

DOCKETED

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2025–2026 Investment Plan Update for the Clean Transportation Program

California Energy Commission

October 17, 2025

Background for the Clean Transportation Program



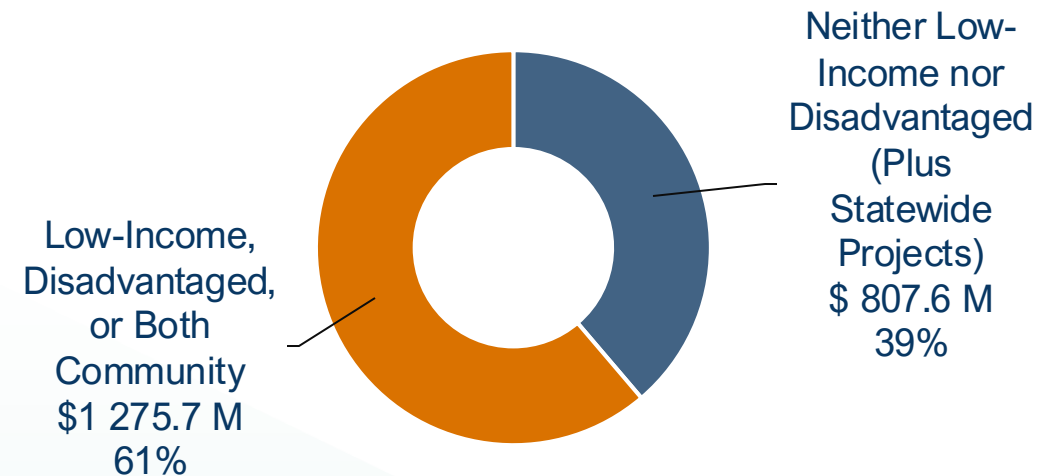
Mabel Aceves Lopez, Assistant Project Manager, Clean Transportation Program Investment Plan



Clean Transportation Program Background

- Advances clean transportation, equity, air quality, and climate policies
- Reauthorized through 2035 to develop and deploy zero-emission technology and fuels
- Program funding up to \$100 million per year
- Complements other state programs and investments

61% of Funding in Disadvantaged or Low-Income Communities



Funding in Millions through July 2025



Community Benefits Assessment

Site Metrics

- Site located in disadvantaged or low-income communities
- Low-income housing or multifamily housing units served
- Public transit, school buses, or other medium- or heavy-duty vehicles* served

*Traffic Proximity and Diesel Particulate Matter Exposure Percentiles

Agreement Metrics

- Emission reductions
- Labor agreements or other job quality standards
- Funding amount for marketing, education, and outreach



Medium- and Heavy-Duty Currently Open Solicitations — \$120 Million

Port ZEV Infrastructure

- At seaports and land ports of entry
- \$60 million available
- Closes November 21, 2025

ZEV Infrastructure Blueprint Implementation

- Implementation of ZEV infrastructure plans
- \$40 million available
- Closing Dec. 2025

Depot Infrastructure for On-Road ZEVs

- Public or shared infrastructure
- \$20 million available
- Closing Dec. 2025



Photo credit: California Climate Investments



EnergIIZE Medium- and Heavy-Duty Infrastructure Block Grant — \$93 Million



Photo credit: CARB

- **Fast-Track**
 - Closed July 15, 2025
 - Up to \$25 million available
- **Transit & Drayage Lanes**
 - Closed October 2, 2025
 - Up to \$58 million available
- **MegaWatt Charging Standard (Pilot)**
 - Opening October 28, 2025
 - Up to \$10 million available



Additional Medium- and Heavy-Duty Planned Activities in FY 2025–2026

- New \$38 million for heavy-duty infrastructure approved in 2025–2026 Greenhouse Gas Reduction Fund budget appropriation (passed September 2025)
- Additional solicitations for approximately \$75 million are anticipated to be opened before June 30, 2026 (details subject to change)



Summary: CEC Funds Available for Medium- and Heavy-Duty Infrastructure

- Currently open solicitations of \$120 million
- \$38 million newly approved in 2025–2026 Greenhouse Gas Reduction Fund appropriation
- Planned solicitations for approximately \$75 million to open before June 30, 2026
- \$170 million available from CTP and non-CTP funds that will be allocated to EnergIIZE and other medium- and heavy-duty solicitations potentially in this fiscal year or beyond
- Total: over \$400 million



Light-Duty Charging Infrastructure Open Funding Opportunities — \$111 Million

California Electric Vehicle Infrastructure Project (CALeVIP) 2.0

- Public fast charging
- Funding closes October 2025
- \$55 million



Photo credit: U.S. News

Communities in Charge

- Level 1 and 2 for multifamily housing
- Funding closes January 2026
- \$56 million



