

May 10, 2023

California’s roadmap to make all new vehicle sales zero-emission by 2035

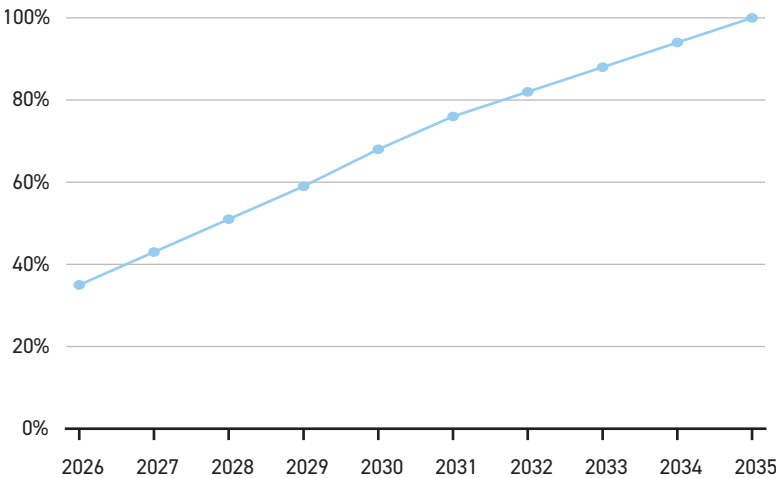
California wants all new light-duty car sales to be zero-emission vehicles by 2035, but it has a long way to go — including in some of the state's least wealthy counties.

Beginning in model year 2026, the Advanced Clean Cars II rule will require that 35 percent of new light-duty car sales are zero-emission vehicles. That requirement — which includes plug-in hybrids, full electric and hydrogen fuel cell vehicles — will increase over the next decade until zero-emission vehicles comprise all new light-duty car sales. The California Air Resources Board estimates that under the new regulations, there will be 9.5 million fewer new gas-powered vehicles sold by 2035 (a total of 1.8 million light-duty vehicles were sold in California last year).

The EPA announced last month national guidelines to boost electric vehicle sales, citing California as the leading state in shifting light-duty vehicle sales toward zero-emission technology.

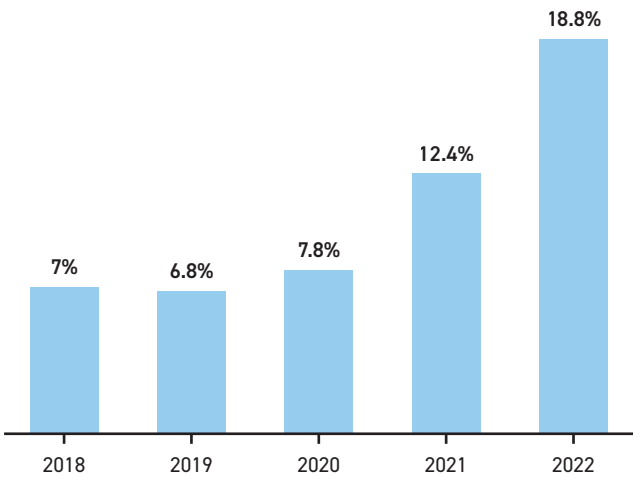
California will take 10 years to reach to all-electric light-duty sales

MARKET SHARE OF LIGHT-DUTY ZERO-EMISSION SALES, BY MODEL YEAR



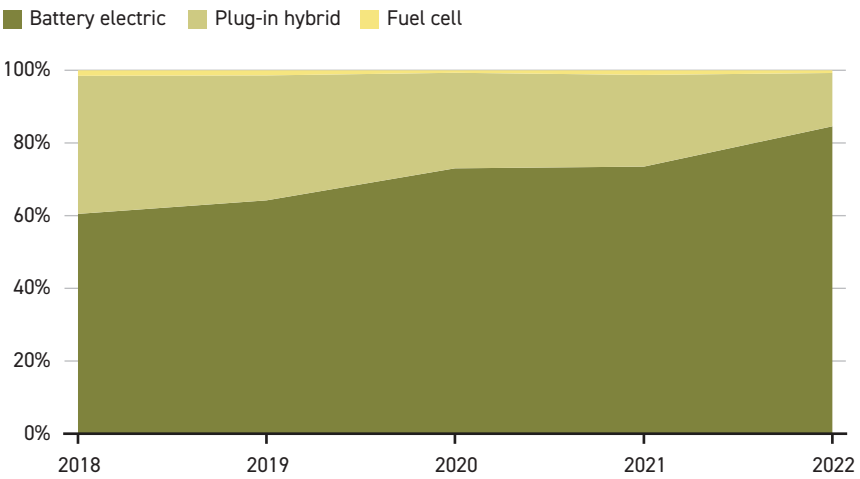
New zero-emission car sales comprised 18.8 percent of California’s market in 2022

MARKET SHARE OF LIGHT-DUTY ZERO-EMISSION SALES



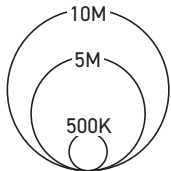
Fully electric vehicles made up 85 percent of new light-duty zero-emission sales in 2022

LIGHT-DUTY ZERO-EMISSION SALES, BY TYPE



California counties face severe pollution, and many lag in the zero-emission market

The California Legislature approved \$2.7 billion for fiscal 2023 to invest in zero-emission adoption and programs designed to help disadvantaged communities. The Coalition for Clean Air, a climate advocacy group, says the communities that are most disadvantaged when it comes to electric vehicle access also have the worst pollution and air quality, as well as the least economic means to address pollution. All of the counties that have less than 10 percent of new light-duty car sales come from zero-emission vehicles are below the state's median income.

