

## TIMELINE OF

**The California Zero Emission Vehicle Program***Advancing vehicle technology and improving air quality*

The Zero Emission Vehicle (ZEV) regulation was first adopted in 1990 as part of the Low Emission Vehicle Program. Although it has been modified several times over the years, it still remains an important program for meeting California's air quality and greenhouse gas reduction goals and has spurred many new technologies that are being driven on California's roads today.

1990	California embarked on a plan to reduce vehicle emissions to zero through the introduction of the Zero Emission Vehicle (ZEV) Program. At that time, the Board required that in 1998, 2% of the vehicles that large manufacturers produced for sale in California had to be ZEVs, increasing to 5% in 2001 and 10% in 2003.
1996	The ZEV mandate was adjusted to eliminate the "ramp up" years but left in place the 10% ZEV requirement for 2003, and again in 1998 to allow partial ZEV (PZEV) credits for extremely clean vehicles that were not pure ZEVs. The underlying goal, however, never changed. California remained committed to seeing increasing numbers of ZEVs in the vehicle fleet. The challenge was determining how to reach this goal.
2001	The challenge at this time was to maintain progress towards commercialization of ZEVs, while recognizing constraints due to cost, lead-time, and technical challenges. The 2001 modifications allowed large manufacturers to meet their ZEV requirement with 2% pure ZEVs, 2% Advanced Technology PZEVs and 6% PZEVs.
2002	Due to a lawsuit filed against the Board, a federal district judge issued a preliminary injunction that prohibited the Board from enforcing the 2001 ZEV amendments with respect to the sale of new motor vehicles in model years 2003 or 2004. Once the Board adopted the 2003 Amendments to the ZEV regulation, the parties to the lawsuits agreed to end the litigation.
2003	In order to address the preliminary injunction and better align the program requirements with the status of technology development, staff proposed additional modifications to the ZEV regulation in March 2003. The reasons and benefits are described above.
2006	ARB held a Technology Symposium and an Independent Expert Review Panel submitted their report on the status of all ZEV technologies.
2007	Staff went to the Board in early 2007 with the information gathered from the Symposium as well as the report from the Independent Expert Review Panel. The Board determined that staff should recommend changes to the regulation for the 2009 and subsequent model years.
2008	The Board approved modifications to the regulation at the March 27, 2008 hearing. The Board also directed staff to redesign the ZEV Program so it will affect the 2015+ model years.
2009	The 2008 amendments to the ZEV Regulation become effective. A ZEV Technology Symposium takes place in September and staff provides an informational update to the Board in December.
2010	Staff may return to the Board with regulatory changes to the ZEV Regulation.

**For More Information**

If you'd like to do your part and find out what clean cars are available today, go to:  
[www.DriveClean.ca.gov](http://www.DriveClean.ca.gov).

For questions regarding the ZEV Regulation, please contact:  
Elise Keddie, ARB's ZEV Implementation Section Manager at: [ekeddie@arb.ca.gov](mailto:ekeddie@arb.ca.gov),  
or visit the ZEV Program website: [www.arb.ca.gov/zev](http://www.arb.ca.gov/zev).

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