



Zero-Emission Assurance Project (ZAP)

Public Work Group: ZAP Policy and Implementation April 3, 2025

Background on ZAP

- Established by AB 193
- Helps lower-income Californians reduce risk of buying an unreliable used Zero Emission Vehicle (ZEV)
- Rebate for replacement of battery or fuel cell component
- \$9.9 million in funding



Previously-Approved Battery or Fuel Cell Failure Thresholds & Eligibility

- Decreased Battery Storage Capacity
 - Below 70% of original capacity
- Decreased Fuel Cell Power Output
 - Not publicly known and will defer to manufacturers' threshold for replacement
- Any person who has participated in CARB's Clean Cars 4 All & Financing Assistance programs who purchased a used vehicle would be eligible
 - Includes the various air district implemented Clean Cars 4 All programs, previous local and statewide Financing Assistance pilots, and the Driving Clean Assistance Program.
- Continuous ownership
- Rebates are limited to one per person



Previously-Approved ZAP Policies: Vehicle Coverage and Rebate Amount

- Coverage for fifteen years after the date of manufacture or up to 200,000 miles.
- Rebate up to \$7,500 to replace premature failure of batteries or fuel cell components, including labor, OR
- Grant equivalent up to \$10,000 to purchase a new or used clean vehicle.
 - Stackable with any other local or federal incentive programs. Not stackable with CARB vehicle purchase incentive programs.
 - Older vehicle donated to automotive technician programs to assist with workforce training.



How ZAP Would Work Vehicle Diagnosis





How ZAP Would Work Participant Decision



*Participant can opt out of the program before choosing an option **Participant responsible for repair costs exceeding \$7,500



How ZAP Would Work Route 1: Vehicle Repair Rebate

Once the application is approved a repair(s) appointment will be scheduled Repairs are completed and the rebate (up to *\$7,500) is paid directly to location performing the repairs Replaced critical system and fuel cell components are refurbished, repurposed or recycled

*Participant responsible for repair costs exceeding \$7,500



How ZAP Would Work Route 2: Vehicle Replacement Grant

Once the application is approved the participant would be directed through DCAP dealer network to purchase replacement vehicle (purchase grant up to \$10,000)

The participant's assigned case manager will guide them throughout the process The replaced vehicle is donated to the network of Education & Training Partners for zeroemission vehicle workforce training



How ZAP Would Work (Post Vehicle Replacement) Route 2A-D: Donated Vehicle Component Evaluation Repair, Reuse, Repurpose, or Recycle Pathways





How ZAP Would Work (Post Vehicle Replacement) Route 2A & 2B: Repair or Reuse Pathways





*(Battery pack, Battery Management System, Drivetrain, Shell) 10

How ZAP Would Work (Post Vehicle Replacement) Route 2C & 2D: Repurpose or Recycle Pathways





*(Battery pack, Battery Management System, Drivetrain, Shell) 11

Proposed Implementation

- Rolling implementation.
 - Start in South Cost, BAAQMD, Sac Metro, San Diego, and San Joaquin Air Districts
 - Outside of the current implementing Air Districts, rollout to follow DCAP's expansion path.



Next Steps

- Staff to consider input from today's work group.
- Additional work group(s) to be held to flesh out any remaining policy and discuss program launch specifics
- Goal of launch in Summer 2025



Comments and Questions



Use the raised hand function (#2 if calling in by phone)



Please state your name and affiliation before asking a question or making a comment.



You may also email questions to: **CleanTransportationIncentives@arb.ca.gov**



Contacting ZAP

Email questions to: **Zap@drivingcleanca.org**

- Scott Butckovitz, ZAP Lead, Community Housing Development Corporation
- Michael Litwin, Air Pollution Specialist, CARB lead on ZAP

