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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](#).

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