Silicon Valley Clean Energy
Executive Committee Meeting

Friday, October 24, 2025
10:00 a.m.

Silicon Valley Clean Energy Office
333 W. El Camino Real, Suite 330
Sunnyvale, CA

Teleconference Meeting Information:
https://svcleanenergy-org.zoom.us/j/84048105560

Telephone (Audio only):
US: +1 669 219 2599
Webinar ID: 840 4810 5560

Members of the public may observe this meeting electronically by accessing the meeting via instructions above. Public Comments can be sent in advance of the meeting via email up to three hours before the meeting begins to Board Clerk Andrea Pizano at Andrea.Pizano@svcleanenergy.org and will be distributed to the Executive Committee. The public will also have an opportunity to provide comments during the meeting. Members of the public using Zoom may comment during public comment or the applicable agenda item by using the Raise Hand feature and you will be recognized by the Chair. Those using the telephone (audio only) feature should press star 9 on your phones to initiate the "Raise Hand" function in Zoom. You will then be announced, unmuted, and your time to speak will begin.

The public may provide comments on any matter listed on the Agenda. Speakers are customarily limited to 3 minutes each, however, the Committee Chair may increase or decrease the time allotted to each speaker based on the number of speakers, the length of the agenda and the complexity of the subject matter. Speaking time will not be decreased to less than one minute.

If you are an individual with a disability and need a reasonable modification or accommodation pursuant to the Americans with Disabilities Act ("ADA") please contact Board Clerk Andrea Pizano at Andrea.Pizano@svcleanenergy.org prior to the meeting for assistance.

AGENDA

Call to Order

Roll Call

Public Comment on Matters Not Listed on the Agenda

The public may provide comments on any matter not listed on the Agenda provided that it is within the subject matter jurisdiction of SVCE. Speakers are customarily

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limited to 3 minutes each, however, the Committee Chair may increase or decrease the time allotted to each speaker based on the number of speakers, the length of the agenda and the complexity of the subject matter. Speaking time will not be decreased to less than one minute.

Consent Calendar (Action)

1) Approve Minutes of the August 29, 2025, Executive Committee Meeting

Regular Calendar

2) CEO Update (Discussion)
3) Recommend the Silicon Valley Clean Energy Board of Directors Approve the Transportation Electrification Program Plans and Budget Reallocation (Action)
4) Launch of Financial Levers Framework, Analysis and Discussion (Discussion)
5) Report on Comprehensive Member Agency Services (Informational)
6) Program Snapshot: EV Rebates, Education, and Tax Credits: A Joint CCA Outreach Campaign (Informational)

Committee/Staff Remarks

Adjourn

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Friday, August 29, 2025
10:00 a.m.

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DRAFT MEETING MINUTES

Call to Order

Chair Martinez Beltran called the meeting to order at 10:01 a.m.

Roll Call

Present:
Chair Martinez Beltran, Morgan Hill
Vice Chair Sally Meadows, City of Los Altos
Director Elliot Scozzola, City of Campbell
Director George Tyson, Town of Los Altos Hills
Director Tina Walia, City of Saratoga
Director Larry Klein, City of Sunnyvale

Absent:
None.

A quorum was present.

Public Comment on Matters Not Listed on the Agenda
No speakers.

Consent Calendar

Chair Martinez Beltran opened Public Comment.
No speakers.
Chair Martinez Beltran closed Public Comment.

MOTION: Director Klein moved and Director Scozzola seconded the motion to approve the Consent Calendar.

The motion carried unanimously with all committee members present.

1) **Approve Minutes of the May 23, 2025, Executive Committee Meeting**

Regular Calendar

2) CEO Update (Discussion)

Chief Executive Officer Monica Padilla provided a report which included:

- An update from Pamela Leonard, Deputy Director of Marketing and Communications, on SVCE's participation in community events, the two education initiative pilot programs that were approved last year, and 2025 customer bill credit communication.

Staff responded to questions and comments from committee members regarding responses from local community colleges in respect to the Community College Partnership program, and the timing of SVCE customer bill credits.

