DOCKETED	
Docket Number:	25-ALT-01
Project Title:	2025–2026 Investment Plan Update for the Clean Transportation Program
TN #:	268050
Document Title:	2025-2026 Investment Plan Update for Clean Transportation Program Commission Report
Description:	N/A
Filer:	Spencer Kelley
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	12/29/2025 8:11:24 AM
Docketed Date:	12/29/2025

CALIFORNIA ENERGY COMMISSION

CALIFORNIA NATURAL RESOURCES AGENCY

California Energy Commission

COMMISSION REPORT

2025–2026 Investment Plan Update for the Clean Transportation Program

December 2025 | CEC-600-2025-033-CMF

California Energy Commission

David Hochschild
Chair

Siva Gunda
Vice Chair

Commissioners
J. Andrew McAllister, Ph.D.
Noemí Otilia Osuna Gallardo
Nancy Skinner

Drew Bohan
Executive Director

Benjamin Tuggy
Primary Author
Project Manager

Mabel Aceves Lopez
Assistant Project Manager

Charles Smith
Branch Manager
STRATEGY, EQUITY, AND ECONOMIC BENEFITS BRANCH

Hannon Rasool
Director
FUELS AND TRANSPORTATION DIVISION

ACKNOWLEDGEMENTS

The following California Energy Commission staff members contributed to the development of this Investment Plan Update:

Awanti Acharya

Jane Berner

Susan Ejlalmaneshan

Janna Franks

Diana Friedrich

Brittani Gallagher

Mark Johnson

Thanh Lopez

Jana McKinny

Tomas Ortiz

Bridey Scully

Melanie Vail

Michelle Vater

Danae Villicana

Kristi Villareal

Marissa Williams

The California Energy Commission also appreciates the help of other state agencies including the California Air Resources Board and California Public Utilities Commission.

ADVISORY COMMITTEE MEMBERS

The California Energy Commission thanks the Clean Transportation Program Advisory Committee for guidance in helping identify opportunities and priorities for consideration in the Investment Plan Update:

Nicholas Blair — Association of California Water Agencies

Teresa Bui — Pacific Environment

Suzanne Caflisch — Better World Group

Elise Candelaria — Employment Training Panel

Gregory Cane — California Hydrogen Car Owners Association

Brittany Carpenter — Fresno Metro Black Chamber of Commerce

Jennifer Cohen — Pacific Merchant Shipping Association

Rev. Charles Dorsey — The Dorsey Group

Larry Engelbrecht — Engelbrecht Consulting

Daniel Ferguson — Los Angeles Cleantech Incubator, Christ Temple Cathedral

Katrina Fritz — California Hydrogen Business Council

Gillian Gillett — Caltrans

Beverly Greene — Santa Clara Valley Transportation Authority

Christopher Grundler — California Air Resources Board

Ted Lamm — UC Berkeley School of Law

Joel Levin — Plug In America

Morris Lum — Recreational Boaters of California

Bill Magavern — Coalition for Clean Air

Micah Mitrosky — IBEW Ninth District

Luis Olmedo — Comite Civico del Valle

Michael Pimentel — California Transit Association

Laura Renger — California Electric Transportation Coalition

Mariela Ruacho — American Lung Association

Gia Vacin — Governor's Office of Business and Economic Development

Rev. Harvey Vaughn III — Bethel AME Church

Vanessa Warheit — National Charging Access Coalition

Sam Wilson — Union of Concerned Scientists

Marissa Wu — The Greenlining Institute

Commissioner Nancy Skinner (Presiding Member) — California Energy Commission

ABSTRACT

The *2025–2026 Investment Plan Update for the Clean Transportation Program* guides the allocation of program funding for Fiscal Year 2025–2026 and the reallocation of funds from previous fiscal years. Program funding, recently reauthorized in 2023 through Assembly Bill 126 (Reyes, Chapter 319, Statutes of 2023), plus reallocated funds totals $326.9 million in Fiscal Years 2025–2026 through 2027–2028. The plan also includes $38 million in supplemental Greenhouse Gas Reduction Funds made available in Fiscal Year 2025–2026. In total, the plan discusses $364.9 million in funding. The California Energy Commission (CEC) reviews the proposed allocations of program funding annually.

This *2025–2026 Investment Plan Update* is the seventeenth plan in the history of the program and reflects laws, executive orders, regulations, and other funding programs to reduce greenhouse gas emissions, petroleum dependence, and criteria pollution emissions for all Californians. The Investment Plan establishes funding allocations based on identified needs and opportunities, including a focus on zero-emission vehicle infrastructure. Program priorities are determined with input from interested and affected groups, the Disadvantaged Communities Advisory Group, the Clean Transportation Program Advisory Committee, and CEC reports and analyses. These priorities are consistent with the program goal "to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies."

This Commission Report is the final version of the *2025–2026 Investment Plan Update*, which was adopted at a CEC business meeting December 8, 2025.

This report will be available on the *2025–2026 Investment Plan Update* web page, at https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-10. Members of the public can request a hard copy by calling 916-269-9595.

Keywords: California Energy Commission, Clean Transportation Program, AB 118, AB 8, AB 126, funding program, alternative transportation fuels, investment plan, equity, zero-emission vehicles, electric vehicles, EV charging, hydrogen, tribal communities, disadvantaged communities, workforce, training, sustainability, fueling stations, alternative fuel infrastructure

Please use the following citation for this report:

Tuggy, Benjamin. 2025. *2025–2026 Investment Plan Update for the Clean Transportation Program.* California Energy Commission. Publication Number: CEC-600-2025-033-CMF

TABLE OF CONTENTS

LIST OF FIGURES

Page

LIST OF TABLES

Page

EXECUTIVE SUMMARY

The *2025–2026 Investment Plan Update for the Clean Transportation Program* projects a multiyear spending plan, with $326.9 million in program funding for Fiscal Years 2025–2026 through 2027–2028, which includes a reallocation of $41.3 million from previous fiscal years. The plan also discusses supplemental Greenhouse Gas Reduction Funds of $38 million for Fiscal Year 2025–2026. In total, the plan discusses $364.9 million in funding. Program funding allocations beyond Fiscal Year 2025–2026 may change in future Investment Plan Updates, but the multiyear funding plan is intended to provide increased certainty and convey CEC goals.

Background

California leads the nation in addressing the climate crisis through aggressive greenhouse gas (GHG) emission reduction goals, regulations, and innovative funding programs. The California Energy Commission's (CEC) Clean Transportation Program is one of the first transportation-focused funding programs created by the California Legislature to help achieve the state's climate policies, as well as air-quality goals. Since 2008, the Clean Transportation Program, supplemented with funds from state budget acts, has made significant progress through grant-focused investments that have provided more than $2.4 billion in funding.

Investments have included a broad spectrum of zero-emission vehicles (ZEVs) and infrastructure, alternative fuels and technologies, and workforce development projects in communities that will accrue health, environmental, and economic benefits from these investments. Given the advancements in zero-emission transportation, the Clean Transportation Program now focuses on zero-emission technologies.

Purpose

As part of the Clean Transportation Program, the CEC prepares and adopts an annual Investment Plan Update that identifies the funding priorities for the coming fiscal years. The update builds on the work of previous Investment Plans. This Commission Report is the final version of the *2025–2026 Investment Plan Update*, which was adopted at the December 8, 2025, business meeting.

The Commission Report follows several draft documents and is guided by feedback from three public meetings and written comments, including feedback from the Clean Transportation Program Advisory Committee. The advisory committee includes members of clean transportation industries, environmental justice communities, rural communities, and others. Representatives from the advisory committee, other interested and affected groups, and the public commented on Investment Plan drafts during public meetings and through the CEC's docket system (Docket Number 25-ALT-01).

Funding Allocations

In recent years the CEC has received Greenhouse Gas Reduction Funds and General Funds under the ZEV Climate Package to supplement the Clean Transportation Program funding. The 2025 State Budget augments the funds available to the Clean Transportation Program with $38 million from the Greenhouse Gas Reduction Fund, described below. Table ES-1 shows the

Clean Transportation Program fund allocations for Fiscal Years 2025–2026 through 2027–2028.

