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STAFF DRAFT REPORT

2026–2027 Investment Plan Update for the Clean Transportation Program

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ABSTRACT

The *2026–2027 Investment Plan Update for the Clean Transportation Program* guides the allocation of program funding for Fiscal Year 2026–2027. Program funding, reauthorized in 2023 through Assembly Bill 126 (Reyes, Chapter 319, Statutes of 2023), provides an estimated $95.2 million a year, totaling $285.6 million for Fiscal Years 2026–2027 through 2028–2029. The California Energy Commission (CEC) develops proposed allocations for program funding annually.

This draft *2026–2027 Investment Plan Update* is the eighteenth plan in the history of the program and reflects laws, executive orders, regulations, and policy directives to reduce greenhouse gas emissions, petroleum dependence, and criteria pollution emissions for all Californians. The Investment Plan establishes annual funding allocations based on identified needs and opportunities, with a focus on zero-emission vehicle infrastructure. Funding priorities are determined based on analysis from CEC reports and input from the Disadvantaged Communities Advisory Group, the Clean Transportation Program Advisory Committee, and other stakeholders.

This draft report is the first step in developing the *2026–2027 Investment Plan Update*. Before adopting the report at a CEC business meeting, the CEC expects to release a Lead Commissioner Report, as well as convene advisory committee meetings and conduct outreach and engagement with other interested and affected groups.

This draft report will be available on the *2026-2027 Investment Plan Update* webpage, at https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-investment-1. 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, hydrogen, tribal communities, disadvantaged communities, workforce, training, sustainability, infrastructure, manufacturing

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EXECUTIVE SUMMARY

The 2026–2027 Investment Plan Update for the Clean Transportation Program proposes a spending plan for an estimated $95.2 million a year in program funding for Fiscal Years 2026–2027 through 2028–2029, totaling $285.6 million. While program funding allocations beyond Fiscal Year 2026–2027 may be revised in future Investment Plan Updates, this funding plan reflects the intended allocations for 2026–2027 and those proposed through 2028–2029 to convey the CEC's priorities for the Clean Transportation Program.

Background

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 $2.7 billion in funding.

Investments have included support 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 transportation technologies and infrastructure.

Purpose

As part of the Clean Transportation Program, the CEC prepares and adopts an annual Investment Plan Update. This update identifies the funding priorities for the 2026–2027 fiscal year and proposes funding priorities for the following two fiscal years. Program funding allocations may be revised in future Investment Plan Updates, but the funding plan is intended to provide increased certainty and convey CEC goals.

This draft report may be further developed and revised prior to its adoption as the final *2026–2027 Investment Plan Update*, based on input from interested and affected groups, the Disadvantaged Communities Advisory Group, and the Clean Transportation Program Advisory Committee. The advisory committee includes members of clean transportation industries and advocacy organizations, environmental justice communities, rural communities, and others. The CEC will hold the first advisory committee meeting on May 8, 2026, and expects to hold another in June 2026. Representatives from the advisory committee, other interested and affected groups, and the public are encouraged to comment on drafts of this document during these meetings and through the CEC's docket system (Docket Number 26-ALT-01).

Proposed Funding Allocations

The CEC's proposed allocation of Clean Transportation Program funds supports ZEV infrastructure for all three vehicle classes: light-, medium-, and heavy-duty. The proposed allocations in this update consider many factors including how much past CEC funding has gone to each category, statutory requirements, and consistency with prior Investment Plans. Table ES-1 shows the proposed Clean Transportation Program fund allocations for Fiscal Year

2026–2027 and projected allocations through 2028–2029. Program funding allocations beyond Fiscal Year 2026–2027 may be revised in future Investment Plan Updates.

For Fiscal Year 2026–2027, the Investment Plan proposes $48 million of Clean Transportation Program funding for light-duty ZEV charging infrastructure to advance state goals and fill infrastructure deployment gaps. The CEC will focus its funding efforts on deploying charging infrastructure in locations that are not as well-served by private investment to both accelerate ZEV adoption and ensure equity.

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 ZEVs to meet the state's clean transportation, air quality, equity, and climate goals. The CEC proposes allocating $30.2 million of Clean Transportation Program funding for medium- and heavy-duty ZEV infrastructure for Fiscal Year 2026–2027. Investments in this category reflect the need to swiftly transition the most polluting vehicles toward zero-emission technologies in the most sensitive regions of the state to reduce criteria air pollutants in various sectors with priority for projects located in areas of nonattainment (defined as areas that do not meet ambient air quality standards).

