safer Roads (TSR) and DCAS hosted a Global Vision Zero Fleet Safety Conference.

TSR is a global advocate for road safety, bringing together some of the largest companies in the world. DCAS is pushing safety through Mayor de Blasio's Vision Zero initiative in NYC and spreading the word through our Fleets of the Future Initiative as part of [Executive Order 53](#).



The event was precluded by an announcement on May 17 by the Mayor's Office, TSR, and DCAS of a [new safety award to be given out annually in honor of Lenin Fierro](#), our own DCAS Fleet Safety Director, who was taken from us in the early days of COVID-19. Lenin's wife Brenda spoke to the forum and thanked everyone for keeping Lenin's memory alive and sharing his commitment to safety.



Nigel Reid of City Harvest was the first recipient of the award. City Harvest uses 22 trucks and 160 staff members to rescue food and redirect it to hungry New Yorkers. This effort was never more important than in the last year due to COVID-19. Nigel has matched this commitment to helping fellow New Yorkers with an equal commitment to driving safely and responsibly while doing so.

At the conference, City Hall and DCAS also announced [the rollout of surround safety cameras for 1,500 City work trucks](#). Truck operation is essential but difficult work, and is an especial risk to pedestrians, bicyclists, and children in a crowded city like ours. Conventional trucks have many blind spots and a limited line of sight to the ground below. These visual impairments have led to tragic vehicle crashes. In November 2018, DCAS announced it would transition the [purchase of new City trucks to high vision models](#). However, the turn-over of the fleet takes over a decade and depends on available vehicle models.

In the meantime, DCAS will retrofit existing trucks with surround cameras and sensors. These cameras and sensors will offer drivers an additional tool to monitor the front, sides, and rear of the truck, enabling a quick visual check of areas otherwise very hard to see. Over 500 units have already been installed on trucks from 13 agencies and all installs will be complete by the end of the year.



The keynote speaker for the conference was NYC's own Meera Joshi. Meera is currently the Deputy Administrator of the Federal Motor Carrier Safety Administration, part of US DOT, and was the Taxi and Limousine (TLC) Commissioner who helped launch NYC's Vision Zero initiative. Meera discussed the role of the Safety Administration in promoting safety nationally, especially with the growing truck and delivery industry. She also addressed frankly that there has been a decline in safe vehicle operation in the US, tied to the COVID-19 disruption of daily and commercial life, and the need

for all of us to rededicate ourselves to this critical area of public health.

The full set of speakers for the events is available on the [Vision Zero Fleet Forum website](#). There was a very thoughtful discussion of Vision Zero and safety from government officials, safety advocates, fleet drivers and fleet managers, safe technology suppliers, and trainers. DCAS will post [the presentation](#) from the event on our website and will discuss more in future newsletters.

Thanks to David Braunstein, President of TSR, and Eric Richardson, Deputy Chief of NYC Fleet, for organizing this important event. Thanks also to all our partner agencies for their help in implementing the truck safety project.

COVID-19 Safety Reminder

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US DOT and NYC Connected Vehicle Pilot Goes Live

By: Keith T. Kerman and Eric Richardson

In July 2018, the NYC Department of Transportation (DOT) and DCAS announced a joint partnership to participate in a federal DOT pilot program to study the effectiveness of connected vehicle (CV) technology in order to make our roads safer. This is one of only three pilot programs in the country, along with the Tampa Hillsborough Expressway Authority (THEA) and the State of Wyoming DOT. Check out [the original newsletter on this program](#). In 2019, Together for Safer Roads (TSR) also [announced that their corporate partners would join this effort](#).

The goal of the project is to study the technical capacity to improve safety and vehicle operations through sensors on vehicles and infrastructure such as light poles. The sensors will enable the cars and fixed structures to communicate live safety data to each other. This data can then prompt audio alerts to warn the driver of potential hazards. In theory, this type of technology could also pave the way toward self-driving cars in the future.

In total, 3,000 vehicles from 20 agencies will be involved with the pilot. The technology is installed on over 2,600 units now, with the rest being completed this spring. ***This week DOT is placing the system in live mode.*** Drivers of participating vehicles will begin to receive safety alerts within the car if dangerously approaching pedestrians, other cars, or if driving in an unsafe manner. At this time, these alerts will only be within selected geographic areas that are part of the pilot. Downtown Brooklyn and Manhattan are the main zones.

Drivers will hear beeps to alert to possible forward collisions with drivers or pedestrians. The driver will also receive crash alerts tied to lane changes. The vehicle will prompt you to drive safely when approaching work zones, to slow down when speeding, and alert you if you're about to go through a red light. The system can also alert drivers to emergency situations such as flash flood warnings.

These real-time safety alerts are only for the benefit of the driver. Agencies will not receive any data from the CVsystem. US DOT will receive data from this pilot solely for analytical and research purposes. To learn about these alerts, you can view the [Connected Vehicle Driver Training Video](#). (Password: CVPD2021)

You can also see the full program description and other information on the [NYC Connected Vehicle Project website](#). You can also [learn more about the go live portion of this pilot program](#). We also encourage you to visit the [Vision Zero Fleet Safety webpage](#) to find out about all the projects the DCAS Fleet Management team is working on to make our roads safer.

We would like to thank both federal and city DOT and all 20 partner agencies who are participating in this important research project. A Connected Vehicle Showcase event is being planned for this summer. Drive safely.



COVID-19 Safety Reminder

For all fleet drivers, please be reminded to wear a mask when operating a fleet vehicle with others in the vehicle. Attached again are the [Department of Health's COVID-19 Safety Guidelines relating to vehicle operation](#).

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[NYC Fleet Newsletter 342, April 22, 2021](#): Mayor Announces School Busses Going Electric

[NYC Fleet Newsletter 341, April 14, 2021](#): DCAS, US DOT Kick Off Clean Fleet Transition Plan

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Press Release

NYC DCAS Inside Citywide Podcast Focuses on Electric Vehicle Adoption in New York City

June 3, 2021

Guests Discuss the City's Plans for an All-Electric Fleet and Supporting Public Use of Electric Vehicles

NEW YORK – The NYC Department of Citywide Administrative Services (DCAS) today announced the release of the second episode of its ***Inside Citywide podcast***. The conversation focuses on electric vehicle adoption in New York City and how electric vehicles will play an important role in confronting climate change. The guests are DCAS Deputy Commissioner Keith Kerman, who serves as the Chief Fleet Officer for the City of New York, and Jen Robertson, Senior Transportation Policy Advisor for the Mayor's Office of Climate and Sustainability. The guests discuss the City of New York's roadmap for achieving an all-electric municipal vehicle fleet by 2040 and supporting public adoption of electric vehicles in New York City.

The ***Inside Citywide podcast*** offers a behind-the-scenes look at New York City government, what it does, and the public servants who make it happen. The podcast is co-hosted by Nick Benson, Director of Communications for DCAS, and Belinda French, Diversity & EEO Officer for DCAS.

The podcast is available on **Spotify**, **Apple Podcasts**, **Google Podcasts**, **Amazon Music**, **Stitcher**, and **BuzzSprout**.

Guest Bios

Keith Kerman

NYC Chief Fleet Officer and DCAS Deputy Commissioner for Fleet Management

Keith Todd Kerman is the Deputy Commissioner for Fleet Management and New York City's first Chief Fleet Officer. Keith is responsible for the largest municipal fleet in the United States with 30,000 vehicles, 80,000 fleet operators, and more than 2,000 employees engaged in fleet operations. Kerman manages inter-agency shared fleet services in partnership with major fleet agencies including the Police, Fire, Sanitation, Parks, and Transportation departments.

Kerman implements Mayor de Blasio's NYC Clean Fleet initiative to reduce greenhouse gas emissions 50 percent by 2025. The City has one of the greenest fleets in the nation with nearly 20,000 vehicles

operating on some type of alternative fuel. NYC has the largest EV fleet and charging network in NY State. Kerman is also a lead focusing on fleet safety for Mayor de Blasio's Vision Zero initiative to eliminate City traffic fatalities.