Chair Martinez Beltran opened Public Comment.
No speakers.
Chair Martinez Beltran closed Public Comment.

3) Recommend the Silicon Valley Clean Energy Board of Directors Distribute 2022 Member Agency Grant Cycle Remaining Funds (Action)

Zoe Elizabeth, Director of Decarbonization Policy and Community Strategies, presented a request for the Committee to recommend that the SVCE Board of Directors approve the reallocation of $500,000 in unspent 2022 Member Agency grants to the 2025 Competitive Community Grants. The presentation included a recap of the Member Agency Grant Program, background information on the grants awarded and the $500,000 available from unused funds, and two potential options for the use of those unused funds:

- Option 1 – Distribute to the 2024 Noncompetitive Member Agency Grant, increasing existing budget from $3 million to $3.5 million; or

- Option 2 – Distribute to the developing Community Grants, increasing the current $3.5M budget to $4.0M

Staff expressed support for Option 2, as outlined in the recommendation.

Staff responded to questions and comments regarding whether any member agency projects that were already submitted could benefit from receiving the additional funds to avoid cancelling a project; types of organizations eligible for receiving grants, specifically religious organizations; SVCE's competitive and non-competitive member agency grants; Member Agency grant application deadlines; and breaking down the available funds by distribution size.

The Committee provided feedback and comments on both options presented, with many expressing support for Option 1, noting planned grant projects could cost more than anticipated.

Chair Martinez Beltran opened Public Comment.
No speakers.
Chair Martinez Beltran closed Public Comment.

MOTION: Vice Chair Meadows moved and Director Walia seconded the motion to recommend that the SVCE Board of Directors approve the reallocation of $500,000 in unspent 2022 Member Agency Grants to the 2024 Noncompetitive Member Agency Grant, increasing the existing budget from $3.0 million to $3.5 million.

The motion carried unanimously with all committee members present.

The Committee was in consensus that the item could be included on the Consent Calendar at the next Board of Directors meeting.

4) Recommend the Silicon Valley Clean Energy Board of Directors Approve the Ad Hoc Committee's Proposed Operating Rules and Regulations Amendments (Action)

George Tyson, Chair of the SVCE Board, presented a request to the Executive Committee to support a recommendation to the SVCE Board of Directors to approve proposed amendments to SVCE's Operating Rules and Regulations (ORR) from the Ad Hoc Committee ("ORR Committee"), which included the following:

- Background information on SVCE's ORR;
- The proposed scope of the ORR Committee;
- Context of the purpose of revisiting the ORR;
- Review of other CCAs; and
- Highlights of proposed changes

Chair Tyson and staff responded to committee member questions and comments regarding establishment of an Ad Hoc Nominating Committee for Chair, Vice Chair, and Executive Committee appointment recommendations; consideration of randomized voting procedures; justification of removal of the regular meeting date and time from the ORR; the appointments and roles of the Secretary and Treasurer; desire to elaborate on the purpose of removal of officers; and proposal to encourage board members to attend meetings to avoid an even number of voting participants that may result in a tie vote.

Chair Martinez Beltran opened Public Comment.
No speakers
Chair Martinez Beltran closed Public Comment.

MOTION: Chair Martinez Beltran moved and Director Scozzola seconded the motion to recommend the SVCE Board of Directors approve the Ad Hoc Committee's proposed SVCE Operating Rules and Regulations amendments, excluding the proposed Article III: Nominating Committee.

SUBSTITUTE MOTION: Vice Chair Meadows moved and Director Klein seconded the motion to recommend moving forward the Ad Hoc Committee's recommended amendments to the SVCE Operating Rules and Regulations to the SVCE Board of Directors for discussion.

The substitute motion carried unanimously by roll call vote with all committee members present.