The CEC must allocate at least 15 percent of Clean Transportation Program funds per year for hydrogen infrastructure. For Fiscal Year 2026–2027, the Investment Plan proposes $15 million in funding specifically earmarked for hydrogen infrastructure. Through Fiscal Year 2028–2029, the Investment Plan proposes a total of $45 million in hydrogen-specific funding. 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 and interested and affected groups to tailor investments to meet California's climate and clean air goals.

The CEC will also continue to encourage through its grant funding opportunities that light-duty ZEV charging and hydrogen refueling stations be available to medium-duty ZEVs, and vice versa, where practical. This approach increases the flexibility of the state's charging and refueling network and aligns the ZEV infrastructure deployed with appropriate ZEV technologies and use cases.

The Investment Plan also proposes $2 million of Fiscal Year 2026–2027 Clean Transportation Program funding for workforce training and development. The proposed $2 million in Clean Transportation Program funds for Fiscal Year 2026–2027 will be augmented by existing workforce funds which the CEC is working to incorporate into upcoming grant funding opportunities. Through Fiscal Year 2028–2029, the Investment Plan projects a total of $6 million in Clean Transportation Program funds for workforce training and development. 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.

While the Investment Plan guides Clean Transportation Program investments, it 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

implementation strategy for the funding category allocation. Funding opportunities that are subsequently developed often include unique requirements and selection criteria.

Table ES-1: Proposed Clean Transportation Program Allocations for Fiscal Years 2026–2027 through 2028–2029 (in Millions)

Category	Eligible Fuel Types	2026–2027	2027–2028	2028–2029
Light-Duty Charging Infrastructure	Electric	$48	$44.2	$36.2
Medium- and Heavy-Duty ZEV Infrastructure	Electric, Hydrogen	$30.2*	$34	$42
Hydrogen Refueling	Hydrogen	$15	$15	$15
Workforce Training and Development	Electric, Hydrogen	$2	$2	$2
	Total	**$95.2**	**$95.2**	**$95.2**

*Will be augmented with $38 million from the Greenhouse Gas Reduction Fund earmarked for medium- and heavy-duty ZEV infrastructure appropriated by the Legislature in 2025-2026 state budget.

Available amounts do not include state operations costs to administer the funding and may differ as the 2026 and future budgets are finalized.

Source: California Energy Commission

CHAPTER 1: Clean Transportation Program Context

The state has set pivotal goals to address climate change, reduce emissions of criteria pollutants, and improve the public health of all Californians. The transportation sector accounts for roughly 50 percent of state greenhouse gas (GHG) emissions when including fuel production and is 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 California Energy Commission (CEC). Most recently, Assembly Bill 126 (Reyes, Chapter 319, Statutes of 2023) reauthorized the Clean Transportation Program to July 1, 2035.

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

The Clean Transportation Program is funded by certain vehicle registration, smog abatement, and vehicle identification fees which provide an ongoing source of revenue. Since program inception, these Clean Transportation Program revenues have been supplemented with additional appropriations in various state budget acts and have supported significant progress in advancing California's clean transportation goals. Since 2008, Clean Transportation Program funds combined with supplemental appropriations have provided more than $2.7 billion for a broad spectrum of ZEVs and infrastructure, alternative fuels and technologies, and workforce development projects.

In recent years the Legislature has shifted the focus of the Clean Transportation Program towards ZEV infrastructure, including electric vehicle charging stations and hydrogen refueling stations, and away from other alternative fuels. These investments result in health, environmental, and economic benefits to California and to local communities.

Description of the Investment Plan

As part of the Clean Transportation Program, the CEC prepares and adopts an annual Investment Plan Update that identifies funding priorities for the coming fiscal years. This update identifies the funding priorities for the 2026–2027 fiscal year and proposes priorities for the following two fiscal years. 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." Each update builds on the work of previous Investment Plans. This Investment Plan proposes a spending plan for an estimated $95.2 million a year in program funding for Fiscal Years 2026–2027 through 2028–2029, totaling

$285.6 million. Allocations are subject to change with the 2026 and future state budget processes.