Kerman is starting his 28th year of public service, having served more than 17 years with New York City Parks, most recently as Assistant Commissioner for Citywide Operations. He is a graduate of Harvard College and a recipient of the 2019 Sloan Public Service Award, NY's highest recognition for career public servants.

Jen Roberton

Senior Transportation Policy Advisor, NYC Mayor's Office of Climate and Sustainability

Jen Roberton is a Senior Transportation Policy Advisor at the New York City Mayor's Office of Climate and Sustainability, which puts forward policies, programs and legislation that reduces the pollution that worsens the impacts of climate change. Jen's work on transportation aims to eliminate the pollution that comes from tailpipes by identifying funding for electric vehicle charging for New Yorkers to use as well as conducting research on the best policies and regulation to reduce our reliance on vehicles altogether. Jen holds a Master in Planning from the University of British Columbia and is certified with the American Institute of Certified Planners (AICP).

About the NYC Department of Citywide Administrative Services

The Department of Citywide Administrative Services (DCAS) provides effective shared services to support the operations of New York City government. Its commitment to equity, effectiveness, and sustainability guides its work with city agencies on recruiting, hiring, and training employees; providing facilities management for 56 public buildings; acquiring, selling, and leasing city property; purchasing more than \$1 billion in supplies and equipment each year; and implementing conservation and safety programs throughout the city's facilities and vehicle fleet. More information about DCAS can be found at nyc.gov/dcass or by following us on **Twitter**, **Instagram**, **Facebook**, **LinkedIn**, and listening to the **Inside Citywide** podcast.

Fleets of the Future: Chicago Fleet

By: Keith T. Kerman and Henry Cornejo

NYC has ambitious sustainability and safety goals for its fleet. As large and critical a fleet as we operate, no single fleet can move the entire industry. It is essential that NYC partners with corporate, non-profit, and other public fleets to guide the industry to a more sustainable, safe, and efficient future. Through the Fleets of the Future initiative in [Mayoral Executive Order 53](#), DCAS has been charged with building these bridges.

Throughout the year, our newsletter will begin spotlighting partner governmental fleets that are working towards these common goals. We begin with the great city of Chicago. Chicago and New York have followed similar fleet improvement paths including consolidation, Vision Zero, new fleet management and tracking systems, fleet sharing, parts reorganization, and a commitment to sustainability.



Chicago's Bureau of Fleet Operations is overseen by Deputy Commissioner John "Doug" Wedel, and manages over 12,000 units including 3,200 police vehicles, 500 garbage trucks, 370 salt-spreader trucks, 125 street sweepers, and 110 ambulances. Central fleet management serves 23 internally funded *corporate* departments, three *enterprise* revenue-generating departments (Aviation, Water and Libraries), and six sister agencies which are separate

taxing bodies.

Twenty years ago, Chicago embarked on a consolidation effort, placing fleet services for separate services and departments under one umbrella. NYC, of course, launched a shared services and consolidation effort in 2011. The Chicago consolidation resulted both in a stand-alone agency and also combined two other citywide services, Facility Management and IT. Kevin Campbell is the manager of Fleet Services and Automotive Procurement for the City of Chicago Department of Assets, Information & Services (AIS), which serves the facility, fleet, and IT needs for all of Chicago's departments.

In Chicago, AIS handles the resource and technical needs for these three areas, enabling their client agencies to focus on their core missions and expertise, and ensuring a citywide approach to these three areas. Through AIS, Chicago works to ensure that resource areas such as fleet get a seat at the table in major policy decisions and investments.



As we know in fleet, our garage facilities can often be older repurposed facilities. AIS has prioritized a series of purpose-built garage facility investments to support their centralized approach. AIS was involved in the design, layout, and construction of their Western Boulevard Maintenance Facility, which opened in 2009. Kevin stated, "...we did this so that when we moved in, it was ready for us...it was made to meet our needs." This was the first purpose-built facility and became the model for their recent construction, the Englewood Facility, which opened in 2019. The Englewood Facility houses the administrative staff and has a large shop that can maintain a variety of vehicles from different departments. Kevin also states, "...we want this to be the new model so that we can continue building future maintenance facilities that meet our requirements instead of trying to get something that is already in existence to work for us."



This focus on maintaining their fleet at centralized locations continues with the near completion of their Refurbishment Center, which will overhaul aging trucks, thereby gaining additional years of service life. It will include mechanical and electrical repairs, along with sandblast and paint booths to address both structural and cosmetic issues.

Along with the investment in facilities, Chicago has invested in fleet management systems. As NYC

learned, an effective fleet system is required to enable shared servicing across departments. NYC and Chicago use the same fleet management provider. Chicago uses this same provider to manage their 12 in-house fueling systems, something NYPD has transitioned to as well for NYC. Chicago requires all fleet units to fuel at these locations, establishing a great deal of oversight control over fueling orders, monitoring of fueling exceptions, and tank management. Chicago is also working to enhance their internal fleet management system to enable better monitoring of contract repairs.

Chicago has also begun the implementation of fleet tracking for their entire fleet, similar to our Fleet Office of Real-time Tracking (FORT) initiative. Chicago will be using a similar provider as NYC, replacing older technology, and recognizes the potential this technology presents to improve efficiency, safety, and improve direct services.



Like NYC, Chicago was also an early adopter of fleet-sharing technology. Chicago has reduced their light-duty fleet through the use of both private car share vehicles and also through sharing City-owned fleet units using sharing technology. Chicago implemented this initiative in 2011, and was a key partner for NYC in its efforts the following year. DCAS used the Chicago contract as the basis of our original car and fleet share initiative. We have since moved on to a DCAS specific contract, but not without taking inspiration from Chicago. Efficiencies through fleet sharing played a beneficial role recently during the COVID-19 response, allowing the Chicago Fleet to redeploy 25 Flex Fleet vehicles for use by Chicago Fire Department paramedics to administer in-home COVID-19 vaccinations.



Chicago fleet services is also tackling the problem of parts distribution and inventory. AIS partnered with a single-source parts provider over 20 years ago and the arrangement has been extremely beneficial, both from a parts availability and pricing standpoint. In addition, it has allowed AIS to have complete control over the parts procurement and distribution process. As stated by Kevin, "...in the past we couldn't buy

parts if we didn't have a contract...everything was manufacturer-specific...now this has become a business model that we are trying to add to other parts of our operation."

Of course, at the heart of NYC Executive Order 53 is our Green Fleet and Vision Zero Plans. Chicago is equally focused on sustainability and safety.

In 2014, Chicago was the first city in North America to deploy an all-electric refuse truck. This original model had limitations. NYC is now embarking on a similar road by trying out all-electric garbage trucks at DSNY and Parks. Today, Chicago has over 2,800 alternative fuel vehicles and is taking early steps in the electrification of light and medium-duty. As with many fleets, Chicago is working through issues of range, charging, and emergency operations as it plots a plug-in future.



Within their fueling department, AIS has been active in using alternative fuels for their heavy-duty fleet. AIS dispenses biodiesel blends from 2% to 20%, depending on the season, Ethanol (E-85) and Compressed Natural Gas (CNG) at their fuel sites. In addition, they have partnered with a local construction company to share their Renewable Natural Gas (RNG) fueling infrastructure. All told, AIS uses over 1.2 million gallons of alternative fuel annually!



On safety, AIS directly modeled their Vision Zero program on NYC's efforts, much as we did with their fleet sharing initiative. AIS is implementing a version of our Safe Fleet Transition Plan with all new vehicle builds coming complete with safety-enhancing equipment. AIS has allocated funds to retrofit hundreds of units annually including a truck side-guard program. Chicago also partners with US DOT Volpe on some of these efforts.

As with all fleet operations, AIS is challenged by budget and staffing pressures and the need to keep up with increasing service demands and new technologies. AIS has used targeted contracting to enhance its servicing capacities at the same time as investing in new in-house facilities and staff. COVID-19 was also a major challenge for fleet services and all their clients.

While we don't approve of the sports logos they have painted on some of the fleet vehicles, we want to thank Kevin Campbell and their team for their partnership in many areas, especially fleet share and Vision Zero, and for joining us on a number of fleet panels and programs. We look forward to advancing in partnership with them our common sustainable, safety, and fleet management goals.