The CEC's allocation of Clean Transportation Program funds supports ZEV infrastructure for all three vehicle classes: light-, medium-, and heavy-duty. The allocations in this update consider many factors, including how much past CEC funding has gone to, or is currently available to, each category. Recently (in Fiscal Years 2021–2022 through 2024–2025), combined Clean Transportation Program and ZEV Climate Package supplemental funding have focused heavily on medium- and heavy-duty ZEV infrastructure, with about $950 million allocated to these projects, compared to about $470 million for light-duty electric vehicle (EV) charging infrastructure. In the fourth quarter (October–December) of 2025, for example, the CEC has multiple open solicitations for medium- and heavy-duty infrastructure.

In the immediate term for Fiscal Year 2025–2026, the allocations focus on infrastructure investments dedicated to light-duty passenger vehicles, which is important for filling infrastructure deployment gaps and ensuring equitable outcomes. The Investment Plan allocates $98.5 million of Fiscal Year 2025–2026 Clean Transportation Program funding to light-duty charging infrastructure to support near-term efforts and gaps in funding.

Medium- and heavy-duty ZEV infrastructure continues to be an important priority for Clean Transportation Program investments to support the deployment of medium- and heavy-duty vehicles to meet the state's clean transportation, equity, air quality, and climate emission goals. Funding opportunities for medium- and heavy-duty ZEV infrastructure at ports, implementation of medium- and heavy-duty ZEV infrastructure blueprints, and depot charging and hydrogen refueling infrastructure for medium- and heavy-duty on-road ZEVs are ongoing and current examples of the CEC's commitment to supporting medium- and heavy-duty ZEV infrastructure. Current solicitations for medium- and heavy-duty ZEV infrastructure, open as of December 2025, total $120 million.

The 2025 state budget includes $38 million in supplemental Greenhouse Gas Reduction Funds for heavy-duty zero-emission vehicle infrastructure for Fiscal Year 2025–2026. This further increases the amount of funding available within the medium- and heavy-duty infrastructure segment. In addition to these funds and the hydrogen fueling solicitations described in this Investment Plan Update, the CEC is allocating $15 million in Clean Transportation Program funds for Fiscal Year 2025–2026, with increased funding amounts for Fiscal Years 2026–2027 and 2027–2028, to support medium- and heavy-duty ZEV infrastructure, which is available to electric or hydrogen vehicle infrastructure.

The CEC will also encourage through its grant funding opportunities that light-duty ZEV charging and refueling stations be available to medium-duty ZEVs, and vice versa, where practical. This approach could increase the flexibility of the state's charging and refueling network.

Assembly Bill 126 directs the CEC to allocate at least 15 percent of Clean Transportation Program funds per year for hydrogen infrastructure. For Fiscal Year 2025–2026, the Investment Plan allocates $22 million in funding specifically earmarked for hydrogen infrastructure. Through Fiscal Year 2027–2028, the Investment Plan allocates a total of $52 million in hydrogen-specific funding. As in previous Investment Plan Updates, the CEC will also

allow hydrogen infrastructure projects to be eligible in grant funding opportunities in the medium- and heavy-duty ZEV infrastructure category. If hydrogen grant funding solicitations are undersubscribed, the CEC is authorized to reallocate the funding. The CEC will continue to work closely with the California Air Resources Board (CARB) and interested and affected groups to tailor investments to meet California's climate and clean air goals.

The Investment Plan also allocates $1 million of new Fiscal Year 2025–2026 Clean Transportation Program funding for workforce training and development. The $1 million in Clean Transportation Program funds for Fiscal Year 2025–2026 will be augmented by existing workforce funds that the CEC is working to incorporate into grant funding opportunities offered in 2025–2026. Subsequent fiscal years are allocated at higher funding amounts, and through Fiscal Year 2027–2028, the Investment Plan projects a total of $6 million in Clean Transportation Program funds for workforce training and development, in addition to the workforce funds currently available at the CEC. The CEC will continue collaborating with entities that have expertise in workforce development to implement projects and will prioritize workforce opportunities for disadvantaged and low-income communities.

The 2025 state budget extended the deadline to obligate and spend older Clean Transportation Program funding. The CEC is reallocating $41.3 million between categories, incorporated in Fiscal Year 2025–2026 allocations, as shown in Table ES-1.

The Investment Plan is not the last step in determining how funds will be spent. The CEC gathers public feedback, such as through workshops, and considers several funding mechanisms when developing the funding implementation strategy for each allocation. Each funding opportunity includes unique requirements and selection criteria.

Table ES-1: Clean Transportation Program Allocations for Fiscal Years 2025–2026 Through 2027–2028 (in Millions)

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 Refueling	Hydrogen	$22	$15	$15
Workforce Training and Development†	Electric, Hydrogen	$1	$2	$3
	Total	**$136.5**	**$95.2**	**$95.2**

Available amounts may differ as future budgets are finalized.

*** As of December 2025, the CEC has three open medium- and heavy-duty solicitations providing up to $120 million in funding available for electric and hydrogen vehicle infrastructure. The CEC also received $38 million in Greenhouse Gas Reduction Funds that fit into the medium- and heavy-duty infrastructure segment for Fiscal Year 2025–2026.**

† In addition to these allocations, the CEC is working to release grant funding opportunities in 2025–2026 with about $6 million in previously allocated workforce funds.

Source: California Energy Commission

CHAPTER 1:
Clean Transportation Program Context

California leads the nation in addressing the climate crisis through aggressive greenhouse gas (GHG) emission reduction goals, regulations, and innovative funding programs. The California Energy Commission's (CEC) Clean Transportation Program is one of the first transportation-focused funding programs created by the California Legislature to help achieve the state's climate policies, as well as air-quality goals. The Clean Transportation Program, supplemented with funds from state budget acts, has made significant progress through grant-focused investments designed to support a clean transportation system in California.

Since 2008, Clean Transportation Program funds combined with supplemental ZEV Climate Package appropriations have provided more than $2.4 billion for a broad spectrum of zero-emission vehicles (ZEVs) and infrastructure, alternative fuels and technologies, and workforce development projects in communities that will accrue health, environmental, and economic benefits from these investments. Given the advancements in zero-emission transportation, the Clean Transportation Program now focuses on zero-emission technologies.

Description of the Investment Plan

As part of the Clean Transportation Program, the CEC prepares and adopts an annual Investment Plan Update that identifies the funding priorities for the coming fiscal years. The update builds on the work of previous Investment Plans. This Investment Plan projects a multiyear spending plan of $326.9 million in program funding for Fiscal Years 2025–2026 through 2027–2028. The plan also discusses supplemental Greenhouse Gas Reduction Funds of $38 million for Fiscal Year 2025–2026. In total, the plan discusses $364.9 million in funding. Allocations are subject to change with future state budget processes.

This Commission Report is the final version of the 2025–2026 Investment Plan Update, which was adopted at the December 8, 2025, business meeting. The Commission Report follows several draft documents and is guided by feedback from three public meetings and written comments, including feedback from the Clean Transportation Program Advisory Committee. The advisory committee is composed of a broad representation of interests, including clean transportation industries, environmental justice communities, rural communities, and others.

The CEC held the first advisory committee meeting April 30, 2025, a Disadvantaged Communities Advisory Group meeting October 17, 2025, and the second advisory committee meeting October 27, 2025. Representatives from the advisory committee, other interested and affected groups, and the public commented on Investment Plan drafts during these meetings and through the CEC's docket system (Docket Number 25-ALT-01).[1]

1 California Energy Commission. "Docket: 25-ALT-01." Accessed January 17, 2025. Available at https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=25-ALT-01. See also "Submit Comment." Available at https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=25-ALT-01.

This report will be available on the *2025–2026 Investment Plan Update* web page.[2] Members of the public can request a hard copy by calling 916-269-9595.

Purpose of the Clean Transportation Program

Since 2006, the state has set pivotal goals to address climate change and improve the public health of all Californians. The state must also reduce emissions of criteria pollutants to attain federal and state ambient air-quality standards. The transportation sector accounts for roughly 50 percent of state GHG emissions when considering "upstream emissions" from fuel production. Transportation is also a major source of criteria pollutants. To help address these problems, benefit public health, and reach clean air goals, Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Clean Transportation Program to be administered by the CEC. Most recently, Assembly Bill 126 (Reyes, Chapter 319, Statutes of 2023) reauthorized the Clean Transportation Program to July 1, 2035.