5) Provide Feedback on Internal Design of Silicon Valley Clean Energy Board of Directors Chamber (Discussion)

CEO Padilla introduced the item; Director of Decarbonization Policy and Community Strategies Elizabeth, joined by Shweta Mhatre of SERA Design, provided a presentation to the committee requesting design feedback on SVCE's future Board chamber at the newly purchased SVCE office space. Director of Decarbonization Policy and Community Strategies Elizabeth provided an overview of the new headquarters, the work done to date on design planning, and provided a summary of previous board input received. Ms. Mhatre shared various board chamber designs, which included movable furniture, moveable furniture plus dais platform, and moveable furniture plus dais platform plus fixed head table. The Committee discussed dais options and preferences.

Staff responded to questions and comments from committee members regarding the various dais layouts, design and usage flexibility of the future Board chamber, pricing, and technological requirements for recommended design suggestions.

Chair Martinez Beltran opened Public Comment.
No speakers.
Chair Martinez Beltran closed Public Comment.

Staff reviewed the proposed timeline and next steps for SVCE's headquarters.

Following Item 5, the Committee took a brief ten-minute recess.

6) Integrated Decarbonization Roadmap Preview (Informational)

The Committee returned from recess at 12:32 p.m.

Director of Decarbonization Policy and Community Strategies Elizabeth provided a presentation preview of SVCE's Integrated Decarbonization Roadmap which included:

- A recap of the key elements of the 2018 Decarbonization Strategy and Programs Roadmap;
- A review of industry and SVCE changes since the initial roadmap was approved;
- An overview of what the updated plan will address and the key components that will be included; and
- A timeline for completion of the plan by Q3 of 2026

Staff responded to comments and questions from the Committee regarding financial modeling relating to risk management, timeline of the proposed updated and refined roadmap, and potential future Board study sessions.

Chair Martinez Beltran opened Public Comment.
No speakers.
Chair Martinez Beltran closed Public Comment.

7) Program Snapshot: Residential Rebates & Assistance Programs (Informational)

This item was not heard and will be agendized at a future Executive Committee meeting.

Committee/Staff Remarks
Director Walia announced the passing of Hung Wei, who served on the SVCE Board of Directors on behalf of the City of Cupertino, and requested that Chair Martinez Beltran adjourn the meeting in her honor.

Adjournment
Chair Martinez Beltran adjourned the meeting in honor of Hung Wei at 12:45 p.m.

ATTEST:

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Andrea Pizano, Board Secretary

Staff Report – Item 2

Item 2:	**CEO Update**
From:	Monica Padilla, CEO
Prepared by:	Andrea Pizano, Sr. Executive Assistant and Board Clerk
Date:	10/24/2025

This item will be addressed in the form of an oral report to the Executive Committee from Monica Padilla, Chief Executive Officer.

Staff Report – Item 3

Item 3:	**Recommend the Silicon Valley Clean Energy Board of Directors Approve the Transportation Electrification Program Plans and Budget Reallocation**
From:	Monica Padilla, CEO
Prepared by:	Justin Zagunis, Director of Customer Success Nupur Hiremath, Manager of Decarbonization Programs Hannah Gustafson, Programs Lead
Date:	10/24/2025

RECOMMENDATION

Staff recommends that the Silicon Valley Clean Energy (SVCE) Executive Committee recommend the Board of Directors ("Board") approve Transportation Electrification (TE) program plans and an associated budget reallocation of $7.2 million to scale core programs.

BACKGROUND

In September 2019, the Board approved the Electric Vehicle Infrastructure Joint Action Plan (EVI JAP), which described strategies to reduce greenhouse gas emissions from transportation. The EVI JAP identified four priority use cases where electric vehicle (EV) charging is most needed: residential, workplace, fleet, and public. The plan also outlined six key programs to support the growth of EV charging for these use cases. The Board approved the EVI JAP with $7.4 million in funding and also approved subsequent allocations of $3.5 million in March 2022 and $6 million in August 2022 to supplement those funds.

Since 2019, SVCE has implemented all TE programs outlined in the EVI JAP, as well as additional programs. To date, these programs have resulted in the installation of 28 DC fast chargers, 601 Level 2 and Level 1 charging ports, with 286 more under construction. Nearly two-thirds of these chargers have been installed at multifamily residential sites.