Thanks to Henry Cornejo for developing this first Fleets of the Future newsletter.



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DCAS's new [Inside Citywide podcast](#) provides a behind-the-scenes look at New York City government. Episode 2 is out now and takes a look at the future of the City of New York's vehicle fleet as it transitions to all-electric by 2040.

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NYC Fleet Spotlight: FDNY Mechanic Chris Boodhan

By: Keith T. Kerman and Nate Koszer

Our newsletter this week turns the spotlight on Chris Boodhan, auto mechanic for FDNY. Chris came to FDNY as an auto service worker (ASW) in 2013 after working as a mechanic at Nissan and Mazda dealerships. He was promoted to auto mechanic in 2016. As an ASW and in his early period as a mechanic, Chris did repairs on ambulances and firetrucks in the conventional repair shop setting. Now, he is currently working with the FDNY's specialized emergency crew.

As a member of the FDNY's emergency auto mechanic crew, Chris is responsible for handling repairs on the fly and in any situation, whether that be in the firehouse or ambulance station, at a roadside breakdown, or at the scene of a three-alarm fire. To conduct these repairs properly, Chris has an emergency repair truck dedicated to his use. The truck is practically a full auto shop on wheels, complete with its own sets of tools and parts inventory. Chris uses a handheld computer to update work orders on NYC Fleet Focus. FDNY operates 17 mobile emergency repair units citywide.

From his time in the repair shops, Chris received experience working on every piece of equipment FDNY operates, preparing him for the fieldwork he does now. Firefighters and the New Yorkers who they serve all depend on reliable and effective fleet equipment. Chris can be called on to perform time-sensitive repairs outside the organized chaos of a fire scene. While most mechanics work at garages, Chris interacts with FDNY operations at the ground level, gaining a critical perspective on how fleet units perform in real-world situations.

The COVID-19 pandemic raised the stakes for Chris and FDNY. With the birth of his second daughter at the start of the year, Chris had been looking forward to spending some time off with his growing family. Instead, he was away from them more than ever, as FDNY fleet services addressed an enormous increase in ambulance servicing and repair. We had reported on this dramatic increase in workload in our [April 15, 2020 newsletter](#).

During the height of the pandemic, the emergency operations never stopped. FDNY ambulances were used to transport thousands of COVID-19 patients. While vehicles were sanitized before and after repairs were conducted, Chris recognized the potential dangers of his work. Things started to quiet down and return to normal workflow around August or September, but Chris admits that he is now unsure if it's actually back to normal, or if he is just now used to a new kind of normal.

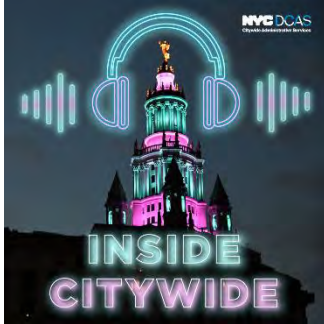


Despite the pressure of this very trying and challenging time, Chris could express nothing but gratitude to the City for the opportunities he's had. In his own words: "At 23, I started with the city just so I could have some money in my pocket for some drinks. At 32, I'm a homeowner, a husband, and a father. Priorities have definitely changed. Thank you, NYC for the opportunity for growth."

When asked about Chris' contributions to the FDNY, his supervisor Stanley Bilski had the following to say: "Chris Boodhan is a conscientious worker who has a diligent work ethic. He is personable with supervisors and mechanics. Always assisting in repairing a vehicle or truck, he assists in ensuring the rigs don't malfunction. His services include providing the necessary relief needed in repairing trucks, ambulances, chief cars, and command cars, as well as all other vehicles in the fleet. He surpasses the expectations in his normal shifts and is always willing to go above and beyond in ensuring that the fleet is running at top efficiency. Never satisfied with the bare minimum, Chris assists when needed late into the night or on pass days. He is a reliable asset to the FDNY."

When he is not on duty, Chris enjoys watching major league baseball and spending time with his wife and his daughters, aged one and four. They enjoy going to aquariums, zoos, and anywhere else that will captivate a child's imagination.

Thanks to Chris and everyone at FDNY Fleet Services for the essential work they perform every day and their critical role in FDNY's life-saving mission.



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IMMEDIATE RELEASE

Press Release #21-021

Thursday, June 24, 2021

Contact: Scott Gastel/Alana Morales (212) 839-4850

NYC DOT, Con Edison, and FLO Unveil New York City's First Curbside Electric Vehicle Charging Stations

The City's first curbside electric-vehicle charging station has been installed in the Norwood section of the Bronx; 100 curbside ports across the five boroughs will be installed by October, providing a convenient charging option as EV use surges

THE BRONX -- The New York City Department of Transportation (DOT), Con Edison, and FLO today announced the installation of the first of 100 curbside Level 2 electric vehicle (EV) charging ports expected by this October. The citywide pilot program aims to increase the adoption of EVs, critical to reducing greenhouse gas emissions and air pollution, and will enable New York City to meet its goal of carbon neutrality by 2050. The four-year demonstration kicked off today in the Norwood section of the Bronx, where new rules limit parking at the new charging stations to electric vehicles.

"Transportation is responsible for nearly 30% of the city's greenhouse gas emissions, most of which come from passenger cars," said **NYC DOT Commissioner Hank Gutman**. "With sales of EVs at record levels, now is the time to develop a robust, convenient and publicly-accessible charging network so that more New Yorkers can go electric. The new charger we put into service today, and more coming soon, will help fulfill our agency's mission of providing safe, efficient, and environmentally responsible transportation – and we thank our partners at Con Edison and FLO for making it possible."

"Convenient curbside charging for EVs is a game-changer especially for those without access to private parking and charging ports," said **Lenny Singh, Senior Vice President of Con Edison's Customer Energy Solutions**. "We're working closely with the city and state to make it easier for all New Yorkers to replace gas-powered cars with zero-emission electric vehicles, and enjoy the

benefits of cleaner air and a healthier environment as Con Edison continues its efforts to achieve its clean energy goals."

"The future is coming, and it's electric!" said **Ben Furnas, Director of the Mayor's Office of Climate and Sustainability**. "After the most transformative year on New York City streets in generations, we are going further to reclaim our streets from fossil fuel vehicles by providing more New Yorkers with access to curbside EV charging stations. Even as we transform our streetscape to make it safer and more pleasant to get around on foot, by bike, and on transit, a shift towards electric vehicles will mean cleaner air, quieter neighborhoods, and lower greenhouse gas emissions for all New Yorkers. Congratulations to the Department of Transportation and Con Edison on this exciting milestone."

Providing EV charging at the curb will make the switch to electric easier for more New Yorkers, including the 50% of EV owners who park on the street. The program was made possible through funding by the New York State Public Service Commission's Reforming the Energy Vision (REV) initiative.

Electric-vehicle use has grown dramatically in recent years: New York City now has nearly 15,000 registered EVs, over 5,000 of which were purchased just in the last year. With that growth, new charging stations must come online to meet growing demand: right now, over 1,400 Level 2 charging plugs (which can provide an 80% charge in four to eight hours) and 117 fast charging plugs (providing an 80% charge in 30 - 60 minutes) can be found within New York City, with the vast majority located in Manhattan parking garages. The curbside pilot program will bring 100 Level 2 charging ports to over 20 neighborhoods across the five boroughs, with 20 additional charging ports serving city fleet vehicles. Charger port locations were selected based on input from local elected officials and community stakeholders, geographic diversity, and projected demand for charging. DOT and Con Edison will evaluate the performance of the charging stations over the course of the pilot period.

FLO, a leading North American charging network operator for EVs is providing the charging units and will manage the network under contract with Con Edison. Each FLO unit is equipped with a standard connector compatible with most electric vehicles, has a retractable cord management

system, and has a robust design intended for public deployment. The chargers also feature a custom exterior to match the look and feel of New York City's family of street furniture, as approved by the Public Design Commission. Charging will cost \$2.50 per hour during the day (7am-7pm) and \$1.00 per hour overnight. A daytime charge will be equivalent to fueling up at a gas station, while overnight charging may be over 60% cheaper.