This draft will be further developed and revised prior to its adoption as the final *2026–2027 Investment Plan Update*, based on input from interested and affected groups, the Disadvantaged Communities Advisory Group, and the Clean Transportation Program Advisory Committee. The advisory committee is composed of a broad representation of interests including clean transportation industries and advocacy organizations, environmental justice communities, rural communities, and others. The CEC will hold the first advisory committee meeting on May 8, 2026, and expects to hold another in June 2026. Representatives from the advisory committee, other interested and affected groups, and the public are encouraged to discuss and comment on drafts of this document during these meetings and through the CEC's docket system (Docket Number 26-ALT-01).[1,2]

Summary of Past Investments

Since the first Clean Transportation Program Investment Plan was released in 2009, California has invested more than $2.7 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. These investments have helped expand the production and use of alternative and zero-emission fuels while showing commercial viability and competitiveness. Program investments through December 2025 include the following highlights:

- Installing or planning about 44,000 public and shared-private chargers for light-duty plug-in electric vehicles.
- Awarding 289 projects through the Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE) project, which has provided more than $165 million in medium- and heavy-duty ZEV infrastructure incentives to support zero-emission trucks and buses.
- Allocating funding to support the nation's largest network of hydrogen refueling stations, including over 75 stations for light-, medium-, and heavy-duty fuel cell electric vehicles.
- Funding 42 manufacturing projects that support in-state economic growth, manufacturing of ZEVs, ZEV components, and ZEV infrastructure.
- Funding 30 workforce training projects to help prepare workers for the clean transportation economy and provide the opportunity for good paying jobs and expanded career employment pathways.

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1 California Energy Commission. "Docket: 26-ALT-01." Accessed January 9, 2026. Available at https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=26-ALT-01. See also "Submit Comment." Available at https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=26-ALT-01.

2 This report will be available on the *2026-2027 Investment Plan Update* webpage, at https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-investment-1.

Commitment to Low-Income and Disadvantaged Communities

The CEC seeks to increase benefits to disadvantaged and underrepresented communities in implementing the Clean Transportation Program. At least 50 percent of Clean Transportation Program funds must go toward projects that benefit or serve low-income Californians and residents of low-income and disadvantaged communities.[3] As of December 2025, more than 62 percent of Clean Transportation Program and supplemental funds have gone to projects located in disadvantaged or low-income communities.[4]

The CEC also tracks program benefits beyond measuring funding deployed in priority areas consistent with criteria outlined in Assembly Bill 126 to ensure these investments provide benefits throughout the state. This includes tracking project indicators, such as whether infrastructure deployment serves low-income housing or multifamily housing units, public transit, or school buses. In response to feedback from the Disadvantaged Communities Advisory Group and other interested parties on this topic, additional analyses are also being conducted for medium- and heavy-duty infrastructure projects to provide insight into pre-existing truck traffic in these communities to address concerns on induced traffic burdens.

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.

The Advisory Committee for the Clean Transportation Program also provides advice and guidance on matters related to developing the Clean Transportation Program Investment Plan. 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 engaged with the Clean Transportation Program through the Investment Plan process last fiscal year include:

- The American Lung Association
- Association of California Water Agencies

3 California Health and Safety Code section 44272.1 (added by 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.

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.

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.

- 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
- Fresno Metro Black Chamber of Commerce
- The Greenlining Institute
- GRID Alternatives
- IBEW Ninth District
- Los Angeles Cleantech Incubator
- 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

The CEC also seeks to effectively engage communities disproportionately burdened by pollution and to 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.

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 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

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).

disadvantaged communities around major freight corridors, ports, and schools. 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.

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 of the projects under the Clean Transportation Program are designed to maximize air quality, public health, and other benefits to disadvantaged and low-income communities. Between July 2023 and December 2025, the CEC awarded funding for more than 2,000 clean transportation project sites across the state with 94% of the funding for projects in areas of nonattainment and 71% in disadvantaged or low-income communities. Detailed site data for projects funded by the Clean Transportation Program and supplemental state funds are 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) remained steady in 2025 despite the cancellation of federal incentives. According to the CEC's Zero-Emission Vehicles and Infrastructure Statistics online dashboard, California surpassed 2.5 million cumulative new light-duty ZEV sales in 2025 with 23 percent of new passenger vehicle sales being ZEVs. Meanwhile, almost 23 percent of new medium- and heavy-duty vehicle sales in California were ZEVs in 2024.[8]

Achieving the state's ZEV goals requires adequate charging and hydrogen refueling infrastructure deployed in time to serve these vehicles. In January 2025, the CEC published the *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 refueling infrastructure, and discusses a deployment strategy for Clean Transportation Program funding. To demonstrate the significant progress California has made in installation of publicly accessible ZEV infrastructure, 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:

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7 California Energy Commission. "Clean Transportation Program." Accessed January 9, 2026. Available at https://caenergy.maps.arcgis.com/apps/webappviewer/index.html?id=a549177f996c4ee7a9b9925974a3b34a.

