



Local Law 75 Report

Fiscal Year 2022



DCAS Report on the Use-Based Fuel Economy of Light and Medium Non-Emergency Vehicles in the City Fleet (Fiscal Year 2021 and Fiscal Year 2022)

1) Summary

In 2013, the city council passed Local Law 75 regarding the use-based fuel economy of the City's non-emergency light and medium duty vehicles. DCAS already reports on the manufacturer's listed miles per gallon (MPG) as part of Local Law 38 of 2005, which governs the purchase of new light and medium duty vehicles. Local Law 75 of 2013 requires the reporting of the actual use-based fuel economy of City vehicles, as impacted by weather, traffic, use of air conditioning and heaters, idling, and other road and operational conditions.

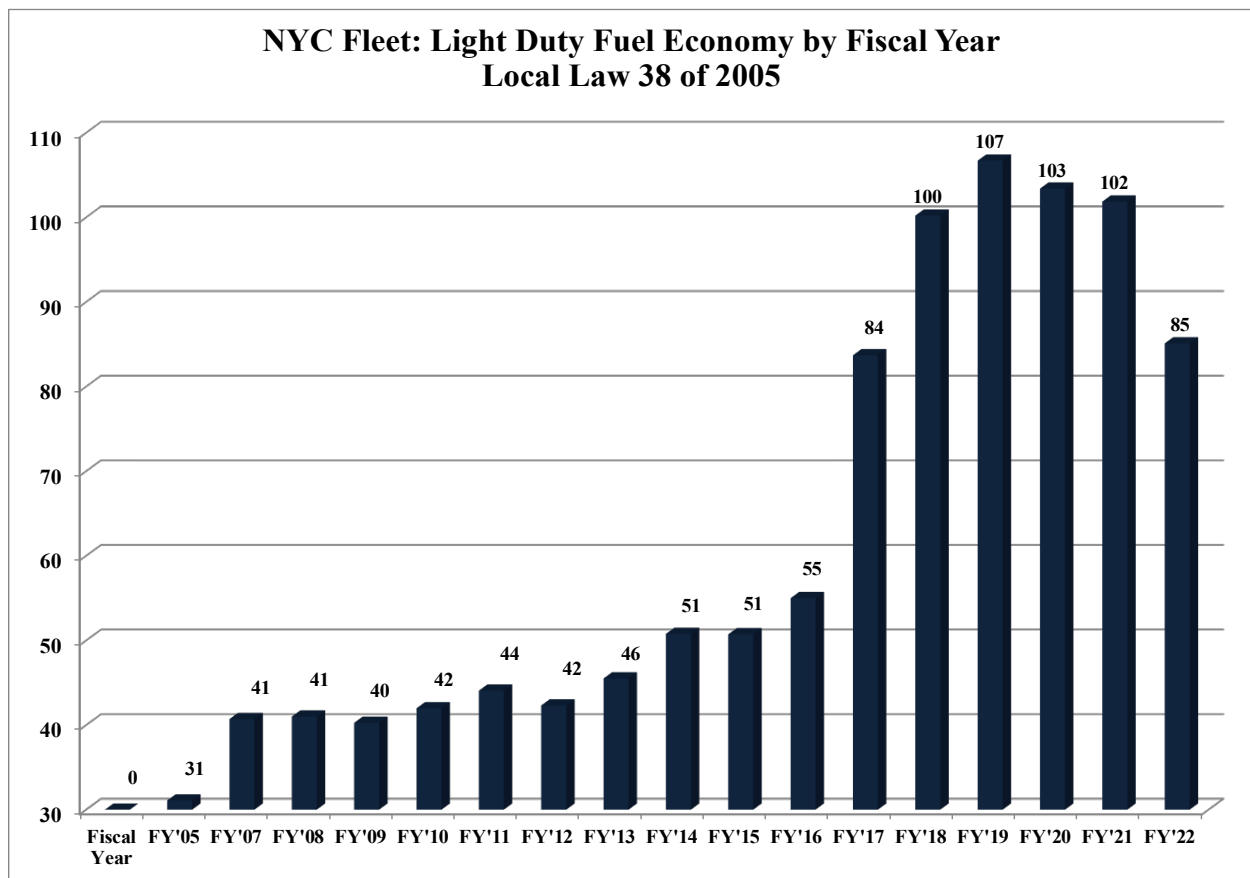
In 2013, DCAS did not have the reporting capacity to provide use-based fuel economy in the manner required by the law. Since 2013, DCAS has implemented a new fleet management system, NYC Fleet Focus; a new gas card contract for private retail fueling; and a new citywide fuel management system for in-house fueling.

Starting in early FY19, DCAS began the rollout of real-time telematics on fleet vehicles, managed through the DCAS Fleet Office of Real Time Tracking (FORT). One major improvement of this system is that the telematics devices can read fuel consumption and usage directly from the vehicle computer. In FY20, for the first time, DCAS reported real world MPG using the telematics system to produce the calculated MPG. In both FY20 and FY21, DCAS further expanded the telematics program. During FY22, the program is expanding even further and future versions of this report will include those vehicles.

Key results:

- The first report under this Local Law was in 2015. At that time, DCAS reported on the use-based fuel efficiency of 5,192 vehicles. **In FY22, DCAS is reporting use-based fuel economy for 8,846 units, an increase of 3,654 or 71%.** The increase in light duty units tracked was 2,242 units or 63% and the increase in medium duty units was 1,412 units or 86%.
- In the FY17 report, for the first time, DCAS reported on the total number of miles travelled using all-electric vehicles (BEVs). In FY17, this was 800,000 miles. **For FY22, all-electric vehicles travelled 2.6 million miles, an increase of over 300% for public works and non-emergency agency fleet use.** This local law report does not cover law enforcement, FDNY, and other emergency service vehicles which also employ electric units.