"We are very pleased to inaugurate our first FLO chargers in New York today, beginning with the Bronx. This is an important milestone for FLO as we deploy our network across all five boroughs and accelerate our expansion in the United States," said **Louis Tremblay, President and CEO of FLO**. "Widespread EV adoption needs to be supported by reliable and accessible charging infrastructure. Thanks to a fruitful collaboration with Con Edison and NYCDOT, this is exactly what we are starting to present to New Yorkers today."

"Transportation is rapidly evolving and I commend Commissioner Gutman, Con Edison, and FLO on today's announcement to meet the needs of residents and our environment with the installation of electric vehicle charging ports at select locations throughout the city," said **Congressman Adriano Espallat**. "Smart infrastructure is the future, and as we continue to make critical investments for the betterment of our community, we must ensure that the innovation is inclusive, accessible and affordable for all."

"The future of our transportation sector is emission-free, and today's installation of electric vehicle chargers in Norwood is a huge step towards that goal," said **Assemblyman Jeffrey Dinowitz**. "We must prepare for a future of cars and buses that do not run on fossil fuels. I look forward to a continued expansion of DOT's zero-emission vehicle infrastructure, and thank you to Commissioner Gutman for pushing this program forward for our city."

"As more New Yorkers are transitioning into greener modes of transportation, we need to ensure we're doing our part by installing the necessary infrastructure that will make the switch to electric vehicles effortless. I hope that the City can continue expanding initiatives that will help make electric vehicles more accessible to low-income New Yorkers," said **Council Member Ydanis Rodriguez, Chairman of the Transportation Committee**. "I look forward to continuing to work with DOT

Commissioner Gutman, my colleagues at the Council, and advocates to ensure we continue expanding on initiatives that will make our City more environmentally friendly."

"As Chair of the New York City Council's Environmental Committee, I am proud to support this initiative, which aims to reduce greenhouse gas emissions and air pollution," said **Council Member James F. Gennaro, Chair of the Committee on Environmental Protection**. "By installing 120 new curbside charging stations, we are sending an important message to New Yorkers -- that making the switch to an electric vehicle has never been easier. I would like to thank Commissioner Gutman, the Department of Transportation (DOT), Con Edison and FLO for all of their hard work to make New York City more environmentally-friendly."

"Though we all know how vital it is to reduce carbon emissions, most Bronxites cannot choose to purchase electric vehicles because of a lack of infrastructure. The citywide pilot program to install 100 new Level 2 charging ports is a huge step in the right direction," **Council Member Eric Dinowitz said**. "We are grateful to have the partnership of the DOT, ConEd, and FLO in this venture. We hope that the program will guide New York City into becoming a model for green transportation. It will not only make it environmentally conscious, but also practical for Bronxites to choose an electric vehicle."

"We will need deep cuts in our transportation emissions in order to meet our climate goals. That's why encouraging more New Yorkers to go electric is one of NYLCV's top priorities. This charging station installation is a great step forward in electrification - it shows that EVs are the right choice for the environment, convenience, and our pocketbook. Thank you to the NYC Department of Transportation and Con Edison for your leadership," said **Julie Tighe, President of the New York League of Conservation Voters**.

"Access to charging stations is necessary to increase the adoption of electric vehicles and reduce pollution from fossil fuel burning vehicles that drive climate change and endanger our health," said **Kathy Harris, Clean Vehicles and Fuels Advocate at NRDC (Natural Resources Defense Council)**. "This is a great first step, and we look forward to working with New York City as they continue to support the electrification of the transportation sector."

"We applaud New York City on its commitment to move beyond fossil-fueled vehicles and create a cleaner, more accessible transportation future in our city," said **Eddie Bautista, Executive Director of the NYC Environmental Justice Alliance**. "Momentum has been building thanks to widespread electrification of the city-owned fleet, and creating a network of public curbside charging stations will further reduce our dependence on vehicles that create air pollution and noise that disproportionately impact environmentally overburdened communities of color in our city. We look forward to continuing this momentum through policies that create more equitable transportation access, improve air quality, and support better health outcomes in frontline communities."

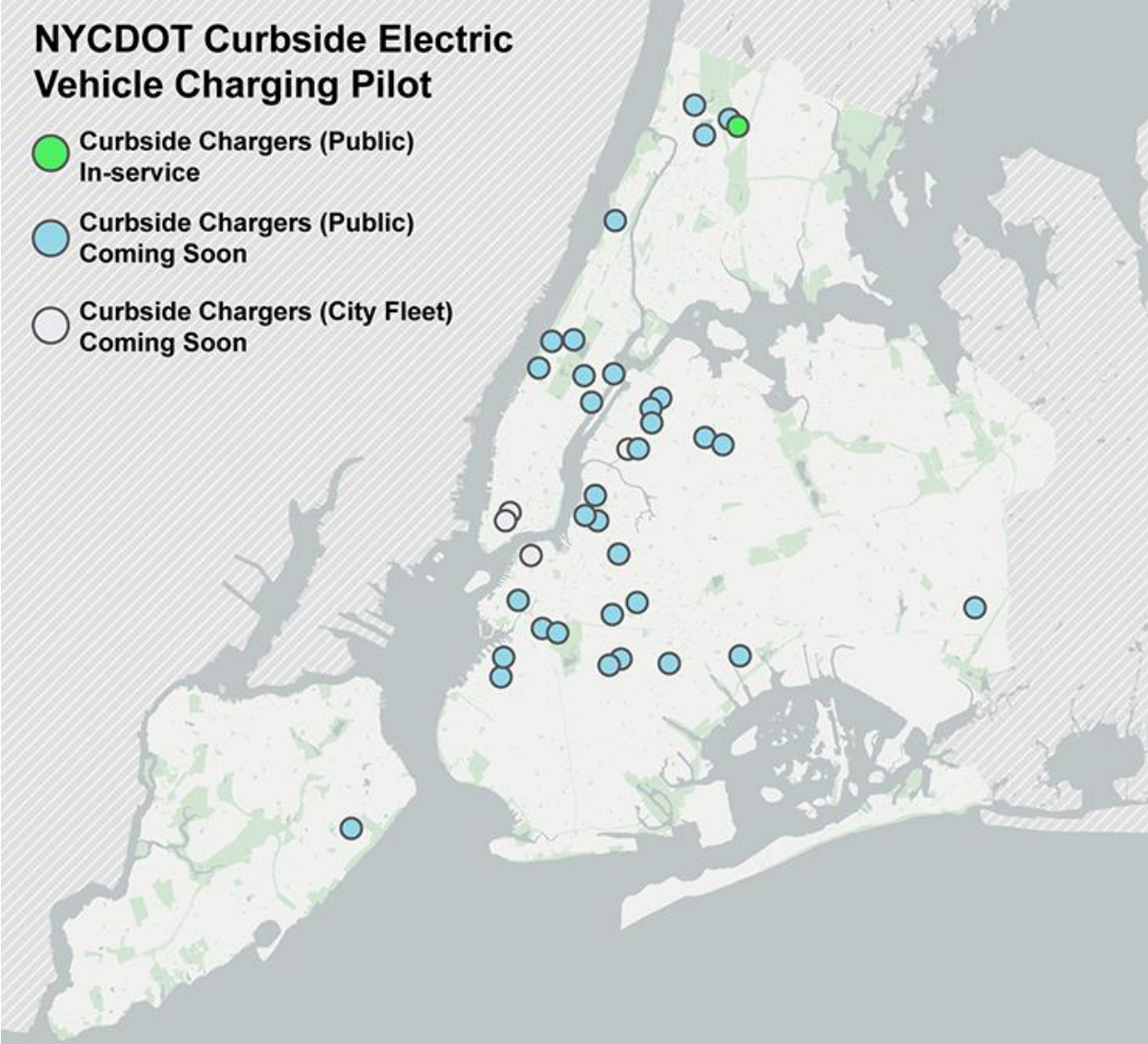
"As a healthcare institution, Montefiore understands deeply the connection between environmental and community health – especially the impact of vehicle emissions on high asthma rates in the Bronx," said **Grace Whitney, Energy and Sustainability Manager, Montefiore Health System**.

