



Introduction

Good morning Chair Rodriguez and Chair Gibson, members of the Committees on Transportation and Public Safety, and other members of the City Council. I am Keith Kerman, Deputy Commissioner at the Department of Citywide Administrative Services (DCAS) and the Chief Fleet Officer for New York City.

New York City operates nearly 30,000 owned and leased vehicles, the largest municipal fleet in the United States. NYC maintains fleet units at 37 dedicated fleet repair facilities and has over 400 in-house fueling locations. We utilize approximately 841 distinct locations throughout the City to park our fleet. More than 2,000 City employees work full time in fleet repair and garage operations across the ten largest fleet operating agencies. In total, over \$800 million is spent annually on fleet related costs including acquisitions, repair, fueling, parts and collision claims.

DCAS leads efforts to share and improve services and safety across the ten major fleet operations involving the following City agencies: NYPD, FDNY, Correction, Sanitation, Environmental Protection, Parks, Transportation, Education, Health, and DCAS. In addition to these large agencies, over 40 other agencies with smaller fleets are managed and serviced through DCAS.

Vision Zero

One of the current focuses of DCAS's efforts is a series of safety and risk management projects that are part of the Mayor's "Vision Zero" initiative. DCAS works closely with the Mayor's Office, DOT, NYPD, Health, TLC and others on these efforts.

In 2017, DCAS began our fourth year in a major effort to train and reinforce safety among all authorized fleet operators. As part of Vision Zero, we have now trained 34,097 City staff in safe driving, including 8,606 alone at the Department of Sanitation. These day long classes focus on specific collision, fatality or injury

events that the fleet has been involved with and emphasize safe driving practices to avoid these types of events.

DCAS utilizes data from our new collision tracking system called CRASH and our vehicle tracking units to inform and focus this training. DCAS has also conducted surveys on fleet operations and safety with over 12,000 fleet operators so far to incorporate driver priorities and insights. In 2016, DCAS rolled out a poster campaign for City facilities emphasizing safety.

The emphasis on safety also included a ban on the use of phones, hands-free or hand-held, by City fleet drivers. The ban is based on research which demonstrates that the distraction caused by driving with a hand frees free set is just as dangerous as the distraction caused by texting or using a hand held phone. The new rule barring hands-free phone use will be a focus of the training moving forward, especially as we begin to bring in all drivers for a second day of training starting this year.

In January 2015, DCAS launched the nation's largest truck side guard rollout. Since 2015, DCAS has installed 663 sideguards on City fleet units from all major agencies to protect pedestrians and bicyclists. We will continue to install retrofit side guards on fleet units in FY17. In addition, all new trucks that the City procures will now come outfitted with side guards as standard safety equipment. DCAS currently has 28 vehicle contracts in place covering 652 new trucks so far that will come with sideguards in the next year. Side guards have been shown to reduce the likelihood of death by 61% for bicyclists and 20% for pedestrians colliding with the side of a truck. Side impact collision types account for approximately half of all bicyclists and one fourth of all pedestrians killed by trucks. About 32% of bicyclist fatalities and 12% of pedestrian fatalities in NYC involve trucks.

I would like to take a moment to acknowledge the City Council's leadership in this area. Local Law 56 of 2015 now requires sideguards on eligible City trucks and

also on commercial waste trucks. This implementation must be complete by 2024 and DCAS, along with BIC and DOT, have been working with private companies on both the fleet and side-guard supplier level to make this a reality.

Working with over 40 agencies, DCAS has also installed speed tracking devices on City vehicles. The City, for the first time, can report on speed, hard-braking and accelerating, as well as other vehicle indicators and is using this data to improve driving behaviors with City staff.

As the nation's largest municipal fleet, New York City is continuously working to make it one of the most sustainable and efficient fleets in the country. Equally important are these efforts to make it the safest fleet. To that end, I am happy to report that we have achieved reductions in fatalities, injuries and preventable collisions with City fleet vehicles from FY15 to FY16. In calendar year 2014, the City fleet was involved with 8 fatal vehicle events. In over two years since, there have been 3 fatalities, with two involving ambulances and one a City pickup truck. Our Vision Zero efforts are having an impact and show that City Fleet agencies are working diligently to improve the safety of our streets for both pedestrians and drivers.

DCAS is also working to develop the first "Safe Fleet Transition Plan" governing how we prepare specifications for the 154 types of fleet units that the City operates. We want to ensure that we procure the safest fleet units that are viable in the market and that a regular process exists to evaluate developments in safety technology and to revise specifications as needed. DCAS is partnering with the US DOT Volpe National Transportation Systems Center on this effort, and as a result the City will, among other things, expand use of safety technologies including driver alert, automatic braking, telematics, and backup cameras. DCAS expects to receive its first fleet units with automatic braking technology this spring.

Finally, in November 2016, DCAS hosted its third annual Vision Zero Fleets Forum. This forum offers an opportunity for private and public fleets to share ideas and partner with safety advocates and vehicle manufacturers to advance safety. Through the Forum, over 60 private fleets and fleet suppliers have endorsed Vision Zero and companies like Fresh Direct and Coca Cola have begun their own side-guard initiatives.

Conclusion

DCAS will continue to work with our partners in City government and in the private sector to expand and strengthen these efforts. Thank you to the City Council for your support and leadership as well as the opportunity to discuss these initiatives today.