Photo credit: ChargePoint



Hydrogen and Workforce Updates

- **Hydrogen Infrastructure**
 - Operations and maintenance
 - Closed January 2025
 - \$15 million available, \$1.5 million awarded
 - New solicitation opening this Fall
 - \$40 million available
- **ZEV Workforce Development**
 - Electric Vehicle Infrastructure Training Program (EVITP) Fund
 - More than \$1.7 million awarded July 2025
 - New funding window with ~\$1 million available will open this Fall
 - New solicitation anticipated this Winter
 - \$5 million available



Photo credit: CEC

2025–2026 Investment Plan Update: Feedback and Staff Draft



Benjamin Tuggy, Project Manager, Clean Transportation Program
Investment Plan

Fuels and Transportation Division



Investment Plan Background

- Guides CTP program investments at high level
- Zero-emission focus
- Guided by:
 - CEC analyses on investment needs and other state and federal context
 - Advisory Committee and Disadvantaged Communities Advisory Group
 - Other public feedback



Legislative Direction on Clean Transportation Program Investments

- Prioritize program investments into:
 - Filling light-duty infrastructure deployment gaps identified in analyses to advance State goals
 - Supporting deployment of clean medium- and heavy-duty vehicles
- Hydrogen infrastructure funding at least 15% until 2030
- At least 50% directly benefits disadvantaged and low-income communities



Guiding Principles Recap

- Multiyear plan provides more clarity on CEC direction
- Fund light-, medium-, heavy-duty infrastructure
- EV infrastructure: prioritize fast charging, residential charging: multifamily, curbside, other applications
- Keep supporting underserved geographic areas and high vehicle traffic corridors, and other locations less likely to be supported by private investment
- Emphasize flexibility and responsiveness



Feedback Received on Guiding Principles

- Prioritize DC fast charging?
Fairly positive, with some caveats
- What should CEC prioritize for hydrogen fueling?
Mixed; most wanted to fund all vehicle classes, some only medium- and heavy-duty
- Use certain definitions of green hydrogen?
Fairly positive, but different definitions given
- What should CEC prioritize for medium- and heavy-duty?
General support; some recommend a focus on certain applications



Photo credit: CEC



Feedback Received on Guiding Principles, continued

- Improve accessibility and community benefits of funding?
Positive, many ideas, e.g., better understand how projects benefit communities
- Should Investment Plan cover multiple years?
Positive
- Further support at-home charging?
Positive, recommendations included: multi-family, Level 1
- Continue funding workforce development?
Positive, leverage existing programs



Rationale for Staff Investment Plan Draft

- Currently higher amount directed and available for medium- and heavy-duty ZEV infrastructure:
 - Open solicitations, new Greenhouse Gas Reduction Funds, non–Clean Transportation Program funds
- Proposing to direct more program funds to light-duty for Fiscal Year 2025–2026
- Proposed Investment Plan allocations include reappropriated previous fiscal year funds
 - Propose reallocating \$41.3 million with this plan



Proposed Clean Transportation Program Funding Allocations for Fiscal Years 2025–2026 thru 2027–2028

Category	Eligible Fuel Types	2025–2026	2026–2027	2027–2028
Light-Duty Charging Infrastructure	Electric	\$98.5	\$34.2	\$33.2
Medium- and Heavy-Duty ZEV Infrastructure	Electric, Hydrogen	\$15*	\$44	\$44
Hydrogen-Specific Funding	Hydrogen	\$22**	\$15	\$15
Workforce Training and Development	Electric, Hydrogen	\$1***	\$2	\$3
	Total	\$136.5	\$95.2	\$95.2

* Allocation does not include over \$400 million in active and planned MDHD funds from GGRF, non-CTP and unspent CTP

** Not including Fall 2025 \$40 million Hydrogen Solicitation

*** Allocation does not include ~\$6 million in previously allocated workforce funds nor planned grant funding opportunities in 2025–2026



A Look Ahead: Investment Plan Schedule





Prior Recommendations from DACAG

- For hydrogen, require non-fossil sources and focus on medium- and heavy-duty
- Incorporate job quality and labor standards
- Measure tangible benefits and consider potential harms
- Prioritize medium- and heavy-duty investments, especially at ports
- Provide funding for outreach and education
- Coordinate efforts with other agencies



Questions for Consideration

- How should the light-duty funding allocation be proportioned between residential/multifamily home charging, public DCFC? Or other?
- What other aspects should we consider during a tighter budget year?
- Additional feedback?



Important Links

More information: <https://www.energy.ca.gov/programs-and-topics/topics/transportation>

Submit comments by **Friday, November 7, 2025** to Docket 25-ALT-01:
<https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=25-ALT-01>