"Rolling out the installation of electric vehicle charging stations strategically across our Bronx locations is one of the many ways we're committed to improving the health of our communities – and Montefiore is delighted that the first curbside EV charging stations in New York City are coming to our neighborhood."

Public input on charger sites was also collected on the NYC DOT website. More information can be found at: www.nyc.gov/plugnyc

NYCDOT Curbside Electric Vehicle Charging Pilot

- Curbside Chargers (Public) In-service
- Curbside Chargers (Public) Coming Soon
- Curbside Chargers (City Fleet) Coming Soon



NYC Fleet Spotlight: DOT Mechanic Joe Cappellino

By: Keith T. Kerman and Nate Koszer

In this week's newsletter, we feature Joe Cappellino from DOT. Joe has been working in the Auto Mechanic title for DOT since 2005, having previously worked in several private sector repair shops and even in a shop of his own for a time. Joe started his DOT career in a repair shop in the Bronx. After two years, he joined the Technical Services unit at DOT Fleet where he has worked since.

The Technical Services unit at DOT tackles the many areas where fleet repair and IT technology converge. As we know, the fleet industry is transforming due to electrification and also information technology and computerization. Joe performs installs and repairs tied to new technologies. For example, DOT Fleet also has over 50 diagnostic scanners, laptops, and tablets used to diagnose mechanical issues for its complex fleet of vehicles. Fixing errors on these scanners is critical to DOT Fleet servicing and requires a unique knowledge base combining information technology and vehicle repair. Joe has the combined skills for these types of challenges.

Joe and Technical Services are also responsible for configuring, setting up, and maintaining the DOT solar-powered message boards that drivers see along the City's streets and highways. These message boards offer critical messages on safety, roadway changes, and emergencies.

Joe's team has also been involved in a number of initiatives involving the installation of new technologies. This includes the Zone Watch Project where cameras were installed on rack trucks to monitor highway work zones and detect speeding by civilian drivers. Technical Services has also developed and implemented twelve trailers that have this same capability. The trailers can be left at the worksites to assist with highway monitoring while DOT trucks are used for other tasks.

Joe is also working to install cameras for DOT's Flowboy trucks. These trucks can move large



amounts of asphalt while letting crews maintain a safe distance. The cameras will assist in both safety and monitoring of the asphalt operation.

Joe also assists with administrative functions relating to his technical work, including use of the NYC Fleet Focus system and helping improve EZ pass monitoring.

According to Eric Dorcean, Associate Deputy Commissioner for Fleet Services, Joe is DOT Fleet's "Go-to guy." Eric went on to say that Joe "is always ready to help other divisions with various issues, sometimes not even fleet or IT related."

When Joe is not on duty, he is spending time with his two sons, aged 17 and 25, and his wife of 30 years. He also enjoys working on his motorcycle, a Harley Davidson Ultra Limited.

Fleet technology is changing in many ways. As a mechanic, Joe is helping DOT Fleet stay on the cutting edge.



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[NYC Fleet Newsletter 344, May 10, 2021](#): DSNY Introduces All-Electric Sweeper

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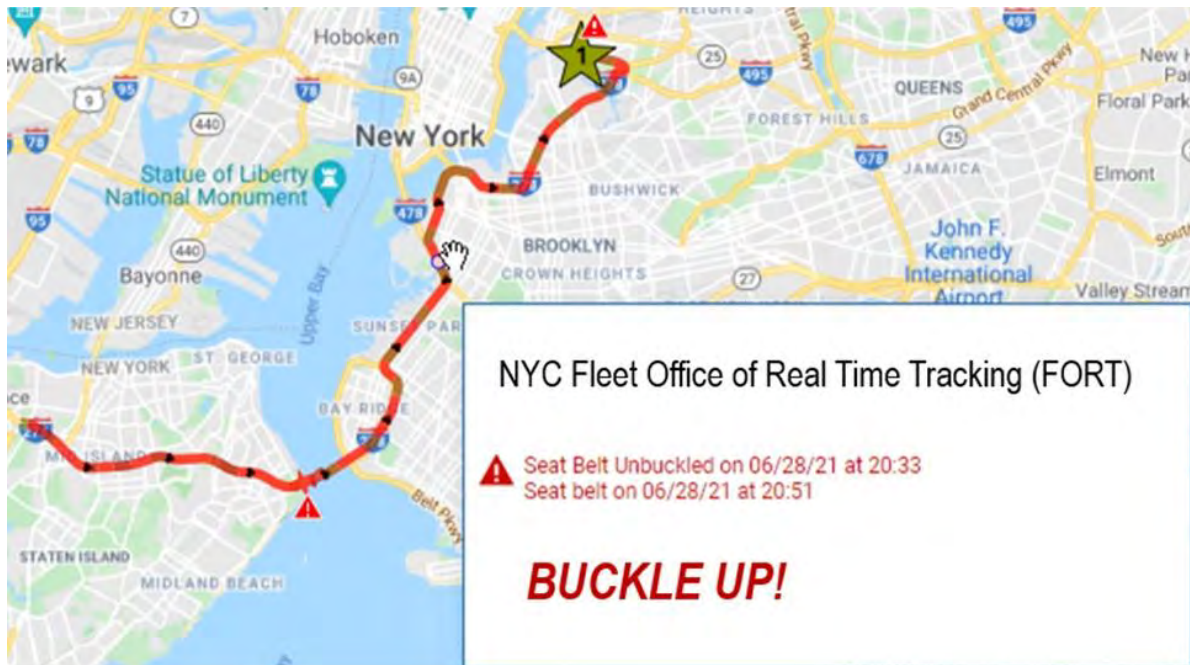
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Back to Basics for the Summer: Seatbelt Challenge!

By: Keith T. Kerman and Nate Koszer

NY State recently announced that nearly 70,000 tickets were issued in a two-week statewide Click It or Ticket initiative. Nationwide, [the National Highway Traffic Safety Administration \(NHTSA\)](#) reports that 90% of drivers properly use seatbelts. The rate is 88% for the Northeast.

[The National Safety Council](#) reports that seatbelts reduce fatalities and injuries by over 50% in cars and even more in pickups and vans, like those operated by so many NYC staff and crews. Our Fleet Newsletter has of course focused on seatbelt implementation many times, including [Issue 328 from last December](#).



Wearing a seatbelt is the law, it's common sense, and it's self-preservation. The most likely party to be hurt by your failure to wear a seatbelt is you, followed closely by whoever joins you as a passenger in your vehicle. By law and fleet rule, it's the driver's responsibility to ensure that they and all passengers are buckled up.

While we like citing statistics from others, NYC Fleet has its own statistics on seatbelt use. DCAS currently has live tracking for 11,500 City fleet units. Our system lets agencies know if the driver of a vehicle has engaged their seatbelt while the vehicle is in motion.

This July, we will launch a *Seatbelt Challenge*. Each day, we will contact each agency with their seatbelt compliance rate and a list of vehicles that were not in compliance. Please work with us and your agency to get in full compliance. If a seatbelt is malfunctioning, get the vehicle to the repair shop. Otherwise, buckle up and have your passengers do the same. The life you will save will be your own. We will update each agency on progress in eliminating seatbelt violations.