Despite growth in EVs relative to internal combustion engine (ICE) vehicles, transportation continues to be the largest contributor (54%) of greenhouse gas emissions in SVCE's territory. As such, SVCE plans to continue programs that support the growth of electric mobility solutions, especially EVs and EV infrastructure, with a focus on serving customers who have the greatest need. Leveraging the learnings from past TE program implementation and current market conditions, staff propose consolidating and doubling down on three programs focused on EVs and EV charging for the next few years, using existing allocated TE program budget.

ANALYSIS & DISCUSSION

The current portfolio of TE programs, as shown in Table 1, comprises 10 programs that offer rebates, technical assistance, direct installation services, and fleet electrification planning services. Several TE programs have closed or are slated to sunset in 2025, largely due to the end of grant funding or contracts, or due to a decision to pivot based on program learnings.

Table 1. Current Transportation Electrification (TE) Program Portfolio

Program	Description	Status	Impact
EV Charging Rebates	Incentives for existing multifamily properties and newly constructed affordable housing to install EV charging on site.	Active	221 L1/L2 ports installed at 25 multifamily properties
EV Rebates and Education	Rebates for new and used EVs (income-qualified).	Active	249 EV rebates paid; 8 EV Education Events
Multifamily Retrofits	Whole building electrification, including EV charging, for selected deed-restricted multifamily affordable housing.	Active	2 multifamily properties enrolled
Fleet Electrification Planning	Fleet electrification technical assistance for public and non-profit fleets.	Active	15 public fleets enrolled
Innovation Onramp	Grant funding for EV infrastructure pilots designed to address multifamily charging costs.	Active	3 pilots live; 4 multifamily properties enrolled
E-bike Rebates	E-bike vouchers for income-qualified customers.	Planned (launching 2026)	Goal: 400-450 e-bikes
California Electric Vehicle Incentive Program (CALeVIP)	Incentives for DC fast chargers and Level 2 chargers in public, multifamily, or business lots.	Closing soon (Dec 2025)	20 DCFC; 337 L2s installed
EV Charging Technical Assistance	Planning assistance for multifamily properties interested in installing EV charging.	Closed (June 2025)	112 EV charging solution reports provided
Fast Charging Incentives (Priority Zone DCFC)	Incentives for DC fast charger installations near dense multifamily housing.	Closed (June 2025)	8 DCFC ports installed at 3 sites
CEC Grant Match programs for EV Charging	Grant funds provided as a match to CEC grants awarded to non-profit and private entities to install EV charging at multifamily sites.	Closed (June 2025)	Co-funded 34 ports at 8 multifamily properties

Key Learnings

Through the implementation of these TE programs over the last five years, SVCE has learned a great deal about barriers and solutions to accelerating EV adoption. Two of the most common barriers to broad EV adoption are: 1) higher upfront vehicle cost compared to ICE vehicles, and 2) lack of accessible home charging. As a result, EV adoption patterns have historically been highly correlated with higher wealth and single-family home ownership where there is easy access to home charging. To address these key barriers and ensure a more equitable transition to EVs, SVCE TE programs have largely focused on helping multifamily residents gain access to convenient home charging and supporting low- and moderate-income customers overcome the high upfront vehicle cost barrier.

Some of the biggest program learnings in the last five years have been that:

1. **Rebates and technical assistance drive EV charging installations, especially for multifamily properties.** High EV charging project costs are the most significant barrier, and incentives are critical to help most property owners overcome these. Technical assistance provides an on-ramp for property owners who value independent guidance on cost-saving strategies, billing management, and being connected with incentives and installers. Technical assistance can also help advise customers on emerging level 1 and low-power level 2 charging solutions that are more affordable, and reduce grid strain and service upgrades, while serving most daily driving needs.
2. **Education is Key to Scale Adoption.** Engagement, outreach, and tailored education help reach new audiences and overcome barriers, for both vehicles and charging. Through ongoing community engagement and valuable feedback from community members, property owners, multifamily residents, and EV charging vendors and installers, SVCE staff have learned about key concerns, questions, and barriers that customers face in this transition. Ongoing education is critical to continue scaling program impact.