The legislation that established, and extended, the Clean Transportation Program included the intent to reduce criteria air pollutants in various sectors with a preference for projects located in the areas of nonattainment. Reducing air pollution is important to improving equitable outcomes, given that air-quality burdens fall disproportionately on lower-income residents. The Governor's Executive Order N-27-25 reaffirms the commitment to ZEVs and directs state agencies to investigate new policies to help advance clean transportation.

Summary of Past Investments

The Clean Transportation Program has been essential to making California a leader in zero-emission transportation. Since the first Clean Transportation Program Investment Plan was released in 2009, California has invested more than $2.4 billion in projects supporting zero-emission vehicle infrastructure, alternative fuels, and advanced vehicle technologies. This figure includes both the Clean Transportation Program funds and supplemental allocations from some state budget acts, referenced in this report as ZEV Climate Package funds. To illustrate, with combined Clean Transportation Program and ZEV Climate Package funds, the CEC allocated $950 million for medium- and heavy-duty ZEV infrastructure and $470 million for light-duty[3] EV charging infrastructure over Fiscal Years 2021–2022 through to 2024–2025.

These investments have helped expand the production and use of alternative and zero-emission fuels while showing commercial viability and competitiveness. Program investments through June 2025 include the following highlights:

- Installing or planning about 35,000 chargers for light-duty plug-in electric vehicles, focused on public and shared-private chargers.
- Awarding 286 projects through the nation's first commercial vehicle fleet incentive project to support zero-emission trucks and buses, the Energy Infrastructure Incentives

2 California Energy Commission. "2025-2026 Investment Plan Update." Accessed August 18, 2025. Available at https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-10.

3 Light-duty vehicles are usually passenger cars. Medium-duty vehicles include large pickup trucks and delivery vans. Heavy-duty vehicles include transit buses and heavy trucks.

for Zero-Emission Commercial Vehicles (EnergIIZE Commercial Vehicles), which has provided more than $152.3 million in ZEV medium-duty and heavy-duty infrastructure incentives.

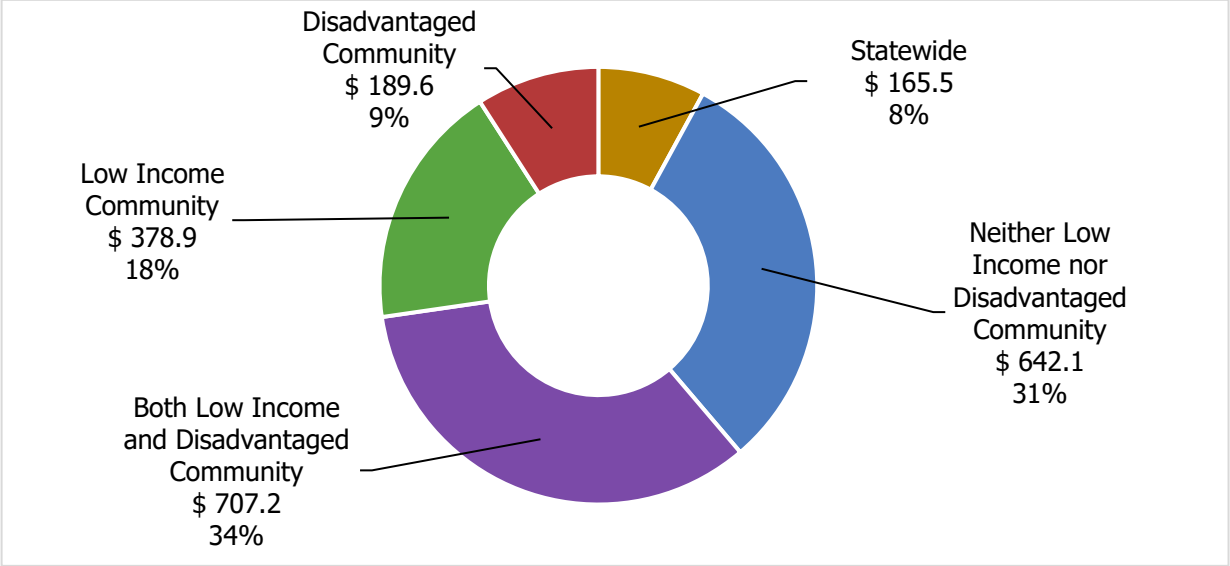
- Allocating funding for 77 publicly available hydrogen fueling stations. As of July 2025, there are 50 hydrogen fueling stations actively open for customers and an additional 8 stations temporarily nonoperational (unavailable for more than 30 days).
- Funding 40 manufacturing projects that support in-state economic growth, manufacturing of ZEVs, ZEV components (including batteries), and ZEV infrastructure.
- Funding 27 workforce training projects to help prepare workers for the clean transportation economy and provide the opportunity to earn sustainable wages and expand career employment pathways.

Commitment to Low-Income and Disadvantaged Communities

The CEC is committed to ensuring that all Californians have an opportunity to participate in and directly benefit from Clean Transportation Program supported programs and services and seeks particularly to increase benefits to disadvantaged and underrepresented communities in implementing the Clean Transportation Program. Assembly Bill 126 requires that on and after January 1, 2025, at least 50 percent of Clean Transportation Program funds go toward projects that benefit or serve low-income Californians and residents of low-income and disadvantaged communities. As shown in Figure 1, as of June 2025, more than 61 percent of Clean Transportation Program and supplemental funds have gone to projects in disadvantaged or low-income communities or both.[4]

4 "Disadvantaged communities" are those communities defined by the California Environmental Protection Agency and include communities within the top 25 percent scoring areas under CalEnviroScreen, areas of high pollution and low population (such as ports), and lands under the control of recognized tribes. "Low-income communities" are defined as communities that are at or below 80 percent of the statewide median income or communities with median household incomes at or below the threshold designated as low-income by the Department of Housing and Community Development.

Figure 1: Clean Transportation Program and Supplemental State Funding in Disadvantaged and Low-Income Communities (in Millions)



Totals may not match due to rounding. Includes investments from the beginning of the Clean Transportation Program through June 2025. "Statewide" projects are not considered to be in disadvantaged or low-income communities.

Source: California Energy Commission

Moving forward, the CEC will track program benefits beyond measuring funding deployed in priority areas consistent with criteria outlined in Assembly Bill 126 to ensure these investments enhance outcomes throughout the state. The CEC also seeks to effectively engage communities disproportionately burdened by pollution and improve economic resiliency, including by supporting in-state employment, manufacturing, and local economic development. The CEC will continue to work with the Clean Transportation Program Advisory Committee, Disadvantaged Communities Advisory Group, and other interested and affected groups to enhance program benefits.

The Advisory Committee for the Clean Transportation Program was refreshed for the 2024–2027 term and now has 29 members. The committee reflects a broad array of interested and affected stakeholders representing community-based organizations, social and environmental justice advocates, alternative vehicle technology interests and advocates, and workforce and labor interests. The perspectives and recommendations of the members and other interested and affected groups help guide an inclusive approach for Clean Transportation Program investments. Community-based and nonprofit organizations that have engaged with the Clean Transportation Program through the Investment Plan process include:

- The American Lung Association.
- Association of California Water Agencies.
- Bethel AME Church.
- California Electric Transportation Coalition (CalETC).
- California Energy Power and Innovation Collaborative (Cal EPIC).
- California Hydrogen Business Council.
- California Hydrogen Car Owners Association.
- California Transit Association.

- CALSTART.
- Christ Temple Cathedral.
- Coalition for Clean Air.
- Comite Civico Del Valle.
- Earthjustice.
- Electric Vehicle Charging for All Coalition.
- Environmental Defense Fund.
- Fresno Metro Black Chamber of Commerce.
- The Greenlining Institute.
- GRID Alternatives.
- IBEW Ninth District.
- Los Angeles Cleantech Incubator (LACI).
- National Charging Access Coalition.
- Natural Resources Defense Council.
- Pacific Environment.
- Pacific Merchant Shipping Association.
- Plug In America.
- Recreational Boaters of California.
- Union of Concerned Scientists.
- West Long Beach Association.