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 January 8, 2026. 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 January 9, 2026. Available at https://www.energy.ca.gov/sites/default/files/2025-01/CEC-600-2025-002.pdf.

- More than 201,000 installed public and shared-private Level 2 and direct-current (DC) fast charging ports serving light-duty vehicles.
- More than 20,000 planned or open charging ports and hydrogen refueling nozzles serving medium- and heavy-duty vehicles, including more than 200 school bus charging ports.
- 50 open public retail hydrogen stations serving light- and medium-duty fuel cell electric vehicles and an additional 8 stations temporarily nonoperational (unavailable for more than 30 days).

Ensuring a reliable charging and hydrogen refueling experience is also critical to encouraging wider adoption of ZEVs. The CEC has taken steps to improve charger reliability, including establishing reliability requirements in all funding opportunities since late 2021 and developing regulations on EV charger reliability.[10] The CEC is also considering ways to improve hydrogen station reliability and ensure there is sufficient infrastructure to support fuel cell drivers. For example, projects have been awarded to support hydrogen refueling station operations and maintenance at 44 existing stations.

Complementary Funding for ZEVs and ZEV Infrastructure

Besides the Clean Transportation Program funds and related state supplemental funds, multiple public and private funding sources are expanding ZEVs and ZEV infrastructure in California. The CEC, the California Air Resources Board (CARB), and California Public Utilities Commission (CPUC) have complementary responsibilities. CARB serves as the lead agency on ZEV deployment, the CEC as the lead agency on ZEV infrastructure and related vehicle-grid integration, and the CPUC as the lead agency on electrical distribution system upgrades to support ZEV infrastructure and enabling vehicle-grid integration. Table 1 provides highlights of recent developments for complementary funding streams.

Table 1: Summary of Complementary Funding

Program	Funding	Recent Developments
National Electric Vehicle Infrastructure (NEVI) Formula Program	Federal	In December 2025 and February 2026, the CEC released NEVI solicitations for the deployment of publicly accessible, high-powered, DC fast chargers to support travel along major corridors in California. In January and February 2026, the CEC released NEVI solicitations to expand medium- and heavy-duty charging infrastructure along corridors consistent with NEVI formula program requirements, contributing to the national charging network being built under this program.
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

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 January 9, 2026. Available at https://efiling.energy.ca.gov/GetDocument.aspx?tn=264470&DocumentContentId=101329.

Program	Funding	Recent Developments
		grants to expand drayage truck charging. Funds have been frozen since February 2025. On December 16, 2025, California and 17 other states filed a lawsuit against the U.S. Department of Transportation and Federal Highway Administration for unlawfully suspending this program and the Electric Vehicle Charger Reliability and Accessibility Accelerator program.
Clean Transportation Incentives (CARB administers)	State	CARB's *Proposed Fiscal Year 2025–26 and 2026–27 Funding Plans for the Air Quality Improvement Program (AQIP)* are anticipated to be heard for consideration for approval in June 2026. In 2025, CARB launched the next phase of its work on potential regulatory actions and incentives programs in response to the collapse of federal action and the findings from the ZEV Forward report.[11] CARB's new Drive Forward initiative is aimed at continuing the State's commitment to meet federally mandated air quality targets, fulfill state goals, and protect public health by investing in the cleanest available technologies.
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 refueling stations and DC fast chargers for light-, medium-, and heavy-duty vehicles 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. California Clean Fuel Rewards, funded exclusively through electric utility LCFS proceeds generated from electric vehicle charging, is a statewide program that provides a reduction in price for new or used commercial medium- or heavy-duty electric vehicles and for battery electric motorcycles in California.
Investor-Owned Utility EV Infrastructure Investments (CPUC oversees)	Ratepayer	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, as well as marketing, education, and outreach and utility-run technical assistance programs for transportation electrification. The CPUC is reassessing the ability of and need for ratepayer funds to continue supporting customer-side charging infrastructure past the end of 2026.
California Green Building Standards Code	Private	Effective January 1, 2026, the 2025 California Building Standards Code (Title 24) brings major updates to charging infrastructure requirements for new or substantially retrofitted multifamily dwellings, hotels, and offices. These changes greatly expand EV-ready infrastructure by moving from "EV-capable" wiring to full EV-ready and installed Level 2 chargers. These code updates will increase Level 2 charging access and could result in more than 161,000 chargers deployed by 2030, based on CARB analyses.