Further, through evaluations of our programs, including customer and stakeholder surveys and installation data analysis, we have also learned that:

- Partnerships are key to program success; vendors and installers are essential collaborators and help drive enrollment.
- Home charging access is important to 89% of multifamily EV drivers.
- Flexible incentive design can better meet customer needs (e.g., allowing assigned and shared chargers for multifamily properties).
- DC fast charging business models are evolving; consolidation will be helpful in the long term but can create challenges for reliability and ongoing support.
- New affordable housing development timelines are long and challenging.
- Direct install models are more beneficial for affordable housing retrofit projects compared to rebates.
- Cost for multifamily resident EV charging is often higher than for single-family residents; direct wiring to tenant meters and virtual submetering are two solutions we are piloting to reduce charging costs for multifamily residents.
- Ongoing operations and maintenance (O&M) and charger reliability are concerns for charger hosts.
- Daytime charging is cheaper, cleaner, and has grid benefits. Workplace charging helps and fills a crucial need for people without home charging access.
- Permitting and interconnection timelines vary and can create delays for projects.

With several programs ending (as noted in Table 1), SVCE can now pivot towards the next iteration of its TE programs.

Doubling Down on Core Programs

As several first-generation programs wind down, this presents an opportunity to leverage program learnings and existing TE funding to consolidate and scale the impact of three core programs:

1. EV Charging Rebates
2. EV Charging Technical Assistance
3. EV Rebates and Education

SVCE has already run these programs and has identified them as priorities to continue and scale because:

- EV charging and EV rebates are top performers in delivering value directly to customers and additional budget will allow for greater scale and impact more quickly.
- These programs fill important gaps in the existing landscape of broader public and private EV and EV charging funding programs.
- This support has been necessary for installations that have lower costs and minimal grid impacts; continued learnings and demonstrations in these areas will help inform the local EV charging installers in deploying in these optimal ways.
- Multifamily charging projects depend on funding and assistance to scale effectively, and currently budgeted incentive funds are expected to be fully reserved within the next year.

Increasing funding to core programs will allow SVCE to continue to focus on multifamily EV charging installations while also including workplace and public locations. Relaunching a technical assistance program focused will allow SVCE to focus on right-sizing solutions that reduce project costs and install EV charging at more multifamily properties. Continuing EV education and extending funding for EV rebates for income-qualified customers will be valuable for more EV adoption, particularly in light of the federal tax credit ending. Lastly, staff anticipates that fewer, larger programs that consolidate similar efforts for more efficient administration will further support rapid scaling.

Reallocation Proposal

To fund the expansion of the three core SVCE programs, staff recommend reallocating $7.2M in unspent or unlikely-to-be-spent funding from four previously allocated program budgets, shown in Table 2 below.

Table 2. Unspent Funding

Program	Total Budget	Unspent Budget	Reason for Unspent Budget
New Construction Affordable Housing EV Charging (Sub-program within EV Charging Rebates)	$5,795,431	$5,781,431	Lower than expected participation; very long development timelines; unlikely to be fully spent.
Fast Charging Incentives (Priority Zone DCFC)	$1,875,000	$1,327,210	Program ended; shifted focus to L1/L2 solutions that complement existing external DCFC investment.
CEC Grant Match for EV Charging	$175,000	$90,500	Grant period ended.
CALeVIP	$2,500,000	$36,000 (est.)	Ending Dec 2025.
Total	$10,345,431	**$7,235,141**	