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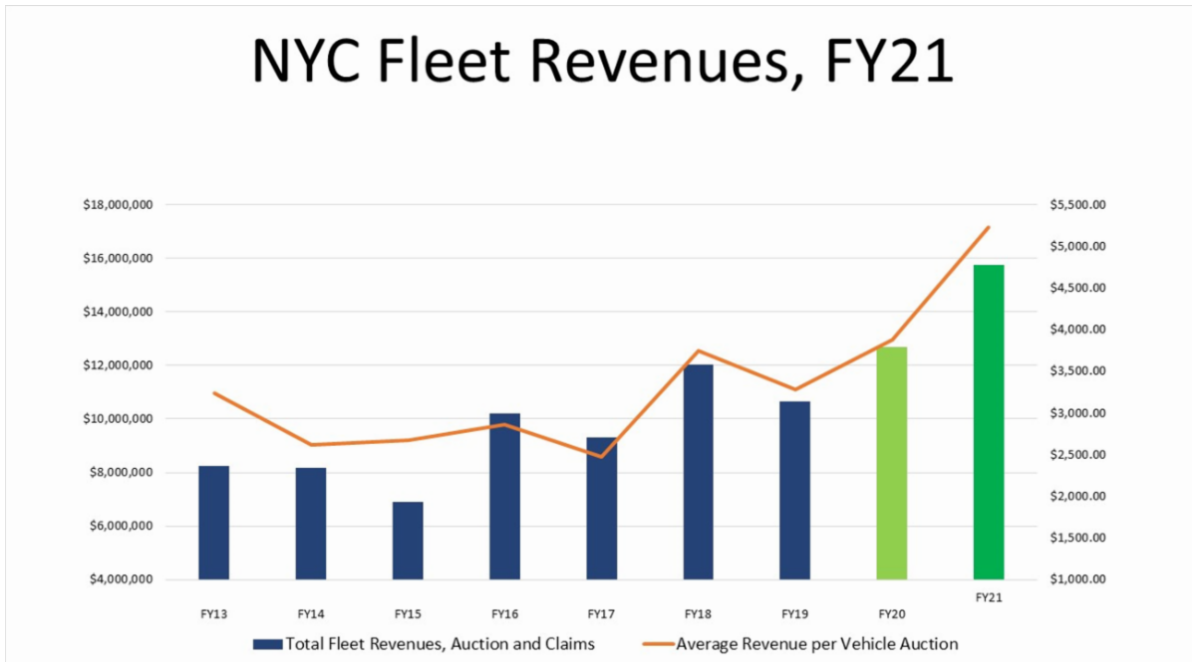
DCAS Posts Record Fleet Revenue for Second Straight Year

By: Keith T. Kerman

Fiscal year 2021 has now come to an end. This was an extraordinarily challenging fiscal year marked by the COVID-19 pandemic and the health, operational, and fiscal stresses it caused. NYC Fleet was able to make progress in many areas while also supporting the response effort and managing through fiscal constraint. As we do each year, we will report on fiscal year performance as the summer moves along.

Among the most positive indicators was revenue performance. Fleet brought in a record \$15.75 million in revenue between sale of used vehicles and pursuit of restitution when private vehicles damage fleet vehicles. This was a \$3 million increase from our previous record last year as reported in [NYC Fleet Newsletter 311](#). It was a \$5.1 million or 48% increase from FY19.

The increase was driven by greatly improved returns per vehicle on online auction sales. The average sale per vehicle went up to \$5,257, a 36% increase from our previous record last year.



Each year, DCAS sells a wide variety of units including sedans, SUVs, pickups, vans, trucks, and off-road equipment. Hybrid cars and garbage trucks are among the best-selling items. Our per unit increase reflects trends that have been publicly reported in the broader used car market as the fiscal pressures from COVID-19 and the microchip shortage have led more buyers to the used vehicle market.

This year's auction program was also buttressed by the implementation of [Mayoral Executive Order 41](#) which required a 1,000 vehicle on-road fleet reduction by June 30, 2021. The order was released in March 2019. Implementation of the fleet reduction helped maintain total vehicle sales despite a large decrease in vehicle buying tied to COVID-19 and citywide savings initiatives. After a number of years of extremely strong vehicle buying, sales of fleet items, including off-road vehicles, have outpaced purchases since FY19 as we have implemented the order.

NYC Fleet: Fleet Purchases Versus Auction Sales, Last Five Years						
	FY21	FY20	FY19	FY18	FY17	Total
Purchases versus Sales	-2053	-915	29	933	991	-1015

DCAS is now completing its 10th year of online auctions, a program first implemented in 2012 as part of the fleet consolidation and shared services initiative, [EO 161](#). We expect to announce a new contract for these services later in 2021. DCAS has sold 26,559 units online since 2012 for total revenue of \$88.35 million. DCAS also freed up six acres at the Brooklyn Navy Yard for economic development by transitioning from in-person to online auctions.

The DCAS Claims Unit met its annual target at \$738 thousand in claims revenue despite the loss of staffing resources due to COVID-19 and the move to remote work. DCAS works with the Law Department, the City Comptroller, and fleet agencies to pursue claims when private vehicles damage our fleet. DCAS also coordinates with NYPD, FDNY, DOT, DEP, and Parks, who also pursue affirmative claims directly.

Thanks to our citywide auction team of Jon Ells, Valentino Balzora, Ilya Abramovich, Fran Kenley, and our Crash and Claims Unit of Marcin Gubernat, Veronica Rodriguez, Nate Koszer, Jason Li, and welcoming new addition Fouad Salem. We will report on additional performance areas, including other aspects of EO41, in upcoming newsletters.



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NYC Fleet Spotlight: Peter Galvin, Parks Fleet

By: Keith T. Kerman and Nate Koszer

Our newsletter this week features Peter Galvin, Project Development Coordinator for Parks Fleet. Peter took a fairly unique career route to join Fleet, having first started with Parks five years ago as a career coach. In that position, Peter assisted HRA benefit members who were hired for seasonal work with Parks with finding full-time employment when the season was over. While performing this work, Peter attended the annual NYC Fleet Show, where he met members of the Parks Fleet operations team, and his interest in the Fleet world was born. He applied as soon as a position opened, and was hired into his current position three years ago. Prior to working for Parks, Peter worked at H&M both as a supervisor and as a member of their logistics division.

Peter has been involved in several high-profile projects during his time at Parks Fleet. He has been working on telematics installations since day one and has seen the project grow from being just a one-person operation to an entire dedicated team. For telematics, Peter currently assists with getting disconnected units working again, as well as the distribution of key FOBs and any Fleet Office of Real-Time Tracking (FORT) related reporting.

While telematics is still very much a part of Peter's daily work, his most active project currently is the installation of surround cameras on heavy-duty vehicles. [DCAS announced this initiative in May](#). He is responsible for figuring out which units can be taken out of service each day and sent to a central location so the installation of this important safety equipment can be completed. While performing this work, he is actively trying to learn the ins and outs of the surround camera system so that he can be prepared when the project is fully operational. Parks also recently started a pilot program looking at predictive intelligence for Parks fleet operations, which Peter assisted with by identifying 10 trucks that would be suitable for the project.



Outside of these special projects, Peter supports the Vision Zero program in several other ways as well. Peter is responsible for gathering information and documents on collisions to be sent for discussion at Parks' collision review panels, who then determine if further action is needed by the Parks Advocate. Peter is also a certified defensive driving instructor and is looking forward to in-person classes starting again, which he hopes will happen at Parks in August.

He also started learning about Parks fueling operations, with the goal being for him to assist in processing purchase orders and handling work orders for the repair of fueling sites.

When asked about Peter's efforts at Parks, his supervisor Brian Aucoin stated: "Peter is knowledgeable, courteous, proficient, professional, and a valued member of the Parks Fleet Team." Peter was also proud to share that he is a second-generation Parkie, as his dad, Thomas Galvin, was a Park supervisor for 27 years.

When he is not on duty, Peter enjoys hiking, spending time with Jessie, his border collie, and attending concerts. He is looking forward to attending a concert in August featuring the rock bands *Korn* and *Staind*, as it will be the first live show Peter has attended since before the pandemic. Peter greatly enjoys his work making the Parks Fleet safer, and DCAS thanks him for his dedication to Vision Zero.

NYC 32nd Annual Equipment & Vehicle Show



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Fleet Services First 1,000+ Public EV Customers

By: Keith T. Kerman

The City of New York operates the largest electric vehicle fleet (EV) and EV charging network in New York state, with 3,143 plug-in electric and solar on and off-road fleet units and 1,061 EV charging ports. At DCAS, our focus is on serving and charging city government vehicles as we move toward an all-electric fleet by 2040.



In January, however, [DCAS announced that it will be providing public access for some of the charging sites](#), in partnership with the NYC Department of Parks & Recreation.

DCAS currently has eight sites open to the general public and recently completed its 1,000th public charge, serving over 177 distinct customers. (*Note: This sentence was incorrect in the original publication of this newsletter.*) Our efforts are in addition to the NYC Department of Transportation's [exciting announcement of the introduction of curbside EV charging](#) for the City fleet and the general public. We look forward to including those curbside chargers in our fleet program. Fleet vehicles and the general public can use their charging cards to power up at these public stations. Public customers must pay a reasonable reimbursement fee.