Source: California Energy Commission

11 ZEV Forward is a report to the Governor in response to Executive Order N-27-25 recommending ways to expand the use of ZEVs across all vehicle types. See ZEV Forward Report available at https://ww2.arb.ca.gov/resources/documents/report-governor-executive-order-n-27-25-zero-emissions-vehicle-deployment.

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 Clean Transportation Program 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 has awarded more than $720 million in Clean Transportation Program and supplemental state funding for light-duty charging infrastructure. Partly because of these investments, California has the largest network of publicly accessible electric vehicle chargers in the nation. Table 2 shows recent examples of targeted solicitations and block grants for light-duty charging infrastructure.

Table 2: Recent Funding Opportunities for Light-Duty Charging

Title	Goal	Status
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 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 2025, with $35 million for 22 projects
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 2025, with $38 million for 9 projects
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 closed January 2026, with up to $55 million available
Communities in Charge	Improve electric vehicle accessibility by swiftly deploying Level 2 charging stations, with priority given to disadvantaged and low-income communities, including tribal lands	Up to $250 million in total funding; fourth funding wave closed February 2026, with up to $56 million available

Source: California Energy Commission

Proposed Funding Allocation

The CEC proposes allocating $48 million in Clean Transportation Program funds for Fiscal Year 2026–2027 to light-duty charging infrastructure, with slightly lower funding amounts projected for Fiscal Years 2027–2028 and 2028–2029. While details will be determined in specific funding opportunities, funded projects are likely to focus on:

- DC fast charging, especially in areas lacking existing public DC fast charging or in areas not served by private investment.
- At-home or near-home charging, including at single- and multi-family residences.

Combined with previous investments from the Clean Transportation Program, other public investments, and private match funding, the Fiscal Year 2026–2027 Clean Transportation Program funds will help close the gap on charging infrastructure needed to support passenger vehicles.

Medium- and Heavy-Duty ZEV Infrastructure

Medium- and heavy-duty vehicles represent a small share of California registered vehicle stock but are a major source of NO_X and PM emissions especially near ports and goods movement corridors.[12] They are also responsible for about 21 percent of on-road GHG emissions in the state because of comparatively low fuel efficiency and high number of miles traveled per year.[13,14] As such, Clean Transportation Program investments that support the deployment of medium- and heavy-duty ZEVs continue to be important in advancing the state's clean transportation, equity, air quality, and climate emission goals.

While Clean Transportation Program funds have always supported infrastructure for all classes of vehicles, funding for medium- and heavy-duty ZEV infrastructure has been increasingly prioritized with more than $1 billion in funding allocated for this category. Table 3 shows recent examples of targeted solicitations and block grants for medium- and heavy-duty charging and hydrogen refueling infrastructure.

12 Medium- and heavy-duty vehicles are defined here as vehicles with a gross vehicle weight rating above 10,000 pounds.

13 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 9, 2026. Available at https://ww2.arb.ca.gov/sites/default/files/2024-09/nc-2000_2022_ghg_inventory_trends.pdf.

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

Table 3: Recent Funding Opportunities for Medium- and Heavy-Duty ZEV Infrastructure

Title	Goal	Status
Reliable Electric Charging for Eligible School-bus Sites (RECESS)	Funds projects that will install charging infrastructure for electric school buses	Solicitation closes June 5, 2026, with up to $22 million available
Implementation of Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprints	Offer funding to prior Medium- and Heavy-Duty ZEV Infrastructure Blueprint Planning grant recipients to implement ZEV charging or hydrogen refueling infrastructure projects	Second solicitation closed March 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 closed March 2026, with up to $30 million available
Medium- and Heavy-Duty Zero-Emission Vehicle Port Infrastructure	Fund the deployment of medium- and heavy-duty ZEV charging or hydrogen refueling infrastructure for California ports	Solicitation closed March 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 ZEV refueling or charging infrastructure or both along designated corridors	Second solicitation NOPA released March 2025 with $40 million for 4 projects
EnergIIZE Commercial Vehicles	Provide funding for charging and hydrogen projects to support zero-emission trucks and buses	Consolidated funding lane, Fast Track, closed in July 2025; transit and drayage set-aside funding lanes closed in October 2025; Megawatt Charging Standard (Pilot) closed February 2026, with up to $10 million available