Moreover, the Disadvantaged Communities Advisory Group consults with and advises the CEC on determining how the Clean Transportation Program can be more effective and beneficial for disadvantaged and other communities.[5] The Disadvantaged Communities Advisory Group and other interested and affected groups have encouraged the CEC to prioritize investments that directly benefit low-income, disadvantaged, rural, and tribal communities and conduct outreach and engagement in partnership with local community-based organizations. Expanding outreach is particularly important for smaller, tribal, or rural communities that may not have the resources to compete for funding opportunities nor the information and awareness of grant program offerings.

For this Investment Plan Update, the CEC proposes that several projects will be specifically designed to increase ZEV access and at-home charging infrastructure within low-income and disadvantaged communities, in addition to ensuring that ZEV infrastructure is located within these targeted communities.

The CEC is also continuously strengthening its support for tribes throughout the state. The CEC's Resolution 23-0302-09 recognizes and commits the CEC to supporting California tribal energy sovereignty and independence. In 2024, the CEC announced $15 million for nine projects under the Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development solicitation to fund charging infrastructure, infrastructure planning, and workforce training and development for California Native American tribes.

Localized Health Impacts of Clean Transportation Projects

Preventing or minimizing health risks from pollution is vital in any community, but especially in those that are at high risk due to preexisting poor air quality and other factors. Proposed

5 The Disadvantaged Communities Advisory Group (DACAG) is an 11-member advisory group created by Senate Bill 350 (De León, Chapter 547, Statues of 2015) that advises CEC and the California Public Utilities Commission on how to design and implement policies and programs to be more effective on behalf of disadvantaged communities in the achievement of California's clean energy and pollution reduction goals.

projects in the Investment Plan would result in an expanded supply of reliable and readily accessible charging and hydrogen refueling stations across the state, including in communities disproportionately impacted by poor air quality. These infrastructure projects will achieve emissions reductions by encouraging residents and businesses to switch from conventionally fueled vehicles to ZEVs. In addition to providing GHG benefits, proposed investments will provide air quality, public health, and economic benefits.[6]

ZEV infrastructure projects will enable the use of ZEVs and reduce fossil fuel consumption, thereby reducing criteria pollutant–forming emissions of oxides of nitrogen (NO_X), reactive organic gases (ROG), and particulate matter (PM) that contribute to air pollution. By reducing emissions, these projects help California meet health-based air quality standards and reduce toxic hot spots, including near transportation hubs. In particular, infrastructure projects that enable converting diesel and other fossil-fueled trucks, equipment, and buses to zero emissions will significantly reduce local air pollutants, which often affect low-income and disadvantaged communities around major freight corridors, ports, and schools.

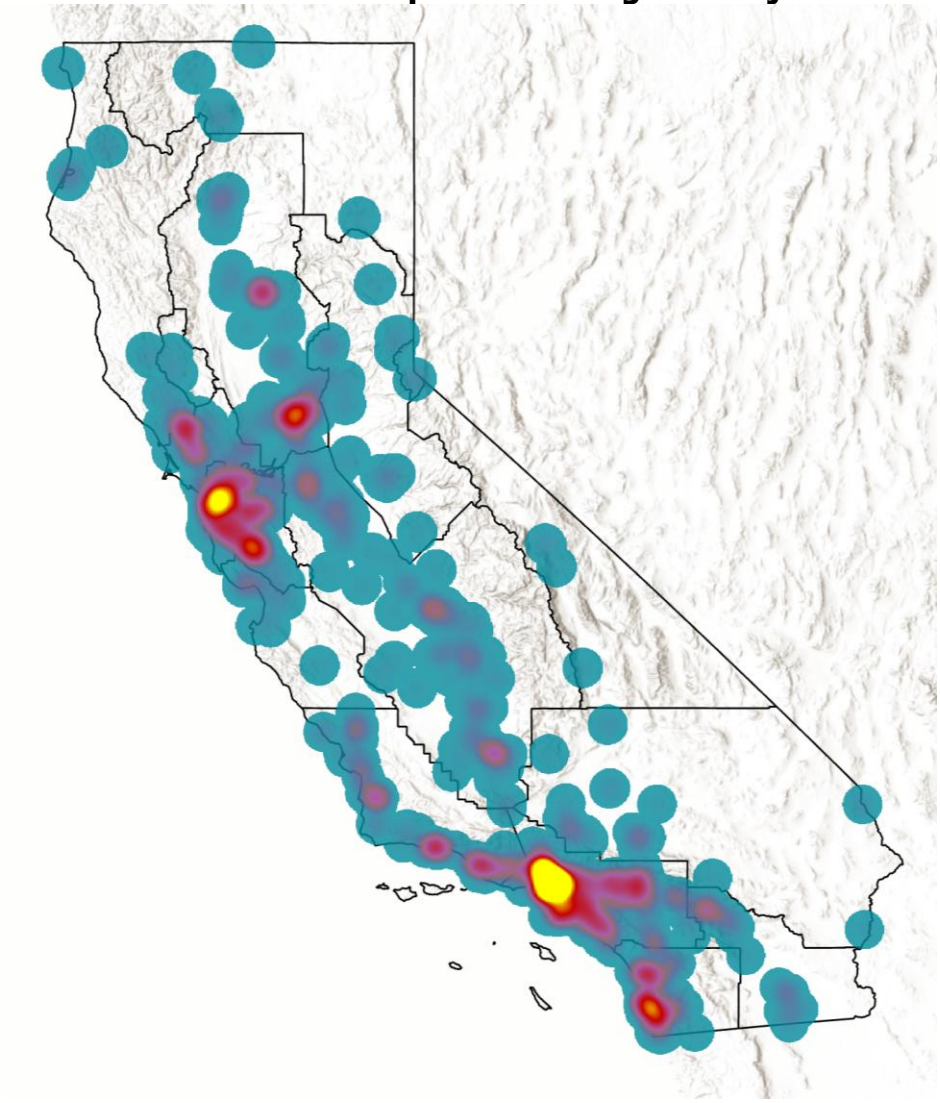
ZEV infrastructure projects will yield environmental and public health benefits for community residents by displacing emissions from conventionally fueled vehicles. Installation and maintenance of ZEV infrastructure are also expected to create jobs because of an increased need for contractors, technicians, electricians, and others to develop, install, and maintain the infrastructure.

Proposed ZEV infrastructure projects are expected to create a net benefit for local communities by reducing harmful criteria air pollutants, toxic air contaminants, and greenhouse gas emissions. The funding provided through these projects helps reduce the cost of zero-emission transportation options and equipment for consumers, public and private fleet owners, small businesses, cities, counties, school districts, community-based organizations, tribal nations, and others. Many projects include community outreach efforts that are then implemented throughout the project, extending the benefits and impacts of the funded project.

Several projects under the Clean Transportation Program may be designed to maximize air quality, public health, and other benefits to disadvantaged and low-income communities. As of June 2025, the CEC has awarded more than 770 clean transportation projects across the state, with most projects in areas of nonattainment or in disadvantaged or low-income communities. Figure 2 shows how recent projects have been spread around California.

6 The CEC must consider environmental justice consistent with state law and analyze the impacts of Clean Transportation Program projects as required by California Code of Regulations, Title 13, Section 2343(c)(6).