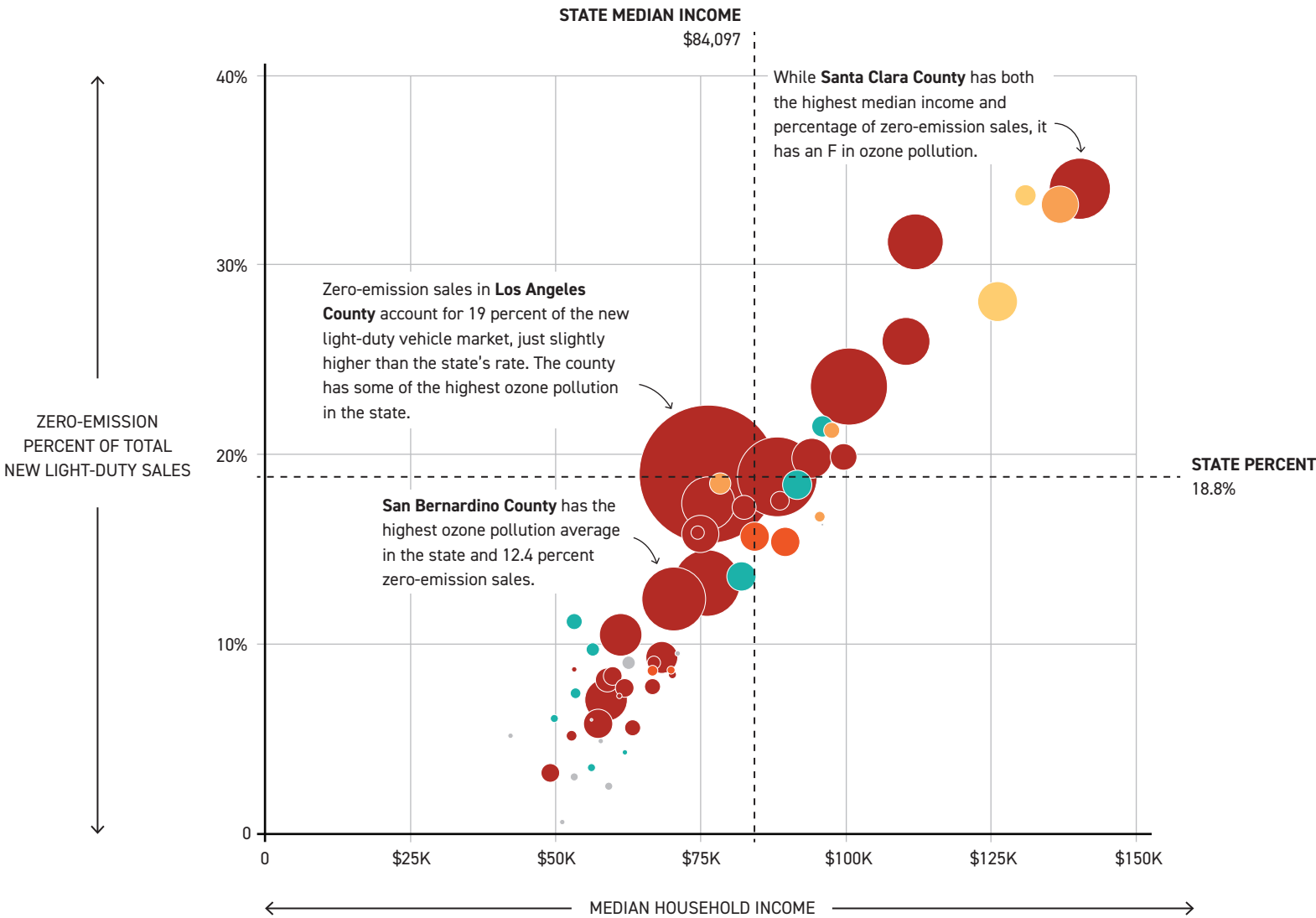


COUNTY POPULATION

Ozone-forming emissions mostly come from on-road passenger cars, trucks and buses, according to the American Lung Association. The ALA grades counties' exposure to ozone pollution using EPA Air Quality Index data. The ALA weighs days based on pollution severity and calculates a grade for the three-year period the data was collected. Counties with lower grades were more repeatedly exposed to ozone pollution.

The chart below places California counties on a grid based on percentage of new vehicle sales that were zero-emission in 2022, as well as the county's median household income. Circles for each county are sized by population and colored by ozone pollution grade.

OZONE POLLUTION GRADE: A B C D F No ozone data available



Note: Ozone pollution data was not available for nine counties: Alpine, Del Norte, Lassen, Modoc, Mono, Plumas, Sierra, Trinity, Yuba.