NYC Fleet: Fast EV Charging

	DCAS	HPD	DOC	Parks	DEP	DHS	DSNY	DOE	NYCEM	NYPD	OCVE	DOT	Totals
Manhattan	4	1	0	6	2	0	0	0	0	19	2	0	34
Bronx	0	0	4	1	1	0	0	0	0	2	0	3	11
Queens	3	0	0	1	1	0	0	2	0	5	0	2	14
Staten Island	0	0	0	4	2	0	0	0	0	0	0	0	6
Brooklyn	3	2	0	0	10	1	1	0	4	3	0	1	25
Total	10	3	4	12	16	1	1	2	4	29	2	6	90

Prepared by DCAS, as of July 15, 2021

In August, DCAS is also adding three additional sites for public access. For the first time, DCAS will offer three solar carports for public use, two in Van Cortlandt Park in the Bronx and one at the World's Fair Marina in Queens. These chargers are Level 2, so public customers will have up to four hours to charge up, as opposed to one hour for the fast chargers. Our solar carports are a unique asset and we will assess how this initial program goes and then determine whether we can add more of these units to public access while also serving our fleet customers.

DCAS recently procured two new solar carports which are being assigned to Van Cortlandt Park in the Bronx and will be part of this initiative. DCAS now operates 89 freestanding solar carports, the largest such program in the world. These new units have a more storm resilient design with the main storage battery elevated above flood risk. DCAS also continues the roll-out of fast charging citywide with 90 sites now in operation. We are planning additional fleet and public chargers as the year progresses.



For the most up-to-date DCAS public charging sites and rules, visit [DCAS's website](#).

Thanks to Brent Taylor, Sherry Lee, Jon Ells, Valentino Balzora, and DCAS Division of Energy Management for their work on this initiative.



NYC Fleet EV Charging Network as of 07/22/2021



Total 1,061 Electrical Charging Ports

- 🔌 - 881 Charging Ports
- ☀️ - 89 Solar Carports (⚡️ - 3 Solar Public Charging)
- ⚡️ - 90 DC Fast Chargers (⚡️ - 8 DC Fast Public Charging)
- 🚗 - 1 Mobi Mobile Charger

NYC Parks 32nd Annual Equipment & Vehicle Show



NYC Parks

32nd ANNUAL EQUIPMENT & VEHICLE SHOW

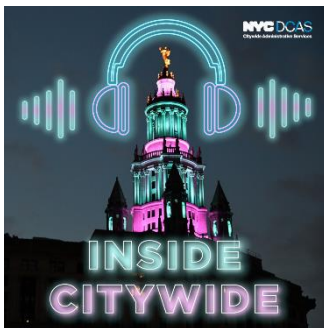
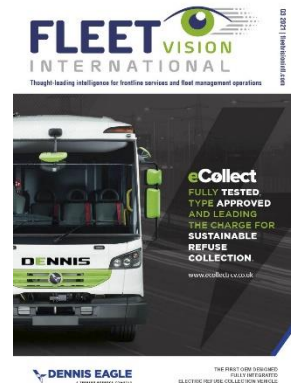
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NYC Fleet Spotlight - Chris Towns, FDNY

By: Keith T. Kerman and Henry Cornejo

In this special edition of our newsletter, we have a first. Instead of presenting a great employee working in fleet, we discuss one who left us, Chris Towns, who is currently a firefighter in Battalion 1, Engine 7, Tower Ladder 1.

Before joining the FDNY, Chris was a part of the Fleet Management team at DCAS for over three years. He worked directly with Jon Ells, our director of sustainability and a volunteer firefighter himself, in bringing electric vehicles and charging infrastructure to agencies, and he is proud to have been part of the initial push towards electrification.

Chris first joined fleet with the used vehicle auction program. Each week, Chris would coordinate a list of relinquished vehicles from agencies for tow companies to pick up, and he would assist in deciding whether certain auction bids were adequate for the vehicle being sold. From auction, Chris moved to our green fleet program, helping monitor and place our EV charging stations and solar carports. Chris played a key role as we built the largest EV charging network in NY State, which we discussed in [last week's newsletter](#).

His last day working for DCAS was on the day of the Vision Zero Fleet Safety Forum on October 31, 2019. Immediately after the event, Chris went to Randall's Island, *The Rock*, where he would begin his journey at the FDNY Academy.

Chris was put to the test every day, constantly learning and being molded to become an NYC firefighter. As Chris relayed, "It was definitely a culture shock. I would come home exhausted and repeat it the next day."

Originally scheduled for 20 weeks, the academy was cut short when the COVID-19 pandemic began to hit the city and his class. In the 18th week of the academy, a few days after the city shut down, Chris and his class were sent to their designated firehouse to begin working.

A day after he joined his firehouse, Chris contracted COVID-19 as did many of his colleagues. "This was in the beginning stages of the pandemic and no tests were out yet," Chris reflected. "Once I was able to obtain a test, it confirmed that I did have COVID."



Thankfully, Chris recovered and had a mild case. As an emergency responder, Chris was also able to get the vaccine as soon as it came out, in his case, December of last year.

The role of an engine company is to protect a ladder company so that they have the ability to search for victims during a fire. Being part of engine company, Chris and his fellow firefighters work closely together using fire hoses to put out fires. Chris has been impressed with the comradery of FDNY firefighters when responding to a major fire. As per Chris, “watching them work in unison, some for the first time with each other, with the clear goal of getting the job done with few to no injuries has been great to see.”

If he’s not at the firehouse, you can catch Chris playing as much golf as he can, traveling, or spending time with his girlfriend.

While we miss him at DCAS, we are happy that Chris successfully made the change and proud that Chris has joined NYC’s Bravest. So much so, we’ll give him the last word: “It’s really an awesome job, I love it!”

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NYC Fleet Fuel Use Down 4 Million Gallons in 4 Years

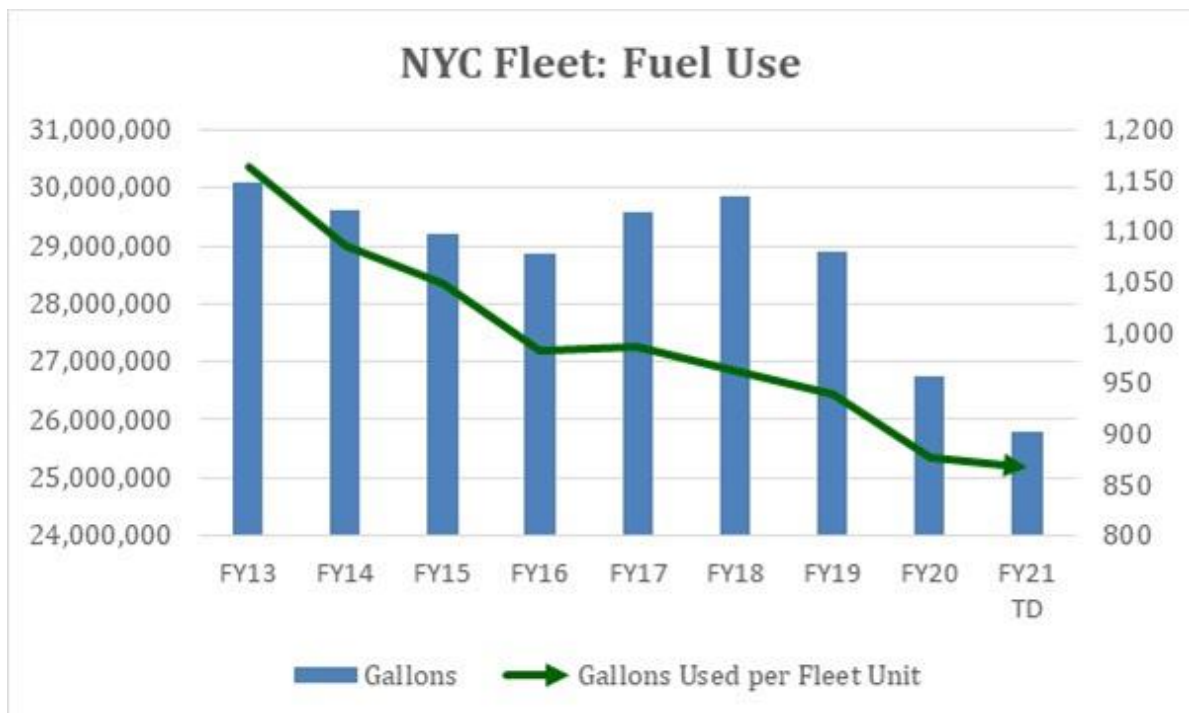
By: Keith T. Kerman

At the heart of our NYC Clean Fleet initiative is reducing the use of fossil fuels to power the City fleet.