Figure 2: Recent Clean Transportation Program Project Locations



Heat map showing where projects that were approved between July 2023 and June 2025 are most concentrated, with California air basins in the background

Source: California Energy Commission; air basin map from the California Air Resources Board

Detailed site data for projects funded by the Clean Transportation Program and supplemental state funds is available on the Investment Map website.[7]

Zero-Emission Vehicles and Infrastructure Progress

California plug-in electric vehicle sales (battery-electric and plug-in hybrid electric vehicles) remain healthy in 2025, despite some recent challenges. In fact, new ZEV sales reached a new record in the third quarter of 2025 (July–September). According to the CEC's Zero-Emission Vehicles and Infrastructure Statistics online dashboard, 29.1 percent of new light-duty vehicle sales in California were ZEVs or plug-in hybrids in the third quarter. More than 2.4 million ZEVs

7 California Energy Commission. "Clean Transportation Program." Accessed July 7, 2025. Available at https://caenergy.maps.arcgis.com/apps/webappviewer/index.html?id=a549177f996c4ee7a9b9925974a3b34a.

and plug-in hybrids have been sold in the state through September 2025. Meanwhile, almost 23 percent of new medium- and heavy-duty vehicle sales in California were ZEVs in 2024.[8]

In January 2025, the CEC published the draft *2024 Zero-Emission Vehicle Infrastructure Plan*.[9] The report assesses the current state of ZEV infrastructure, including the number of operational and future planned charging and hydrogen fueling infrastructure, and discusses a deployment strategy for Clean Transportation Program funding.

Ensuring a reliable charging experience is critical to encouraging wider adoption of electric vehicles (EVs). Charger reliability issues are often caused by connectivity and payment problems or physical wear and tear. The CEC has included reliability requirements in all funding opportunities since late 2021. Assembly Bill 2061 (Ting, Chapter 345, Statutes of 2022) and Assembly Bill 126 require the CEC to take certain steps to improve charger reliability. Following two drafts and several public workshops to gather feedback between 2023 and 2025, the CEC adopted regulations on EV charger reliability at the October 8, 2025, business meeting.[10] The CEC also contracted a large field study starting in 2023 to test publicly available chargers operating in California.

Like charging stations, ensuring a reliable hydrogen refueling station experience is critical. Low station reliability can be caused by equipment failures, supply chain constraints, and hydrogen supply disruptions. The CEC is considering ways to improve station reliability and ensure there is sufficient infrastructure to support fuel cell drivers. For example, following a solicitation in November 2023, two projects were approved for awards at the CEC business meeting in May 2024 to support hydrogen refueling station operations and maintenance at 45 existing stations.

To demonstrate the significant progress California has made in installation of publicly accessible ZEV infrastructure, ZEV charging and hydrogen refueling station counts are published on the CEC's Zero-Emission Vehicles and Infrastructure Statistics online dashboards. The state's ZEV infrastructure includes:

- More than 201,000 installed public and shared-private Level 2 and direct-current (DC) fast charging ports serving light-duty vehicles as of September 2025.

---

8 Governor of California. September 23, 2025. "Nearly 1 in 4 new trucks, buses and vans in California go zero-emission, 2 years ahead of schedule." Accessed October 31, 2025. Available at https://www.gov.ca.gov/2025/09/23/nearly-1-in-4-new-trucks-buses-and-vans-in-california-go-zero-emission-2-years-ahead-of-schedule/.

9 Lopez, Thanh, Adam Davis, Brendan Burns, and Magdulin Dwedari. 2025. *2024 Zero-Emission Vehicle Infrastructure Plan: Deployment Strategy 2025 to 2030*. California Energy Commission. Publication Number: CEC-600-2025-002. Accessed October 30, 2025. Available at https://www.energy.ca.gov/sites/default/files/2025-01/CEC-600-2025-002.pdf.

10 Schell, Dustin, Ralph Lee, Rachel Shuen, Claudia Eyzaguirre, Michael Dioha, and Jessica Keating. 2025. *Tracking and Improving Reliability of California's Electric Vehicle Chargers: Regulations for Improved Electric Vehicle Charging Port Recordkeeping and Reporting, Reliability, and Data Sharing*. California Energy Commission. Publication Number: CEC-600-2023-055-SF. Accessed October 31, 2025. Available at https://efiling.energy.ca.gov/GetDocument.aspx?tn=264470&DocumentContentId=101329.

- More than 20,000 planned or open charging ports and hydrogen refueling nozzles serving medium- and heavy-duty vehicles as of September 2025, including more than 200 school bus charging ports.
- 50 open retail hydrogen stations serving light- and medium-duty fuel cell electric vehicles (plus 8 stations considered temporarily nonoperational) as of July 2025.

Complementary Funding for ZEVs and ZEV Infrastructure

Besides the Clean Transportation Program funds and related state ZEV Climate Package funds, multiple public and private funding sources are expanding ZEV infrastructure in California. For instance, more than $1.5 billion in private and other public matching funds have supported Clean Transportation Program projects.

State funding includes Greenhouse Gas Reduction Funds for vehicle incentives administered by the California Air Resources Board (CARB). The CEC and CARB have complementary responsibilities, with CARB serving as the lead agency on ZEV deployment and the CEC as the lead agency on ZEV infrastructure and vehicle-grid integration.[11]

Table 1: Summary of Complementary Funding

Program	Funding	Recent Developments
National Electric Vehicle Infrastructure (NEVI) Formula Program	Federal	In July 2025, the CEC announced proposed awards totaling $33.4 million for the second competitive grant solicitation in California distributing NEVI formula funds; seven recipients will install DC fast charging ports at 60 new public stations. In addition, the CEC announced proposed awards totaling $5.2 million to three recipients to repair and install 68 ports across 17 EV charging station sites.
Charging and Fueling Infrastructure Grants	Federal	In August 2024, the federal government approved a tristate California, Oregon, and Washington application to build a charging and hydrogen refueling corridor for medium- and heavy-duty ZEVs; California is expected to receive about $60 million. In January 2025, another proposal from the CEC was selected for a $55.9 million award in a second round of grants to expand drayage truck charging.
Clean Transportation Incentives (CARB administers)	State	CARB's *Fiscal Year 2024–25 Funding Plan for Clean Transportation Incentives*, approved on November 21, 2024, included $34.94 million for the Innovative Small e-Fleet Pilot Project, the Clean Off-Road Equipment Project, and the Zero-Emission Truck Loan Assistance Project. These projects continue to support small fleets, off-road equipment, and financing opportunities for heavy-duty zero-emission vehicles.
Low Carbon Fuel Standard (LCFS) Credits	State	The LCFS incentivizes the use of electricity and hydrogen as low-carbon transportation fuels by providing several opportunities to generate LCFS credits. Entities can generate credits based on dispensed fuel, and hydrogen fueling stations and DC fast chargers can generate more credits based on the unused capacity of the station or charger. These credits can be traded in the California LCFS credit market and proceeds from credits can be used to support the deployment of ZEV infrastructure.

11 Vehicle-grid integration can include shifting charging in response to customer and grid needs, reducing pollution and customer charging costs. Bidirectional charging, a subset of vehicle-grid integration, can enable EVs to discharge energy from onboard batteries to homes, buildings, the grid, or other loads. This ability can further support grid reliability and maximize other benefits of flexible EV charging.

Investor-Owned Utility EV Infrastructure Investments (CPUC oversees)	Ratepayer	As a result of Assembly Bill 841 (Ting, Chapter 372, Statutes of 2020), investor-owned utilities are responsible for distribution system upgrades (on the utility side of the electrical meter) that are necessary to support charging stations. Ratepayers have also funded investments in charging infrastructure on the customer side of the meter, including make-ready equipment and chargers. The CPUC is reassessing the ability of and need for ratepayer funds to continue supporting customer-side charging infrastructure past 2026 (decision anticipated in 2025).
California Green Building Standards Code	Private	Will increase Level 2 charging access at new or substantially retrofitted apartments, condos, multiunit dwellings, and offices; could deploy more than 161,000 chargers by 2030, based on CARB analyses.

Source: California Energy Commission

CHAPTER 2:
Clean Transportation Program Funding Areas

The CEC has used grants primarily to distribute funding, selecting awardees through competitive solicitations. However, the CEC considers several funding mechanisms when developing the funding implementation strategy for each allocation. Block grants, where the CEC selects third-party implementers through a competitive process to distribute Clean Transportation Program funding, are another common mechanism. The CEC has also established direct funding agreements in certain cases with other public agencies.

Light-Duty Charging Infrastructure

The CEC, since the beginning of the Clean Transportation Program, has supported the rollout of light-duty EVs by awarding more than $720 million in Clean Transportation Program and supplemental state funding for charging infrastructure. Partly because of these investments, California has the largest network of publicly accessible EV chargers in the nation. Table 2 and Table 3 show recent examples of targeted solicitations and block grants for light-duty charging infrastructure.