Source: California Energy Commission

Proposed Funding Allocation

The CEC proposes allocating $30.2 million in Clean Transportation Program funds for Fiscal Year 2026–2027 dedicated to medium-duty and heavy-duty ZEV fueling infrastructure supporting projects that provide either electric vehicle charging or hydrogen refueling or both. Similar funding amounts for medium-duty and heavy-duty ZEV infrastructure are proposed for Fiscal Years 2027–2028 and 2028–2029. The state budget adopted for 2025–2026 allocated an additional $38 million to support medium- and heavy-duty ZEV infrastructure which will supplement Clean Transportation Program Investment Plan funds. Combined, this funding is intended to meet the growing needs of charging and hydrogen refueling infrastructure for medium- and heavy-duty ZEVs.

Through its grant funding opportunities, the CEC will also continue to encourage that light-duty charging and hydrogen refueling stations be available to medium-duty ZEVs, and vice versa, where practical. This approach increases the flexibility of the state's charging and refueling network and aligns the ZEV infrastructure deployed with appropriate ZEV technologies and use cases.

Hydrogen Infrastructure

The CEC has allocated more than $175 million to support the nation's largest network of hydrogen refueling stations, including over 75 stations focused on light- and medium-duty vehicles and associated operations and maintenance for those stations. Many medium- and heavy-duty ZEV infrastructure funding opportunities additionally include hydrogen projects, as described above. The CEC has also awarded nearly $120 million for hydrogen stations for public and private medium- and heavy-duty fuel cell electric vehicles.

Recent hydrogen infrastructure funding opportunities have focused on spurring development and accelerating the growth of hydrogen to reach economies of scale earlier. The CEC released the Hydrogen Infrastructure Project Opportunity solicitation on April 6, 2026, to fund the deployment of hydrogen refueling infrastructure for light-, medium-, or heavy-duty fuel cell electric vehicles. The solicitation includes up to $45 million in funding.

The CEC seeks to support existing stations, improve the customer refueling experience, and expand the network to meet customer needs. The CEC will continue to monitor the development of several hydrogen stations that were awarded in previous funding opportunities that are still under development or have not yet started development.

Proposed Funding Allocation

The CEC is required to allocate at least 15 percent of Clean Transportation Program funds per year for hydrogen infrastructure across any vehicle segment (i.e., light-, medium-, or heavy-duty). The CEC proposes allocating $15 million in hydrogen-specific funds for Fiscal Year 2026–2027, with a total of $45 million through Fiscal Year 2028–2029. Assembly Bill 126 also requires the CEC to give preference to projects that plan to use lower carbon-intensity hydrogen.[15]

The CEC will continue to offer grant funding opportunities that support the deployment of hydrogen refueling infrastructure. However, if hydrogen grant funding opportunities are undersubscribed, the CEC is authorized to allocate any remaining funds to other projects. The CEC will continue to examine ways to support the hydrogen industry and fuel cell vehicle drivers. Funding opportunities will be developed through engaging interested and affected groups to identify where the greatest needs are for ZEV infrastructure to meet state goals.

Workforce Training and Development

Through targeted investments, the Clean Transportation Program supports the creation of good paying jobs, expands access to career pathways in ZEV and infrastructure sectors, and strengthens workforce development in disadvantaged and low-income communities. Under the Clean Transportation Program, the CEC has invested more than $48 million in workforce skills

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 January 9, 2026. Available at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=44272&lawCode=HSC.

and capacity building through various institutions and partnerships for trainees, faculty, and trainers.

The CEC's *ZEV Workforce Training and Development Strategy* identifies Clean Transportation Program workforce program objectives and funding priorities.[16] Highlights of the implementation of the ZEV workforce objectives include:

- Developing the upcoming Charger Service Skills Accelerator grant funding opportunity to fund projects that will increase the workforce to service charging equipment. A skilled workforce is needed to provide service, maintenance, and repair of deployed charging infrastructure to ensure chargers are available for their entire useful life. Eligible projects may provide training and supportive services resulting in industry-recognized credentials and may expand existing or develop new training programs to service chargers.
- Partnering 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.
- An interagency agreement with the University of California, Los Angeles Labor Center to assess the ZEV charging infrastructure labor market focused on charger installation and maintenance occupations. Understanding the existing labor market supply and future demand will help identify workforce and training gaps for targeted funding activities.
- Incorporating workforce training and development as a reimbursable activity across various ZEV infrastructure grant funding opportunities. The CEC funded four projects with workforce development components for tribal members under the Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development solicitation. Similarly, many medium- and heavy-duty ZEV infrastructure solicitations include workforce development and training funding, and some projects, such as from the CRITICAL PATHS 2.0 solicitation, require applicants to prepare a workforce plan.

