PRESS RELEASE
FOR IMMEDIATE RELEASE
December 3, 2008

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HYBRID VEHICLES USE TAX DOLLARS MORE EFFICIENTLY, PROMOTE CITYWIDE SUSTAINABILITY EFFORTS

INDIANAPOLIS – The City of Indianapolis today announced the purchase of 85 hybrid vehicles in a move that combines fiscal responsibility with a commitment to a cleaner environment.

The Toyota Camry Hybrids, manufactured in Kentucky, are purchased as part of a pilot program and will be used by the Department of Public Safety and will serve as non-pursuit vehicles. The vehicles have received a five-star crash test rating and have been reviewed among the most fuel efficient vehicles on the market (according to fueleconomy.gov).

“We are constantly looking for ways to use taxpayer dollars more effectively,” said Mayor Greg Ballard. “By adding hybrid vehicles to our city fleet, we will be spending less money on fuel resulting in a cost savings to the taxpayer. To me, that is just a smart way to do business.”

By adding hybrid vehicles to the fleet, not only will the city be spending less money on gasoline, but it will reduce the fleet’s impact on local air quality. The new vehicles average 33 miles per gallon and are rated among the top vehicles for low air pollution according to the Environmental Protection Agency.

“We are working very hard to make Indianapolis a safer, more sustainable place to live, work and do business and the purchase of these hybrid vehicles puts us one step closer to doing just that,” said Mayor Ballard. “Not only are these vehicles better for our environment, but they also provide a much safer means of transportation for our public safety officers.”

Kären Haley, Director of the Indianapolis Office of Sustainability added:

“As the city expands and replaces its fleet, we will look to purchase other vehicles which are the most efficient for their intended purpose—including more hybrid vehicles. For Indianapolis to become one of the most sustainable cities in the Midwest, the city must lead by example.”

To learn more about the environmental advantages of the new vehicles visit http://www.fueleconomy.gov/FEG/noframes/25278.shtml.

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