Table 2: Recent Targeted Solicitations for Light-Duty Charging

Title	Goal	Status
Reliable, Equitable, and Accessible Charging for Multifamily Housing (REACH)	Fund charger installation projects that will benefit and be used by multifamily housing residents within disadvantaged communities, low-income communities, and affordable housing	REACH 3.0 notice of proposed award (NOPA) released April 28, 2025, with $38 million for 9 projects
Rural Electric Vehicle (REV) Charging	Increase charging access in rural areas that are not adequately served by charging stations, especially in low-income and disadvantaged communities	REV 2.0 NOPA released November 12, 2025, with $13 million for 6 projects
Fast and Available Charging for All Californians (FAST)	Fund fast-charging projects that are open to the public but focused on high-mileage vehicles	FAST 2.0 NOPA released July 25, 2025, with $35 million for 22 projects
Tribal Electric Vehicle Infrastructure, Planning and Workforce Training and Development	Acceleration of ZEV adoption among California Native American tribes by funding charging infrastructure, infrastructure planning, and workforce training and development	NOPA released November 2024 with $15 million for 9 projects

Source: California Energy Commission

Table 3: Recent Block Grants for Light-Duty Charging

Title	Goal	Status
CALeVIP 2.0	Fund DC fast charger installations at publicly accessible sites, especially within disadvantaged or low-income communities	Up to $250 million in total funding; most recent funding opportunity opened August 5, 2025, and will close January 29, 2026, with up to $55 million available
Communities in Charge	Improve EV accessibility by swiftly deploying L2 EV charging stations, with priority given to disadvantaged and low-income communities, including tribal lands	Up to $250 million in total funding; fourth funding wave opened August 5, 2025, and will close January 9, 2026, with up to $56 million available

Source: California Energy Commission

Funding Allocation

The CEC is allocating $98.5 million in Clean Transportation Program funds for FY 2025–2026 to light-duty charging infrastructure, with lower funding amounts for light-duty allocated for FY 2026–2027 and 2027–2028. While details will be determined in specific funding opportunities, funded projects are likely to focus on:

- DC fast charging in high-visibility public access locations where vehicles do not stay for long periods.
- Level 1 and Level 2 charging in locations with longer vehicle dwell times, including at-home charging with specific focus on multifamily residences.

Combined with previous investments from the Clean Transportation Program, other public investments, and private match funding, the FY 2025–2026 Clean Transportation Program funds will help close the gap on charging infrastructure needed to support passenger vehicles.

Medium- and Heavy-Duty ZEV Infrastructure

Freight and transit vehicles serve as a pillar to the California economy, providing indispensable functions for domestic goods movement, international trade, mass transportation, and other essential services. Clean Transportation Program funding in this sector focuses on medium- and heavy-duty vehicles, defined here as vehicles with a gross vehicle weight rating above 10,000 pounds. These vehicles represent a small share of California registered vehicle stock but are a major source of NO_X and particulate matter emissions, especially near freight corridors and disadvantaged communities. They are responsible for about 21 percent of on-

road GHG emissions in the state[12] because of comparatively low fuel efficiency and high number of miles traveled per year.[13]

While Clean Transportation Program funds have always supported infrastructure for all classes of vehicles, funding for medium- and heavy-duty fueling infrastructure has been increasingly prioritized in recent years, with the CEC having allocated $950 million for medium- and heavy-duty ZEV infrastructure compared to $470 million for light-duty EV charging infrastructure over Fiscal Years 2021–2022 through 2024–2025.

Table 4 and Table 5 show recent examples of targeted solicitations and block grants for medium- and heavy-duty charging infrastructure.

Table 4: Recent Targeted Solicitations for Medium- and Heavy-Duty Infrastructure

Title	Goal	Status
Implementation of Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprints	Offer funding to prior Medium- and Heavy-Duty Blueprint planning grant recipients to implement zero-emission vehicle charging or hydrogen refueling infrastructure projects	Second solicitation will close February 6, 2026, with up to $40 million available
Depot Charging and Hydrogen Refueling Infrastructure for Medium- and Heavy-Duty On-Road Zero-Emission Vehicles	Fund the deployment of depot ZEV infrastructure for on-road vehicles	Solicitation will close January 16, 2026, with up to $20 million available
Medium- and Heavy-Duty Zero-Emission Vehicle Port Infrastructure	Fund the deployment of medium- and heavy-duty zero-emission vehicle charging or hydrogen refueling infrastructure for California ports	Solicitation will close January 16, 2026, with up to $60 million available
Charging and Refueling Infrastructure for Transport in CALifornia Provided Along Targeted Highway Segments (CRITICAL PATHS)	Fund projects that support medium- and heavy-duty zero-emission vehicle refueling or charging infrastructure or both along designated corridors	Second solicitation NOPA released March 2025 with $40 million for 4 projects

Source: California Energy Commission

12 Calculated from Figure 5. California Air Resources Board. September 20, 2024. "California Greenhouse Gas Emissions from 2000 to 2022: Trends of Emissions and Other Indicators." Accessed January 22, 2025. Available at https://ww2.arb.ca.gov/sites/default/files/2024-09/nc-2000_2022_ghg_inventory_trends.pdf.

13 Based on analysis from California Energy Commission Energy Assessments Division, with data from the California Department of Motor Vehicles.

Table 5: Recent Block Grants for Medium- and Heavy-Duty Infrastructure

Title	Goal	Status
EnergIIZE Commercial Vehicles	Provide funding for charging and hydrogen projects to support trucks and buses	Transit and drayage set-aside funding lanes closed in October 2025; consolidated funding lane, Fast Track, closed in July 2025; Megawatt Charging Standard (Pilot) opened October 2025, closing February 26, 2026, with up to $10 million available
Zero-Emission School Bus and Infrastructure (ZESBI)	Offer incentives to help local education agencies transition to a zero-emission school bus fleet	Second application window closed November 22, 2024

Source: California Energy Commission

Current and upcoming block grant amounts will total about $170 million for medium- and heavy-duty ZEV infrastructure. For targeted solicitations, Table 4 shows about $120 million in currently open solicitations and the CEC plans to open about $75 million more for this category by the end of FY 2025–2026 with existing funds.

Funding Allocation

As described above, the CEC has about $365 million in current and upcoming funding opportunities to support medium- and heavy-duty ZEV infrastructure using existing funds. For instance, as of the fourth quarter (October–December) of 2025, the CEC has multiple open targeted solicitations for medium- and heavy-duty infrastructure totaling up to $120 million. The 2025 state budget also includes $38 million in supplemental Greenhouse Gas Reduction Funds for FY 2025–2026 for heavy-duty ZEV infrastructure.

With that in mind, the CEC is allocating higher Clean Transportation Program funding in the immediate term (FY 2025–2026) on light-duty. The CEC is allocating $15 million in Clean Transportation Program funds for FY 2025–2026 dedicated to medium-duty and heavy-duty charging and fueling infrastructure, with increased funding amounts allocated for FYs 2026–2027 and 2027–2028. The CEC also encourages making light-duty ZEV charging and refueling stations available to medium-duty ZEVs where practical, and vice versa. This approach could increase the flexibility of the state's charging and refueling network.

Hydrogen Infrastructure

Many medium- and heavy-duty infrastructure solicitations have included hydrogen projects, as shown above. This section discusses hydrogen infrastructure more broadly, including for light-duty vehicles. The CEC has awarded more than $174 million to support publicly available hydrogen stations focused on light-duty vehicle fueling, including associated operations and maintenance. This updated number accounts for recent project cancelations. As of July 2025, California had 58 hydrogen fueling stations in open retail status.[14]

14 This number includes eight stations that are considered temporarily nonoperational.

The CEC issued a hydrogen refueling infrastructure solicitation in September 2024 to develop light-duty or mixed-use hydrogen refueling stations in San Francisco County and Sacramento County. The solicitation supported construction, operations and maintenance, or both for planned and operational stations where progress had stalled because of cost constraints. The solicitation included up to $15 million in funding and closed January 29, 2025. The solicitation resulted in a $1.5 million operation and maintenance grant for three hydrogen refueling stations.