Our Clean Fleet plan embraces three broad strategies to do this:

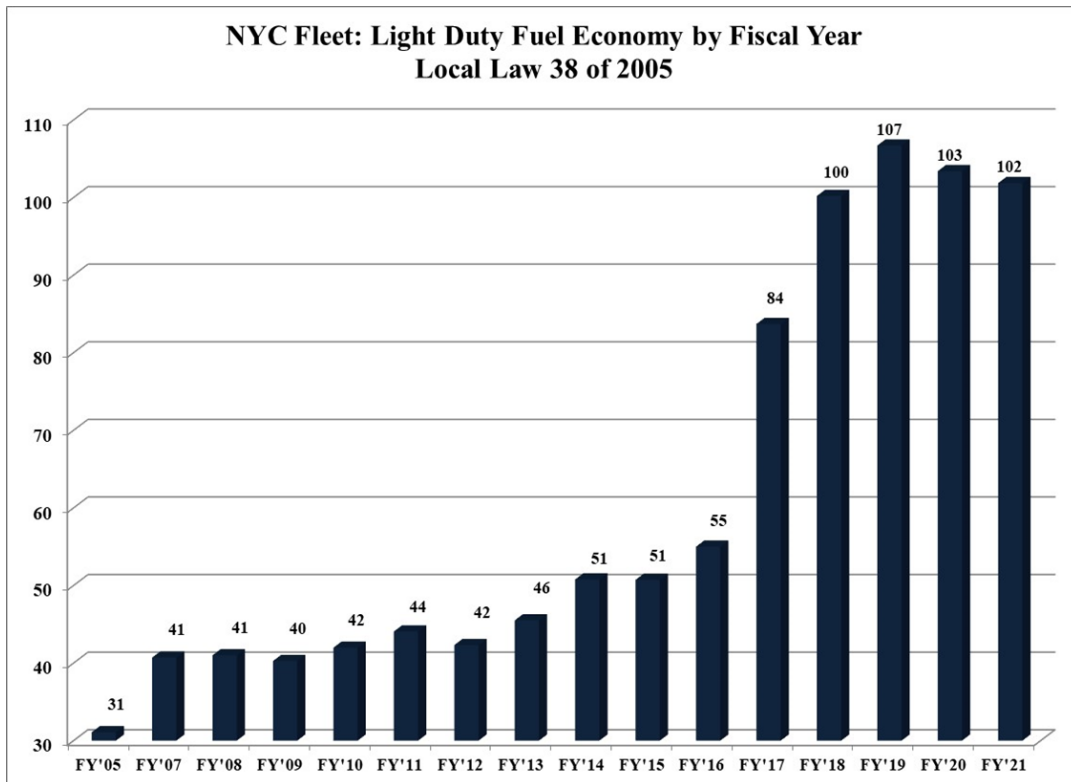
1. electrify everything we can as quickly as possible;
2. implement hybrid and more fuel-efficient designs where electric is not yet ready;
and
3. replace fossil fuels with biofuels until a transition to electric can be achieved.

In our annual fuels reports, we continue to show substantial progress on all fronts.



Supported by continued investments in electric and hybrid vehicles and fleet reduction tied to Executive Order 41, fleet reduced citywide fuel use by nearly one million gallons from FY20 to FY21. In the last four years, we have achieved 4 million gallons of fuel use reduction, or 14% of our FY13 total. Total fuel economy has improved even more, since NYC is operating more fleet units, especially in off-road categories. Fuel use per fleet unit, including our horticultural equipment, is down 25% since FY13.

The fuel economy of our new light-duty fleet units continues to reflect our commitment to electric and hybrid options. For the fourth straight year, new fuel economy was over 100 MPG, at 102 in FY21.

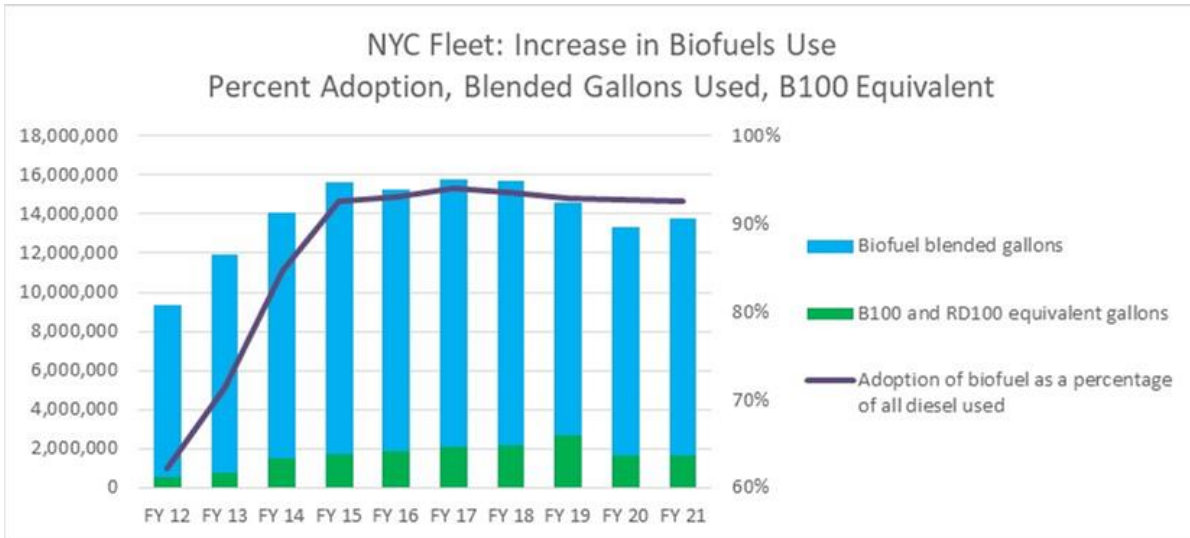


New fuel economy has doubled since FY15. This is our fleet equivalent to federal CAFE standards. This reporting is required by Local Law 38 of 2005. The impact of COVID-19 and the citywide savings initiative has reduced our buying over the last three years, but we continue to get the cleanest units we can with each purchase. We anticipate an increased electric buying program in FY22.

NYC government operations also continue to utilize biofuels where diesel fuel is employed. Biodiesel blends from 5% to 20% are used for all diesel fleet equipment and heating oils. Fleet used slightly less than 14 million gallons of biodiesel blended fuel in FY21, amounting to over 1.6 million gallons of B100 equivalent.

All agencies participated in the biodiesel fleet program with 93% of all diesel fuel used blended with biofuels. DSNY and Parks led the effort with 100% and 97% biodiesel use.

NYPD, DOC, and FDNY are also all substantial implementers of biofuels on the emergency response side. DCAS continues to work to expand biofuels use and will have more to say on that in future newsletters.



Thanks to Sherry Lee, chief of staff for DCAS Fleet Management, who manages our fuel tracking efforts, and to Tamika Johnson, director of acquisitions, who oversees Local Law 38 implementation.

We will continue to report on fiscal year fleet performance in future newsletters.

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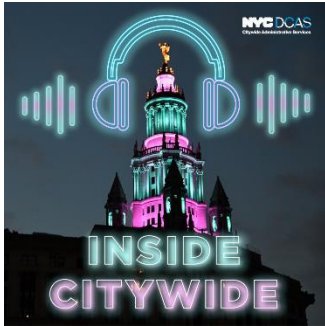
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