



**California Energy Commission  
December 8 Business Meeting  
Backup Materials for 2025–2026 Investment Plan Update for the Clean  
Transportation Program**

The following backup materials for the above-referenced agenda item are available as described below:

1. Proposed Resolution, attached below.
2. CEQA documentation, attached below.
3. [Lead Commissioner Report](#).

For the complete record, please visit: [Docket No. 25-ALT-01](#).

To stay informed about this project and receive documents as they are filed, please subscribe to the proceeding Topic (Clean Transportation Program), which can be accessed here: [Subscriptions](#). The Topic sends out email notifications and direct links when documents are filed in the proceeding docket.

**STATE OF CALIFORNIA**  
**STATE ENERGY RESOURCES**  
**CONSERVATION AND DEVELOPMENT COMMISSION**

**RESOLUTION: 2025–2026 Investment Plan Update for the Clean Transportation Program**

**WHEREAS**, Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) established the Clean Transportation Program (formerly the Alternative and Renewable Fuel and Vehicle Technology Program) to be administered by the California Energy Commission (CEC), with a goal to “develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies” (Health and Safety Code §44272(a)). The same law also directs the CEC to develop and update an investment plan that will determine priorities and opportunities for the Clean Transportation Program (Health and Safety Code §44272.5); and

**WHEREAS**, the CEC must prepare and submit an investment plan update to the Legislature (Health and Safety Code §44272.7(b)); and

**WHEREAS**, Assembly Bill 126 (Reyes, Chapter 319, Statutes of 2023) extended the collection of fees supporting the Clean Transportation Program through July 1, 2035; and

**WHEREAS**, the development of the *2025–2026 Investment Plan Update* has benefited from two public Advisory Committee meetings and 60 comments submitted to public docket; and

**WHEREAS**, after considering all materials and comments received, Commissioner Skinner, Lead Commissioner for Transportation, released the latest draft of the *2025–2026 Investment Plan Update* on November 24, 2025. The *2025–2026 Investment Plan Update* includes proposed funding allocations to advance the goals of the Clean Transportation Program and the reallocation of unspent funds from previous fiscal years.

The 2025 state budget reappropriated previous fiscal year Clean Transportation Program funding, extending the deadlines to obligate and spend it. The CEC proposes redistributing \$41,321,538. These funds were previously allocated to fuel production and supply (\$2,000,000 in Fiscal Year 2021–2022 and \$10,000,000 in Fiscal Year 2022–2023) and hydrogen refueling infrastructure (\$7,318,398 in Fiscal Year 2018–2019, \$4,396,522 in Fiscal Year 2020–2021, and \$17,606,618 in Fiscal year 2021–2022). The proposed reallocations are included in the proposed allocations for Fiscal Year 2025–2026.

The proposed allocations for the *2025–2026 Investment Plan Update* plus the proposed 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; and

**WHEREAS**, CEC staff will develop solicitations, grants, and other types of agreements to implement these funding allocations; and

**WHEREAS**, the CEC has considered the application of the California Environmental Quality Act (CEQA) to the adoption of the *2025–2026 Investment Plan Update*, and concluded that the adoption of this report is not a “project” under CEQA, but that in the event that adoption were determined to be a project, that it would nonetheless be exempt from CEQA requirements pursuant to the “common sense” exemption (CEQA Guidelines, § 15061, subd. (b)(3)).

**THEREFORE, THE CALIFORNIA ENERGY COMMISSION FINDS:**

The *2025–2026 Investment Plan Update* not to be a project under CEQA, adopts the *2025–2026 Investment Plan Update* with any errata or edits approved at the December 8, 2025 Business Meeting, and directs CEC staff to prepare the *2025–2026 Investment Plan Update* incorporating any non-substantive changes such as typographical corrections, to forward the *2025–2026 Investment Plan Update* to the appropriate committees of the Legislature for review pursuant to Health and Safety Code section 44272.7(b), and to make the *2025–2026 Investment Plan Update* available to the public.

**FURTHER BE IT RESOLVED**, that the Executive Director or their designee shall execute the same on behalf of the CEC.

**CERTIFICATION**

The undersigned Secretariat to the CEC does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the CEC held on December 8, 2025.

AYE:

NAY:

ABSENT:

ABSTAIN:

Dated:

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Kim Todd  
Secretariat



## MEMORANDUM

TO: Chair Hochschild  
Vice Chair Gunda  
Commissioner Gallardo  
Commissioner McAllister  
Commissioner Skinner

FROM: Kathryn Colson  
Senior Attorney, Transaction Unit  
Chief Counsel's Office

SUBJECT: Proposed California Environmental Quality Act Compliance for the 2025–2026  
*Investment Plan Update* of the Clean Transportation Program

DATE: November 3, 2025

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At the December 8, 2025 California Energy Commission (CEC) business meeting, staff plans to propose the 2025–2026 *Investment Plan Update* for the CEC's consideration and approval.

For purposes of complying with the California Environmental Quality Act (CEQA) Public Resources Code § 21000 et seq., I recommend the CEC find that approving this 2025–2026 *Investment Plan Update* is not a “project” for purposes of CEQA.

Under CEQA, a “project” means “an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment....” (Pub. Resources Code § 21065.) The definition of “project” does not include:

The creation of government funding mechanisms or other government fiscal activities, which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. [14 Cal. Code of Regulations § 15378(b)(4).]

This 2025–2026 *Investment Plan Update* meets this exception to the definition of a “project” under CEQA because it only proposes funding for categories of activities. Decisions to fund specific projects will be made in the future through competitive solicitations or other selection mechanisms. Because no commitment to any specific project is made in this 2025–2026 *Investment Plan Update*, approving it will not cause a direct or reasonably foreseeable indirect change in the environment.

Further, in the event that adoption of the *2025–2026 Investment Plan Update* is determined to be a project under CEQA, this action is exempt pursuant to the “common sense” exemption:

The activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. [14 Cal. Code of Regulations § 15061(b)(3).]

This *2025–2026 Investment Plan Update* meets this exemption because it only proposes funding for categories of activities. The *2025–2026 Investment Plan Update* is a roadmap for funding allocations, specifying which categories of activities may receive funding in the future. Decisions to fund specific projects in those categories will be made in the future through competitive solicitations or other selection mechanisms. There is not enough information known about specific projects which may be funded under the Investment Plan to warrant environmental review at this time. Because no commitment to any specific project is made in this *2025–2026 Investment Plan Update*, there is no possibility that its approval may have a significant effect on the environment.