At the request of interested parties, CEC held a pre-solicitation workshop on November 20, 2025, to receive feedback on the next hydrogen solicitation. The CEC plans to release a new solicitation soon to fund the deployment of hydrogen refueling infrastructure for on-road light-, medium-, or heavy-duty fuel cell electric vehicles. The solicitation will likely include up to $40 million in funding.

The CEC will continue exploring strategies to support existing stations, improve the customer refueling experience, and expand the network to meet customer needs. Several light-duty vehicle hydrogen stations that were awarded in previous funding opportunities are still under development or have not yet started development. The CEC will continue to monitor the development of these stations.

Funding Allocation

Assembly Bill 126 directs the CEC to allocate at least 15 percent of Clean Transportation Program funds per year for hydrogen infrastructure and issue a solicitation at least annually and 90 days after the start of the fiscal year. Assembly Bill 126 also requires the CEC to give preference to projects that plan to use lower-carbon-intensity hydrogen.[15]

This Investment Plan for FY 2025–2026 allocates $22 million in hydrogen-specific funds, with a total of $52 million through FY 2027–2028. As in previous Investment Plan Updates, the CEC will also allow hydrogen infrastructure projects to be eligible in medium- and heavy-duty ZEV infrastructure grant funding opportunities. If hydrogen grant funding opportunities are undersubscribed, the CEC is authorized to reallocate the funding. The CEC will continue to examine ways to support the hydrogen industry and fuel cell vehicle drivers. Funding allocations will be determined through engaging interested and affected groups to identify where the greatest needs are for zero-emission vehicle infrastructure to meet state goals.

Workforce Training and Development

To date, the CEC has invested more than $44 million in workforce skills and capacity building through various institutions and partnerships for trainees, faculty, and trainers. Workforce investments are driven by state policies and priorities, needs of the ZEV and ZEV infrastructure

15 "For purposes only of any hydrogen application scoring pursuant to this section, the commission shall provide preference to applicants with the least carbon-intensive proposed fuel, measured well-to-gate, consistent with the clean hydrogen federal tax credit created by Section 45V of Title 26 of the United States Code using the order of tiers created by the regulations adopted pursuant to that section to score hydrogen grant applications, upon the effective date of regulations issued by the United States Department of the Treasury for that tax credit." See Section 44272(k)(1) of the California Health and Safety Code. Accessed July 14, 2025. Available at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=44272&lawCode=HSC.

market, job placement, and economic sustainability in disadvantaged and low-income communities. Incorporating high-road policies into program investments is equally important to meeting economic goals for California's workers.[16] Clean Transportation Program workforce training and development funds prioritize:

- Directing investments and accruing benefits to disadvantaged and low-income communities.
- Addressing workforce and market needs in all ZEV and ZEV infrastructure industries.
- Building new partnerships to support workforce development pipelines and career pathways.

In June 2024, the CEC released the first draft of the *ZEV Workforce Training and Development Strategy*.[17] The strategy describes the CEC's role in ZEV workforce development, recognizes existing opportunities, and serves as a roadmap to building the career pathways necessary to support ZEVs and ZEV infrastructure. The draft identifies eight workforce program objectives and funding priorities to support workforce training and development activities for ZEVs and related infrastructure. Highlights of the implementation of the ZEV workforce objectives include the following:

- The CEC partnered with the California Employment Training Panel to establish the $3 million Electric Vehicle Infrastructure Training Program (EVITP) Fund, an incentive program to increase the number and geographic diversity of EVITP-certified electricians.[18] The first round of awards, announced July 18, 2025, includes 15 projects totaling more than $1.7 million. Awardees are expected to train about 2,000 electricians through partnerships with electrical union local chapters, community colleges, tribes, workforce investment boards, nonprofits, and community-based organizations.
- In February 2025, the CEC approved a $200,000 interagency agreement with the University of California, Los Angeles, Labor Center to assess the ZEV charging infrastructure labor market. The assessment, expected in 2026, will focus on EV charger installation and maintenance occupations. Understanding the existing labor market supply and future demand is critical to identifying workforce and training gaps and targeting funding activities.
- To increase ZEV infrastructure workforce development opportunities, the CEC has allowed education, training, and development as a reimbursable activity across various

16 High-road jobs meet certain standards including for job quality; see California Workforce Development Board. "High Road Training Partnerships." Accessed January 22, 2025. Available at https://cwdb.ca.gov/initiatives/high-road-training-partnerships/. See also Section 14005 of the California Unemployment Insurance Code. Available at https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=UIC&division=7.&title=&part=&chapter=2.&article=.

17 McKinny, Jana. June 2024. *Zero-Emission Vehicle Workforce Training and Development Strategy: A Roadmap for Clean Transportation Program Funding*. California Energy Commission. Publication Number: CEC-600-2024-049-SD. Accessed January 22, 2025. Available at https://efiling.energy.ca.gov/GetDocument.aspx?tn=257368.

18 EV charging equipment that is funded by the CEC and meets certain requirements must be installed by at least one electrician with EVITP certification.

ZEV infrastructure grant solicitations. On November 20, 2024, the CEC released a notice of proposed award that included nearly $1 million to support four projects with workforce development components for tribal members under the Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development solicitation. Similarly, projects awarded from CRITICAL PATHS 2.0 were required to prepare a workforce plan and could allocate up to 3 percent of CEC funds for ZEV workforce development and training.

- A skilled workforce is needed to provide service, maintenance, and repair of deployed charging infrastructure to ensure chargers are available for the entire useful life. The CEC anticipates releasing a solicitation this winter to fund projects that will increase the workforce to service charging equipment. Eligible projects may provide training and supportive services resulting in industry-recognized credentials and may expand existing or develop new training programs to service EV chargers.

Funding Allocation

The CEC is working to release ZEV workforce development grant funding opportunities in 2025–2026 and has an additional $5 million in unreserved funds from previous years to spend on future workforce projects. When it comes to allocating new funding for workforce training and development, the CEC includes smaller amounts for the next few fiscal years, starting with $1 million in FY 2025–2026. Total new workforce funding through FY 2027–2028 would be $6 million.

The CEC will continue to explore new labor, workforce, and employer partnerships and leverage limited resources to determine how to maximize the benefits of Clean Transportation Program investments. Workforce training and development investments will continue to support priority communities, meet ZEV and ZEV infrastructure industry needs, create workforce partnerships, and advance job quality and quantity across the entire ZEV workforce ecosystem.

Reallocating Reappropriated Funds

The 2025 state budget reappropriated previous fiscal year Clean Transportation Program funding, extending the deadlines to obligate and spend it. The CEC is redistributing $41,321,538. These funds come from FY 2018–2019 ($7,318,398); FY 2020–2021 ($4,396,522); FY 2021–2022 ($19,606,618); and FY 2022–2023 ($10,000,000). The CEC is incorporating these funds into the FY 2025–2026 allocations, as depicted in Table 6.

Overall, when Clean Transportation Program 2025–2026 funds are combined with these reallocated funds, FY 2025–2026 funding aligns with the rationale for proposed allocations described above in this Investment Plan Update.

CHAPTER 3:
Summary of Proposed Funding Allocations for 2025–2026 and Beyond

Recent State Budget Support for ZEV Infrastructure

The Budget Acts of 2021 and 2022 included a multiyear plan that added significant General Fund dollars for zero-emission transportation and related activities, allocated to several agencies, including the CEC. The budget agreements planned additional funds for future fiscal years, subject to future Budget Act appropriations for each year. The Budget Acts of 2023 and 2024 adjusted the plan significantly, including reassigning most allocations from the General Fund to the Greenhouse Gas Reduction Fund. The 2025 state budget agreement includes $38 million in supplemental Greenhouse Gas Reduction Funds, described below.

Funding Allocations for 2025–2026 and Beyond

Table 6 explains the Clean Transportation Program funding allocations by category. The CEC projects a multiyear funding plan, covering FYs 2025–2026, 2026–2027, and 2027–2028. Funding allocations may change in future Investment Plan Updates, and Greenhouse Gas Reduction Fund allocations may change with future state budgets, but the multiyear funding plan is intended to provide increased certainty and convey CEC goals.