Most of the unspent funds ($5.78M) were dedicated to solely supporting new construction affordable housing in complying with local EV reach codes. These funds were set aside to ensure that local EV reach codes did not pose a burden for new affordable housing projects, by offering to cover the incremental EV charging costs driven by a local code. Launched in January 2023 as a sub-program within the EV Charging Rebate Program, this incentive program has had very low participation over the last three years. Only one new affordable housing property has participated and completed their charging installation to date. Staff’s understanding from brief conversations with affordable housing developers is that new construction affordable housing has very long and challenging development and financing timelines, and developers were more focused on funding the larger parts of projects than EVI. Additionally, state codes have largely caught up with local EV charging reach codes, meaning that new affordable housing developments are required to install EV charging to comply with state codes and the need for ongoing reach code compliance support is less. At the same time,SVCE should still be committed to supporting these properties with their EV charging installations. Reallocating and consolidating this large remaining program budget to expand the core EV Charging Rebates and Technical Assistance programs will continue to support new construction affordable housing developments when and if they need financial support, but will also allow other project types to benefit and draw the total allocation down.

Fast Charging Incentives, formerly known as Priority Zone DC Fast Charging (DCFC), has the second largest unspent budget ($1.33M). This competitive rebate program ran between 2022-2025 and incentivized 8 DCFC ports near dense multifamily neighborhoods. Staff decided not to run another round of this program due to challenges experienced during implementation, including DCFC company bankruptcies, resulting reliability and ongoing maintenance concerns, and a decision to focus SVCE efforts on lower power charging solutions that complement existing private and state investment in DC fast charging growth. Further, the organic growth of DCFC charging in our service territory funded by private investment means that the need for SVCE investment in this type of charging is now lower.

The remaining unspent funds are from now closed CEC grants, which closed earlier this year, and the CALeVIP program, which sunsets in December 2025. While the exact amount of leftover CALeVIP funds is not yet known, we anticipate that approximately $36,000 will remain after the program officially closes.

The specific budget reallocation recommendation is detailed in Table 3 below.

Table 3. Recommended Budget Reallocations to Existing Core Programs

Program	Current Total Budget	Current Available Budget	Recommended Reallocation	Recommended New Total Budget	Estimated Impact of Reallocated Funding
EV Charging Rebates (Active)	$3,900,000	$1,175,085	+$5,135,141	$9,035,141	Adds +900-2,000 chargers at 50-100 new sites
EV Charging Technical Assistance (Closed)	$725,000	$8	+$1,100,000	$1,100,008	Supports 200+ new sites
EV Rebates and Education (Active)	$1,500,000	$741,185	+$1,000,000	$2,500,000	Adds 450 EV rebates and at least 10 new EV education events
TOTAL	$6,125,000	$1,916,278	$7,235,141	$11,135,149	

The added funding will, at minimum, double the impact of the core programs. Staff see this as the most effective, scalable path to enhancing EV charging options and encouraging EV adoption in our territory. No new funding is being allocated to the TE programs portfolio; this is merely shifting funds away from some TE programs and towards others.

STRATEGIC PLAN

This recommendation supports Goal 7 of SVCE's Strategic Plan to "Support all SVCE communities to decarbonize through local investments that reduce barriers and demonstrate sensible, scalable, and equitable solutions."

ALTERNATIVE

In the absence of approving this program reallocation, the Board may direct staff to:

1. Not reallocate TE program funds. Move unspent funds to unallocated program budget and reallocate them at a future date. Continue to administer the "Active" and "Planned" programs at currently funded levels, which are expected to be fully reserved or spent within 6-12 months.
2. Reallocate funds to different TE programs other than those proposed.

Staff requests approval for the proposed reallocation as this will help ensure the longevity of high-impact TE programs with improved administrative efficiency. Without the reallocation of these funds to core programs, SVCE's ability to reduce carbon emissions from transportation will be limited.

FISCAL IMPACT

There is no fiscal impact associated with reallocating the remaining TE program funds as these funds have already been authorized and committed by the SVCE Board to fund TE programs. All expenditures will be reflected in the appropriate mid-year and fiscal budgets as drawdown from the overall Programs Fund if approved.

