

CLEAN CAR STANDARDS:

A WIN FOR CONSUMERS, HEALTH, THE ECONOMY, & THE ENVIRONMENT

WITHOUT CLEAN CARS STANDARDS:

- Virginians won't be able to purchase the electric vehicles (EVs) consumers are demanding, so the business - and economic boost - will go to other states.
- Virginians will continue to breathe tailpipe pollution, exacerbating respiratory and other health issues we're already experiencing from transportation emissions.
- Virginians won't have access to vehicles that would emit less of the pollution that is making the impacts of climate change worse, in the form of increased flooding, extreme heat, and severe storms.

HOW CLEAN CAR STANDARDS WORK:

- Virginia's Clean Car Standards legislation, passed in 2021, will go into effect in 2024. Under this legislation, about 8% of new cars delivered for sale by manufacturers in Virginia must be EVs or hybrid EVs in 2024.
- The updated Advanced Clean Car II Standards will go into effect for Virginia in 2025. As expected, each year the standards increase the annual percent of new sales that must be zero-emission vehicles - largely EVs or hybrid EVs.
- The Clean Car Standards apply only to new passenger cars, SUVs, and light-duty trucks. They do not require vehicles already on the road to be replaced, do not apply to used cars, and do not apply to medium-duty vehicles such as delivery trucks or to heavy-duty trucks. The standards apply to manufacturers, not to dealers.
- Even in model year 2035, when 100% of new sales must be zero-emission vehicles, up to 20% of new car sales can be plug-in hybrid EVs that can run primarily on gasoline.
- Manufacturers who fall short of sales targets can use banked credits or buy credits from other manufacturers to comply with the standards.
- Maintaining the Clean Car Standards, developed by California, is Virginia's only option for improving on federal vehicle emissions standards.

Manufacturers are phasing out gas-powered vehicles

GM: 30 new EVs by 2025. GM will be all-electric by 2035

Ford: 50% of US vehicle sales to be fully electric by 2030. Ford will phase out gas-powered vehicles in "leading markets" by 2035.

Nissan: 40% of US vehicle sales to be electric by 2030.

Volvo: EV-only by 2030.

VW: 55% of US vehicle sales to be fully-electric by 2030.

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CONSUMER COST-SAVINGS:

- Today, Virginians spend about \$25 million per day on imported gas. More EVs means no longer being vulnerable to spikes in gas prices.¹
- Owning an EV will save the typical driver \$6,000 to \$10,000 over the life of the vehicle, compared to owning a comparable gas-powered vehicle.²

BUSINESS:

- One-third of Virginia-registered EVs are purchased out-of-state because Clean Cars states get front-of-the-line access to EVs.³ Clean Car Standards will stop Virginia dealers from losing business to Maryland.
- 55% of Virginians surveyed are likely to consider buying an EV. Of respondents likely to consider buying an EV, 82% are likely to purchase a car within the next five years.⁴

CLIMATE:

- 70% of the carbon pollution from the transportation sector in Virginia comes from personal vehicles, causing increased flooding and extreme heat, driving up costs to cool our homes, and making children sick.⁵
- Electricity to power an EV in Virginia emits less than 30% of the carbon emitted by an equivalent gas-powered car, and over time, our electricity mix will become 100% carbon-free.⁶

HEALTH:

- Widespread transition to EVs by 2050 could save Virginians \$29.7 billion in healthcare costs, result in 2,700 fewer premature deaths, cause 70,900 fewer asthma attacks, and give back 350,000 lost workdays each year.⁷
- Tailpipe emissions disproportionately harm low-income communities and communities of color.⁸

¹ Generation180. 2021 "Virginia Drives Electric 2021" <https://generation180.org/virginia-drives-electric-2021/>

² Consumer Reports. Oct 2020 "Electric Vehicles Save Consumers Money" <https://advocacy.consumerreports.org/wp-content/uploads/2020/10/EV-TCO-Overall-Fact-Sheet-FINAL-3.pdf>

³ Washington Post. Feb 2021 "Opinion: Virginia can help ease the transition to electric cars." <https://www.washingtonpost.com/opinions/2021/02/11/virginia-can-help-ease-transition-clean-cars/>

⁴ Generation180. Dec 2022 "Virginia Drives Electric 2022" <https://generation180.org/virginia-drives-electric-2022/>

⁵ U.S. Env't Prot. Agency, 2017 National Emissions Inventory (NEI) Data (last visited Jan. 7, 2022), <https://www.epa.gov/air-emissions-inventories/2017-national-emissions-inventory-nei-data>.

⁶ US Department of Energy. nd "Emissions from Electric Vehicles" https://afdc.energy.gov/vehicles/electric_emissions.html

⁷ American Lung Association. 2022 "Zeroing in on Healthy Air: A National Assessment of Health and Climate Benefits of Zero-Emission Electricity and Transportation" <https://www.lung.org/getmedia/13248145-06f0-4e35-b79b-6dfacfd29a71/zeroing-in-on-healthy-air-report-2022.pdf>

⁸ New York Times. 2021 "People of Color Breathe More Hazardous Air. The Sources are Everywhere." <https://www.nytimes.com/2021/04/28/climate/air-pollution-minorities.html>

University of Washington News. 2017 "People of Color exposed to more pollution from cars, trucks, powerplants over 10-year period." <https://www.lung.org/getmedia/13248145-06f0-4e35-b79b-6dfacfd29a71/zeroing-in-on-healthy-air-report-2022.pdf>

Sources for Manufacturer EV Plans:

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<https://www.nytimes.com/2021/04/28/climate/air-pollution-minorities.html>

Nissan: <https://global.nissannews.com/en/releases/nissan-ambition-2030-vision-to-empower-mobility-beyond>

Volvo: <https://www.nytimes.com/2021/03/02/business/volvo-electric-cars.html>

VW: <https://media.vw.com/en-us/releases/1668>