The CEC supports ZEV infrastructure for all three vehicle classes: light-, medium-, and heavy-duty. As of the fourth quarter (October–December) of 2025, the CEC has multiple open solicitations for medium- and heavy-duty infrastructure totaling up to $120 million. These funds can support electric vehicle infrastructure and hydrogen vehicle infrastructure. In the immediate term for FY 2025–2026, allocations focus more heavily on infrastructure investments dedicated to light-duty passenger vehicles, which is important for filling infrastructure deployment gaps and ensuring equitable outcomes.

Medium- and heavy-duty ZEV infrastructure remains an important priority for the Clean Transportation Program investments to support the deployment of medium- and heavy-duty vehicles to meet the state's clean transportation, equity, air quality, and climate emission goals. Funding opportunities for medium- and heavy-duty ZEV infrastructure at ports, implementation of medium- and heavy-duty ZEV infrastructure blueprints, and depot charging and hydrogen refueling infrastructure for medium- and heavy-duty on-road ZEVs are ongoing and current examples of the CEC's commitment to supporting medium- and heavy-duty ZEV infrastructure.

The 2025 state budget includes $38 million in supplemental Greenhouse Gas Reduction Funds for Fiscal Year 2025–2026 to support ZEV infrastructure for heavy-duty vehicles. For the Clean Transportation Program allocations starting in Fiscal Year 2026–2027, the CEC allocates higher amounts to support medium- and heavy-duty ZEV infrastructure than the allocation for Fiscal Year 2025–2026. Finally, continued workforce investments remain important to ensure that there are enough skilled workers to build and maintain ZEV infrastructure.

The Investment Plan is not the last step in determining how funds will be spent. The CEC gathers public feedback, such as through workshops, and considers several funding mechanisms when developing the funding implementation strategy for each allocation. Each funding opportunity includes unique requirements and selection criteria.

Table 6: Clean Transportation Program Allocations for Fiscal Years 2025–2026 Through 2027–2028 (in Millions)

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 Refueling	Hydrogen	$22	$15	$15
Workforce Training and Development†	Electric, Hydrogen	$1	$2	$3
	Total	**$136.5**	**$95.2**	**$95.2**

Available amounts may differ as future budgets are finalized.

*** As of December 2025, the CEC has three open medium- and heavy-duty solicitations providing up to $120 million in funding available for electric and hydrogen vehicle infrastructure. The CEC also received $38 million in Greenhouse Gas Reduction Funds that fit into the medium- and heavy-duty infrastructure segment for Fiscal Year 2025–2026.**

† In addition to these allocations, the CEC is working to release grant funding opportunities in 2025–2026 with about $6 million in previously allocated workforce funds.

Source: California Energy Commission

GLOSSARY

Term	Definition
Air pollutant	Foreign or natural substances occurring in the atmosphere that may result in adverse effects to humans, animals, vegetation, or materials or any combination thereof.
Assembly Bill (AB)	A law or proposed law that originated in the California State Assembly.
Battery-electric vehicle (BEV)	A type of electric vehicle that derives power solely from the chemical energy stored in rechargeable batteries.
Carbon intensity	The amount of carbon by weight emitted per unit of energy consumed. A common measure of carbon intensity is weight of carbon per British thermal unit (Btu) of energy.
Charger	A device with one or more charging ports and connectors for charging electric vehicles. Also referred to as electric vehicle supply equipment (EVSE).
Criteria air pollutant	An air pollutant for which acceptable levels of exposure can be determined and for which the U.S. Environmental Protection Agency (U.S. EPA) has set an ambient air quality standard. Examples include ozone (O_3), carbon monoxide (CO), nitrogen oxides (NO_X), sulfur oxides (SO_X), and particulate matter (PM_{10} and $PM_{2.5}$).
Direct current (DC) fast charger	A charger that enables rapid charging by delivering direct current (DC) electricity directly to the battery of an electric vehicle, typically at a power level of 50 kilowatts or higher.
Disadvantaged Communities Advisory Group (DACAG)	A group established under Senate Bill 350 (the Clean Energy and Pollution Reduction Act of 2015) that advises the California Energy Commission and California Public Utilities Commission on various programs.
Disadvantaged communities	Areas throughout the state that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes, as well as high incidence of asthma and heart disease.
Electric vehicle (EV)	A vehicle that is either partially or fully powered by electricity or an electric motor. Examples include battery-electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles.

Term	Definition
Electric Vehicle Infrastructure Training Program (EVITP)	A certification program for electricians who wish to work on electric vehicle charging infrastructure. State law requires EVITP certification in some cases.
Equity	The fair treatment, meaningful involvement, and investment of resources through clean transportation programs, incentives, and processes for all Californians.
Fiscal year (FY)	Each California state fiscal year begins on July 1 and ends on June 30 of the following calendar year.
Fuel cell	A device capable of generating an electrical current by converting the chemical energy of a fuel (for example, hydrogen) directly into electrical energy.
Fuel cell electric vehicle (FCEV)	A type of electric vehicle that derives power from an onboard fuel cell.
Grant funding opportunity (GFO)	Where the California Energy Commission offers applicants an opportunity to receive grant funding for projects meeting certain requirements.
Greenhouse gas (GHG)	Any gas that absorbs infrared radiation in the atmosphere. Common examples of greenhouse gases include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), halogenated fluorocarbons (HCFCs), ozone (O_3), perfluorinated carbons (PFCs), and hydrofluorocarbons (HFCs).
Greenhouse Gas Reduction Fund (GGRF)	Cap-and-trade auction proceeds used to fund projects that reduce greenhouse gas emissions, strengthen the economy, improve public health and the environment, and provide meaningful benefits to the most disadvantaged communities and low-income communities and households. California Air Resources Board's California Climate Investments provides guidance on the use of these funds.
Level 1 charger	Equipment that provides charging through a 120-volt alternating-current plug.
Level 2 charger	Equipment that provides charging through a 240-volt (typical in residential applications) or 208-volt (typical in commercial applications) alternating-current plug. This equipment generally requires a dedicated 40-amp circuit.
Low Carbon Fuel Standard (LCFS)	A set of standards designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits.

Term	Definition
Low-income communities/ households	Census tracts or households that are either at or below 80 percent of the statewide median income, or at or below the threshold designated as low-income by the California Department of Housing and Community Development Income Limits.
National Ambient Air Quality Standards (NAAQS)	A set of standards established by the U.S. EPA for six criteria air pollutants, measured by the amount of each pollutant for a specified period.
National Electric Vehicle Infrastructure (NEVI) Formula Program	A federal program for expanding the United States' electric vehicle charging infrastructure, created by the Infrastructure Investment and Jobs Act of 2021.
Nitrogen oxides (NO_X)	A chief component of air pollution that is commonly produced by the burning of fossil fuels.
Notice of proposed award (NOPA)	A document identifying projects that are proposed to receive funding under a California Energy Commission funding opportunity, such as a "grant funding opportunity" (GFO).
Open retail station	A station that meets stringent standards and is open to the public for the retail sale of hydrogen for use in fuel cell electric vehicles.
Particulate matter	Any material, except pure water, that exists in a solid or liquid state in the atmosphere. The size of particulate matter can vary from coarse, wind-blown dust particles to fine-particle combustion products.
Plug-in hybrid electric vehicle (PHEV)	A type of hybrid vehicle that is equipped with a larger, more advanced battery that can be recharged from an external source of electricity. This larger battery allows the vehicle to be driven on battery power alone, gasoline fuel alone, or a combination of electricity and gasoline.
$PM_{2.5}$	Particulate matter with particles 2.5 micrometers in diameter or smaller. Also called "fine particulate matter."
Reactive organic gas (ROG)	Closely related to the term "volatile organic compound" (VOC). ROGs are a group of chemical gases that may contribute to the formation of smog.
Senate Bill (SB)	A law or proposed law that originated in the California State Senate.
Zero-emission vehicle (ZEV)	A vehicle that produces no pollutant emissions from the onboard source of power. This term includes battery-electric and fuel cell electric vehicles.