Staff Report – Item 4

Item 4:	**Launch of Financial Levers Framework, Analysis and Discussion**
From:	Monica Padilla, CEO
Prepared by:	Justin Zagunis, Director of Customer Success Amrit Singh, Chief Financial Officer Scott Wrigglesworth, Director of Risk Management and Analytics
Date:	10/24/2025

This item will be addressed in the form of a presentation to the Executive Committee. This is a discussion item with no action requested by the Committee.

ATTACHMENT

1. The presentation for this item will be posted to the SVCE website.

Staff Report – Item 5

Item 5:	**Report on Comprehensive Member Agency Services**
From:	Monica Padilla, CEO
Prepared by:	Zoe Elizabeth, Director of Decarbonization Policy and Community Strategies
Date:	10/24/2025

RECOMMENDATION

Staff recommends the Silicon Valley Clean Energy (SVCE) Executive Committee receive an informational update on SVCE Comprehensive Member Agency Services, which provide hands-on support, resources, and communications for agency staff, agency executives, building officials, and SVCE Board of Directors ("Board") members.

BACKGROUND

The Decarbonization Policy & Community Strategies team provides comprehensive support to member agencies, including grantmaking, technical resources, policy support, and relationship building. The team has two overarching goals for this work:

1) Provide technical and financial resources to member agencies to help build local government capacity to meet climate goals, and
2) Build strong relationships with member agency staff, executives, and elected officials to enable effective collaboration and ensure SVCE services are tailored to local needs.

To meet these goals, staff work across several areas. Below is a snapshot of current activities:

Grants and Technical Resources

- Investing over $15 Million in member agency grants:
  - 2020 Community Resilience Grant, $5 Million
  - 2022 Decarb Demonstration & Engagement Grant, $3.6 Million
  - 2024 Member Agency Grants, $7 Million
  - 2026 Community Grant, $3.5 Million (for schools, non-profit organizations, and community-based organizations)
- Grant tracking and writing support for applicable federal, state, and regional opportunities
- Support agencies with migrating their fleets to electric solutions
- Support staff in developing local policies that support building electrification

Board Communications

- Released a survey on how to improve Board communications - responses noted that there was no need for major changes
- Revamped Board onboarding materials for onboarding new Board members and alternates
- Provide monthly pre-Board one-on-one meetings
- Provide monthly post-Board Talking Points to more succinctly capture key takeaways from Board meetings
- Provide Board members with technical support in advance of building electrification decisions for their respective cities

Local Government Relations

- Host monthly Member Agency Working Group (MAWG) meeting with agency staff to share regional resources and solicit feedback on SVCE programs and policies
    - Held three in-person events with MAWG and broader city staff in 2025
- Provide monthly email from CEO with Board talking points/key actions to each city manager/chief executive following SVCE's Board Meeting
- Communicate with each city manager on reach code options, and FAQs, ahead of the council/board vote
- Provide community impact reports to city managers/chief executives at the start of each year and invite leaders to annual 1:1 meetings; met 1:1 with six who were interested; host casual 1:1 meetings as needed throughout the year as needed
- Present Community Impact Reports to all 13 agencies' council/board meetings, sharing annual bill savings, community achievements, program offerings, and investments in clean energy projects
- Track local government priorities by attending local events (e.g. State of the City) and listening to all 13 City Council/Board 2025 priority setting sessions and compiled summary of priorities (table below)

Special Presentations and Events

- Presented at the Santa Clara County City Managers Association
- Host annual Reach Code event for elected officials and city managers/chief executives

ANALYSIS & DISCUSSION

SVCE offers a range of services for member agencies, including investing over $15 million in grant funding to support transportation and building electrification, energy resilience, and community engagement projects on these topics. Staff conducted a brief member agency grant survey in 2024, and many appreciated the simplified process to access funds. Some mentioned that projects would not have happened without SVCE funding.

In addition to direct grantmaking, SVCE also contracted with a grant writer to provide tracking and writing support for applicable federal, state, and regional grants. In the past, SVCE has been a lead applicant on behalf of member agencies for grants such as the Charging Furling and Infrastructure Grant, which was awarded but is currently on hold due to federal policy changes.