Proposed Funding Allocation

The CEC proposes allocating $2 million of Fiscal Year 2026–2027 Clean Transportation Program funding for workforce training and development. Through Fiscal Year 2028–2029, the Investment Plan projects a total of $6 million allocated to workforce training and development.

The CEC will continue collaborating with entities that have expertise in workforce development to implement projects and will leverage limited resources to maximize the benefits of Clean Transportation Program investments. Workforce training and development investments will continue to support opportunities for disadvantaged and low-income communities, meet ZEV and ZEV infrastructure industry needs, create workforce partnerships, and advance good paying jobs across the ZEV workforce ecosystem.

16 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 9, 2026. Available at https://efiling.energy.ca.gov/GetDocument.aspx?tn=257368.

CHAPTER 3: Summary of Proposed Funding Allocations for 2026–2027 and Beyond

Proposed Funding Allocations for 2026–2027 and Beyond

The CEC proposes a funding plan covering Fiscal Years 2026–2027, 2027–2028, and 2028–2029. While funding allocations may change in future Investment Plan Updates, this funding plan reflects the intended allocations to convey the CEC's priorities for the Clean Transportation Program. Table 4 shows the proposed Clean Transportation Program allocations by category including $128.4 million to support light-duty charging infrastructure, $106.2 million for medium- and heavy-duty infrastructure, $45 million specific to hydrogen refueling infrastructure, and $6 million for workforce training and development for Fiscal Years 2026–2027 through 2028–2029.

Table 4: Proposed Clean Transportation Program Allocations for Fiscal Years 2026–2027 Through 2028–2029 (in Millions)

Category	Eligible Fuel Types	2026–2027	2027–2028	2028–2029
Light-Duty Charging Infrastructure	Electric	$48	$44.2	$36.2
Medium- and Heavy-Duty ZEV Infrastructure	Electric, Hydrogen	$30.2*	$34	$42
Hydrogen Refueling	Hydrogen	$15	$15	$15
Workforce Training and Development	Electric, Hydrogen	$2	$2	$2
	Total	**$95.2**	**$95.2**	**$95.2**

* Will be augmented with $38 million from the Greenhouse Gas Reduction Fund earmarked for medium- and heavy-duty ZEV infrastructure appropriated by the Legislature in 2025-2026 state budget.

Available amounts do not include state operations costs to administer the funding and may differ as the 2026 and future budgets are finalized.

Source: California Energy Commission

Investments in medium- and heavy-duty ZEV infrastructure reflect the need to swiftly transition the most polluting vehicles toward zero-emission technologies in the most sensitive regions of the state. At the same time, there must be continued infrastructure investments dedicated to light-duty passenger vehicles to fill infrastructure deployment gaps for the growing number of light-duty electric vehicles in the state, as well as to ensure equitable outcomes. 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 the category allocation. Funding opportunities that are subsequently developed often include unique requirements and selection criteria.

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.
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 $PM_{2.5}$).
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, presence of hazardous wastes, as well as high incidence of asthma and heart disease.
Electric vehicle (EV)	A vehicle that uses an electric propulsion system. Examples include battery-electric vehicles, hybrid electric vehicles, and fuel cell electric vehicles.
Electric Vehicle Infrastructure Training Program (EVITP)	A certification program on electric vehicle charging infrastructure for electricians. Electric vehicle charging equipment that is funded by the CEC and meets certain requirements must be installed by at least one electrician with EVITP certification.
Equity	The fair treatment, meaningful involvement, and investment of resources through clean transportation programs, incentives, and processes for all Californians.

Term	Definition
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-Invest (formerly 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 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.
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.

Term	Definition
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.
Vehicle-grid integration	Vehicle-grid integration can include shifting charging in response to customer and grid needs, reducing both pollution and customer charging costs. Bidirectional charging, a subset of vehicle-grid integration, can enable electric vehicles 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 electric vehicle charging.
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.