| Auto Manufactur er | Model | Year | Fuel <br> Type | Vehicle Type | GREEN SCORE ${ }^{1}$ higher = greener | MPG ${ }^{2}$ <br> City/Hwy | Greenhouse Gas <br> Emissions (tons/yr) $^{3}$ | Vehicle Net Cost and Savings Compared to Gasoline Model |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  | Purchase Cost Increment ${ }^{4}$ | FueI Cost Saving (3-yr, $80 \mathrm{kmi} / \mathrm{yr})^{5}$ |
| Honda | Civic GX | 2007 | CNG | sedan (compact) | 57 | 28/39 | CNG: 27 Gasoline: 31 | \$634 more | \$6,099 savings |
| Toyota | Prius | 2007 | hybrid | $\begin{aligned} & \text { sedan (mid- } \\ & \text { size) } \end{aligned}$ | 55 | 60/51 | Hybrid: 17 <br> Gasoline: 38 <br> (Camry) | \$662 more (vs Camry | \$15,060 savings (vs Camry) |
| Honda | Civic | 2007 | hybrid | sedan (compact) | 53 | 49/51 | $\begin{array}{r} \text { Hybrid: } 20 \\ \text { Gasoline: } 31 \end{array}$ | \$3,538 more | \$8,100 savings |
| Toyota | Camry | 2007 | hybrid | $\begin{aligned} & \text { sedan (mid- } \\ & \text { size) } \end{aligned}$ | 46 | 40/38 | Hybrid: 25 <br> Gasoline: 38 | \$4,979 more | \$9,231 savings |
| Ford | Escape | 2007 | hybrid | SUV 2WD | 43 | 36/31 | Hybrid: 28 <br> Gasoline: 42 | \$3,837 more | \$10,734 savings |
| Honda | Accord | 2007 | hydrid | sedan | 42 | 28/35 | Hybrid: 33 Gasoline: 45 | \$4,461 more | \$8,727 savings |
| Mercury | Mariner | 2007 | hybrid | SUV 4WD | 41 | 32/29 | Hybrid: 31 <br> Gasoline: 45 | \$2,001 more | \$9,481 savings |
| Toyota | Highland er | 2007 | hybrid | SUV 4WD | 39 | 32/27 | Hybrid: 32 Gasoline: 48 | \$4,957 more | \$12,774 savings |
| Ford | Crown <br> Victoria | 2007 | CNG | sedan | n/a | 17/25 | CNG: TBD Gasoline: 53 | \$411 more | \$12,666 savings |

${ }^{1}$ "Green Score" is provided by the ACEEE Green Book and reflects a composite of fuel economy, greenhouse gas emissions, federal and California ratings for emission of criteria pollutants and other environmental factors. All models are given a numeric score based on their overall environmental impact. The higher the number, the greener the vehicle. See ACEEE's www.greenercars.org.
${ }^{2}$ MPG source: US EPA (www.fueleconomy.gov) and California Air Resources Board (www.driveclean.ca.gov)
${ }^{3}$ Source: US EPA (www.fueleconomy.gov) using the following values: $80 \mathrm{k} \mathrm{mi} / \mathrm{yr}, 75 \%$ city and $25 \%$ l
${ }^{4}$ Net Purchas Cost includes MSRP, sales tax, tax credits and other applicable incen
${ }^{\circ}$ Annual fuel cost derived using US EPA custom calculator (www.fueleconomy.gov), using the following values: $75 \%$ city driving and $25 \%$ highway; 80 K m per gallon regular unleaded gasoline (CNG at $\$ 2.05$ per gasoline gal equivalent)