SVCE contracted with a technical consultant, Optony, to provide in-depth customized planning services on fleet electrification. Fifteen public agencies within the territory have participated. Each participating agency receives a fleet replacement plan, a charging infrastructure analysis, and engineered plans for their priority charging location. These engineered plans are designed to be a part of the bid package for use when the agency in soliciting bids for charging infrastructure construction. Optony has also provided general assistance to fleet managers on state regulations and has made connections with the PG&E fleets program that provides free electrical service expansions.

In 2022 SVCE rolled out the permit modernization and policy experimentation programs for local agencies. This work, which continues, assists building and planning staff in adopting new policies and practices that are all designed to advance building electrification. Many agencies have added education to their permitting processes, sent staff to trainings, or are promoting rebates. Policy developments have centered on Energy Code amendments (reach codes) that further support building electrification.

Tailored Communication

SVCE began tracking annual priorities for city councils and boards in 2023. In 2025, the highest priorities for agencies were housing, public safety, climate, and agency operations and management (summary in table below). The top three priorities remained constant (with a slight increase in priority of public safety) over the two-year period. Other notable changes in this cycle include an increase in public engagement, health, and "quality of life" of residents within the SVCE community.

Based on these priorities, SVCE has integrated these priorities into talking points and materials shared with local elected officials. Of specific interest are the emergent themes of "quality of life" and "safety". Public health and air quality have also been observed to be compelling framing for the potential benefits of decarbonization, according to a report provided to SVCE by Sunstone Strategies in 2024.

SVCE has taken steps to include the health benefits of electrification, and a potential emphasis on the benefits of improved air quality as a community benefit could provide potential inroads to groups that are wary of the initial upfront cost. Members of the Regulatory, Planning, Policy and Legislative department have been engaged in creating talking points with a focus on elected officials. These talking are used in marketing materials and external engagements.

Jurisdiction	Housing	Public Safety (including traffic)	Climate	City Management	City Infrastructure	Public Engagement	Health, Wellbeing, or Quality of Life	Transportation	Fiscal Stability & Health	Eco Dev	Land Use Planning	Emergency Preparedness	City Promotion	Equity	Permit Reform
	12	12	8	8	8	8	7	6	6	6	4	3	2	2	1
County of Santa Clara	X	X	X				X								
Campbell	X	X	X			X			X		X	X	X		
Cupertino	X	X	X	X		X	X	X	X						
Gilroy	X	X		X		X	X		X	X					
Los Altos	X	X			X			X		X					
Los Altos Hills	X	X			X										X
Los Gatos	X	X							X		X	X			
Milpitas	X	X	X	X	X		X	X		X					
Monte Sereno	X	X	X	X	X	X						X			
Morgan Hill	X			X	X	X	X	X	X	X					
Mountain View	X	X	X	X	X	X	X	X		X	X			X	
Saratoga		X	X	X	X	X			X	X			X		
Sunnyvale	X	X	X	X	X	X	X	X			X			X	

STRATEGIC PLAN

The proposal supports SVCE's Strategic Plan Goal 7, "Support all SVCE communities to decarbonize through local investments that reduce barriers and demonstrate sensible, scalable, and equitable solutions" and Goal 8, "Engage customers and community stakeholders to build trust of SVCE and advance decarbonization."

ALTERNATIVE

N/A

FISCAL IMPACT

None.

SILICON VALLEY CLEAN ENERGY

Staff Report – Item 6

Item 6:	**Program Snapshot: EV Rebates, Education, and Tax Credits: A Joint CCA Outreach Campaign**
From:	Monica Padilla, CEO
Prepared by:	Sunny Zhang, Marketing Specialist
Date:	10/24/2025

This item will be addressed in the form of a presentation to the Executive Committee providing a snapshot overview of the EV Rebates and Education Campaign.

ATTACHMENT

1. The presentation for this item is posted to the SVCE website.