

**DOCKETED**

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## **Plug In America Comments on 2025-26 CTP Investment Plan Update**

*Additional submitted attachment is included below.*



November 7, 2025

California Energy Commission  
715 P Street  
Sacramento, California 95814

Docket No. 25-ALT-01

**Re: 2025-2026 Investment Plan Update for the Clean Transportation Program**

Dear Commissioner Skinner, Members of the Commission, and Staff,

On behalf of Plug In America, thank you for the opportunity to comment on the California Energy Commission's (CEC) 2025-2026 Investment Plan Update for the Clean Transportation Program (CTP). We have been consistently engaged with this process over the last several years, and we are eager to continue contributing from the perspective of EV drivers.

Plug In America conducts regular surveys to understand the evolving EV driver experience. Our most recent annual survey demonstrates that EV drivers remain overwhelmingly satisfied with their vehicles. About 94% of California EV drivers reported that it is likely or very likely their next vehicle will be electric, an increase from 89% in 2024.<sup>1</sup> Furthermore, our 2025 survey focused on the public charging experience shows strong year-over-year improvement in public charging satisfaction.<sup>2</sup> The share of respondents "satisfied" or "very satisfied" with charging quantity, availability, and reliability increased across all metrics. Our results demonstrate substantial positive progress. Moving forward, challenges remain and provide room for improvement.

- 43.6% of drivers reported satisfaction with the quantity of public chargers in the past year (up from 36.1% last year).
- 42.7% of drivers reported satisfaction with the availability of public chargers in the past year (up from 37% last year).

For multifamily housing residents, charging availability introduces a more complex question. 91.4% of multifamily housing respondents indicated it is likely or very likely their next vehicle will be an EV.<sup>3</sup> This is in line with the survey population at large, and further demonstrates that EV drivers love their vehicles. However, 83.8% of those without access to home charging said it is likely or very likely their next vehicle will be an EV—this indicates the importance of home charging.

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<sup>1</sup> Plug In America, 2025 EV Driver Survey, June 2025, <https://pluginamerica.org/survey/2025-ev-driver-survey/>.

<sup>2</sup> Plug In America, The Public Charging Experience, October 2025, [https://pluginamerica.org/wp-content/uploads/2025/10/2025\\_10-Public-Charging-Experience.pdf](https://pluginamerica.org/wp-content/uploads/2025/10/2025_10-Public-Charging-Experience.pdf).

<sup>3</sup> Plug In America, 2025 EV Driver Survey, June 2025, <https://pluginamerica.org/survey/2025-ev-driver-survey/>.

We appreciate the CEC's responsiveness to our prior feedback on the guiding principles presented in April 2025. As noted in our comments from May 2025 on the proposed guiding principles, we support the CEC's new multiyear planning process as it can provide more certainty and consistency for the market to reach California's zero-emission vehicle (ZEV) infrastructure goals. Additionally, we reaffirm our support for the overall guiding principles especially the residential charging focus for multi-family housing and curbside charging and focusing on underserved areas in California and locations less likely to receive private investment. Lastly, as reflected in response to our comments on the proposed guiding principles, we urge additional care in crafting how fast charging investments are made.

We support the rationale for the investment plan draft: higher funding allocation for light-duty infrastructure for Fiscal Year 2025-2026 given there are currently higher amounts directed and available for medium-duty (MD) and heavy-duty (HD) ZEV infrastructure. We especially support CEC's intention to focus on Level 1 and 2 charging in locations with longer vehicle dwell times. We encourage the CEC to maintain focus in this area on multifamily housing (MFH) residents for charging solutions both on site and near home that can support an experience similar to at home charging. Home is the most convenient place to charge for drivers and while many MFH residences have garages or parking lots on site, other MFH residents rely on street parking. We encourage the CEC to support on-street charging needs as well. Plug In America has developed a toolkit that showcases various approaches to charging solutions that may be useful for the CEC's consideration in developing programs for different types of charging for drivers who live in MFH or face additional barriers to install charging at home.<sup>4</sup>

We support the CEC's intention to also focus on public fast charging infrastructure. Though we remain concerned about the high cost of DCFC for installation and maintenance and the cost to the consumer, we understand that California still has progress to make to continue to increase the availability of public charging infrastructure. We encourage the CEC to continue to ensure that public fast charging does not have to act as a primary charging solution for drivers, particularly for MFH residents who face additional barriers to charging at home, given the relative higher costs and additional burden it can place on the driver. We support the direction to focus on high-visibility and highly trafficked locations with shorter vehicle dwell times (e.g. under an hour.)

Thank you again for the opportunity to provide feedback and for your consideration of these comments. Please reach out to Alexia Melendez Martineau, Senior Policy Manager, Plug In America, at [amartineau@pluginamerica.org](mailto:amartineau@pluginamerica.org) if you have any questions or would like to discuss our comments further.

Sincerely,

Joel Levin  
Executive Director, Plug In America

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<sup>4</sup> Plug In America, Affordable and Convenient Access to EV Charging Toolkit, May 2025, <https://pluginamerica.org/policy/charging-solutions-for-multifamily-housing/>.