- NYC currently operates the largest plug-in fleet (4,100+) and EV charging network (1,200+ ports) in NY State. Under Executive Order 53 of 2020 the city will be transitioning to an all-electric fleet. In January 2023 the mayor announced an additional \$10 million in CMAQ funding in order to move toward an all-electric fleet including the purchase of all electric vans, pick-ups, and street sweepers as well as additional solar chargers. See more [here](#)
- **The average EPA fuel economy of new light duty units, as reported in Local Law 38 of 2005, doubled between FY15 and FY21, going from 51 MPG to 102 MPG.** The FY22 EPA fuel economy went down slightly to 85 MPG due to a delay in delivery of 500 all electric GM Bolts. These have now been delivered and will be represented in the FY23 report. For comparison, the average EPA fuel economy for these same vehicles in the United States in 2021 was 25.4 MPG [here](#).
- In FY16, this used based local law report included 113 plug-in hybrid units (PHEV) with a fuel economy of 28.9 MPG. In FY22, this report includes 1,068 plug-in units, an increase of 22 times, with an average fuel economy of 42.63 MPG. This 48% increase in fuel economy for plug in vehicles is a result of DCAS efforts to expand charging ports for city vehicles. DCAS continues to work with agencies to ensure plug-in units are being used as efficiently as possible and charged as optimally as possible. Curbside charging through the NYC DOT program should provide additional charging support for these units.



- In FY16, the fuel efficiency of fleet's hybrid vehicles was 22.1 MPG. In FY22, the fuel efficiency of fleet's hybrid vehicles was 36.9 MPG.
- In FY16, the fuel efficiency of all light duty vehicles was 19.5 MPG. In FY22, the fuel efficiency was 31.43 MPG, a 61% increase.
- As noted above, this local law report does not include emergency fleet operations such as NYPD, FDNY, and NYCEM. These agencies are expanding their use of electric, plug in and hybrid vehicles and that expansion will have a positive impact on overall citywide fuel economy.
- In FY21, the fuel efficiency of our medium duty units including pickups and vans was 8.94 MPG. For the FY22 report, this improved to 9.02 MPG. This increase is smaller than for light duty vehicles. However, in January 2023, DCAS announced its first major buy of over 500 electric medium duty pickups and vans. DCAS expects to achieve substantial improvement in medium duty actual MPG when these replacement vehicles go into full operation.
- DCAS added the actual fuel economy for all-electric vehicles to this report in FY21. This report excludes compressed natural gas sedans and vans which do not use liquid fuel. Fleet is transitioning away from the use of CNG for fleet as we prioritize electric for light duty.
- DCAS will use these results to further inform our sustainability efforts.

2) Use based fuel economy report for FY21 and FY22

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Notes:

- Increases in the number of units tracked reflect additional units placed on live vehicle tracking through the DCAS Fleet Office of Real Time Tracking (FORT) as well as additional EVs. The increase in units tracked does not reflect increases in fleet size at those agencies. DCAS implemented a fleet reduction initiative in 2022.

2021	
Agency	Count of Units
DCAS	2,606
DEP	1,314
DHMH	258
DOCN	467
DOT	1,518
Parks	1,328
DSNY	1,150
Total	8,641

2022	
Agency	Count of Units
DCAS	3,162
DEP	1,178
DHMH	215
DOCN	391
DOT	1,260
Parks	1,447
DSNY	1,193
Total	8,846

2021				
Subgroup	Count of Units	Total Miles	Total Gallons	MPG
Light	5,948	24,870,528	821,110	30.28
Medium	2,693	12,459,354	1,393,635	8.94
Total	8,641	37,329,882	2,214,745	16.86

2022				
Subgroup	Count of Units	Total Miles	Total Gallons	MPG
Light	5,799	28,883,179	918,944	31.43
Medium	3,047	11,774,389	1,305,818	9.02
Total	8,846	40,657,568	2,224,762	18.27

2021				
	Count of Units	Total Miles	Total Gallons	MPG
Light	5,948	24,870,528	821,110	30.28
Plug-in	1,465	4,930,922	109,212	45.15
Hybrid	2,707	12,558,564	291,382	43.10
Gas	1,122	4,216,364	370,955	11.37
All Electric	579	2,503,028	0	---
Diesel/Bio	75	661,650	49,561	13.35
Medium	2,693	12,459,354	1,393,635	8.94
Hybrid	66	217,457	30,348	7.17
Diesel/Bio	1,148	4,629,884	501,607	9.23
Gas	1,479	7,612,013	861,680	8.83
All Electric	-	-	-	-

2022				
	Count of Units	Total Miles	Total Gallons	MPG
Light	5,799	28,883,179	918,944	31.43
Plug-in	1,068	5,319,405	124,780	42.63
Hybrid	2,206	16,383,446	443,995	36.90
Gas	1,168	4,528,402	329,009	14.79
All Electric	1,306	2,372,826	0	-
Diesel/Bio	51	279,100	21,160	13.19
Medium	3,047	11,774,389	1,305,818	9.02
Hybrid	73	352,706	42,546	8.29
Diesel/Bio	1,221	4,664,332	405,935	11.49
Gas	1,726	6,751,477	857,337	7.87
All Electric	27	5,874	-	-

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