

A G E N D A

CFEE Transportation Conference

**Destination Unknown:
Our Evolving Transportation System**

September 19-20, 2019
Hyatt Regency, Incline Village

California is witnessing the evolution of its transportation system. In addition to the proliferation of alternative fuel and ride share vehicles on our roadways, behavioral changes are afoot as fewer people own personal automobiles. Automated vehicles are now a 'when' not an 'if.' These emerging trends have significant implications for the financing, buildout, and integration of new and existing transportation networks. How and what can policymakers do to lead us in the right direction?

This conference will convene our state’s top policymakers with leading transportation agencies, labor, environmental and industry stakeholders to discuss fundamental questions related to this transformation: How do we facilitate the birth of this new paradigm without saddling some communities with inferior and/or more expensive options? How will we embed environmental and resiliency priorities into infrastructure – old and new – in an efficient manner, leveraging ever scarcer fuel tax and public dollars? And how can we attract, train and retain the workforce tasked with constructing the transportation system of tomorrow?

THURSDAY, SEPTEMBER 19

Regency Ballroom

12:00 – 1:00 pm	Buffet Lunch – Arrivals & Check-In – Creekside Lawn
1:00 – 1:15 pm	Welcome – Conference Overview and Roundtable Introductions

- Preview of conference topics, speakers, and goals

Jay Hansen, President & CEO, CFEE

1:15 – 2:45 pm	Session 1: The Newsom Transportation Agenda and Beyond
-----------------------	---

Governor Newsom has moved quickly to shake up state transportation policy with his remarks on the High Speed Rail project. His administration will also have a leading role in achieving zero emission vehicle goals, supporting regional and local agencies as they develop transportation plans that reduce greenhouse gas emissions, and enabling the timely and cost-efficient construction of resilient infrastructure that can withstand extreme events. Likewise, how will relationships evolve with existing key stakeholders and what will that mean to future success and Administration priorities?

- How will transportation and land use policy be coordinated between state and local agencies? How might state funding be tied to housing policy?
- What’s the status of High Speed Rail? Are federal dollars in jeopardy? What sort of investments will be injected into regional railways?

- How is the administration approaching the changeover of light, medium, and heavy duty vehicles to alternative fuels? How will the state support the deployment of the needed infrastructure?
- What are the Governor's expectations of the private sector's role in delivering infrastructure?

David Kim, Secretary, California State Transportation Agency (5-10 min)

Kiana Valentine, Executive Director, Transportation California (5-10 min)

Robbie Hunter, President, State Building & Construction Trades Council, AFL-CIO (5-10 min)

Roundtable Discussion

2:45 – 3:00 pm	Break
3:00 – 4:15 pm	Session 2: The Endless Hunt: Money, Money, Money

Even after the passage of SB1 and its increase in gas tax revenues, the hunt continues to identify, generate, and manage additional scarce dollars to pay for the upkeep of our roadways, airports, railways, and other mass transit infrastructure. We'll also need to make investments in our workforce to ensure we have a sustainable pipeline of skilled labor who can construct and maintain facilities across the state.

- What money is available at the federal, state, and local level?
- What types of projects will benefit from the influx of cash brought about by SB1? How are those dollars already making a difference?
- How are regional transportation agencies positioning themselves to continue delivering on ever increasing demands on infrastructure? From what sources will their money come?
- How about private sector money? What role will it play?
- What funding is available for workforce development and what types of programs are most in need of financial support?

Paul Van Konynenburg, Vice-Chair, California Transportation Commission (5-10 min)

Michael Pimentel, Legislative and Regulatory Advocate, California Transit Association (5-10 min)

Bob O'Malley, VP Government Affairs, Brightline/Virgin Trains USA (5-10 min)

Tim Rainey, Executive Director, California Workforce Development Board (5-10 min)

Roundtable Discussion

4:15 – 4:30 pm	Break
----------------	--------------

4:30 – 5:45 pm

Session 3: Passing the Stress Test: Building Resilient Infrastructure

No longer a vision of the future, we're now living in a more hostile climate that is increasing stress on our infrastructure. The next chapter of California transportation development should showcase our ingenuity to build facilities that are resilient to extreme weather events, integrated with environmental mitigation measures, and have long-term funding stability to extend their useful life. How will we do it?

- How can we support agencies as they work to build resilient transportation systems?
- What are the engineering and construction skills needed to build resilient infrastructure?
- How are some regions unifying infrastructure planning and development with environmental priorities?
- What is "green" infrastructure and how is it becoming more common?
- As we build more resilient systems, what will it take to also reduce the carbon footprint of the materials (i.e. asphalt, concrete) in our transportation infrastructure?

Ellen Greenberg, Deputy Director for Sustainability, California Department of Transportation (5-10 min)

John Harvey, Director, UC Pavement Research Center (5-10 min)

Dilip Trivedi, Vice President/Coastal Engineer, Moffatt & Nichol (5-10 min)

Elizabeth O'Donoghue, Director of Infrastructure and Land Use, The Nature Conservancy (5-10 min)

Roundtable Discussion

6:30 pm

Reception and Dinner

Reception begins at 6:30pm at Lakeside Ballroom C

FRIDAY, SEPTEMBER 20

Regency Ballroom

8:00 – 8:30 am	Breakfast – Regency Ballroom
8:30 – 10:15 am	Session 4: Spinning our Wheels: Decreasing Vehicle Miles Traveled

Despite efforts to reduce vehicle miles traveled (VMT), each year drivers on California’s highways and roads still travel nearly 350 billion miles (source: CalSTA). The consequence is a swelling carbon footprint, escalating traffic congestion, and troublingly common pedestrian deaths. The state is gearing up to take a bite out of the VMT while also ensuring that all California communities have access to affordable, clean, and convenient transportation options. Confronting that challenge must also be integrated with the need to establish new revenue streams for highway maintenance as gas tax revenues decline.

- What combination of factors must be addressed in order to get people out of their cars and into other modes of transportation?
- What types of incentives can be used to encourage individuals to shift their mobility patterns?
- What’s the “first-mile, last-mile” issue? How might micro-mobility, ride-sharing, and autonomous vehicles work to address this challenge?
- What is Washington State doing to decrease VMT? How are they integrating their efforts with the need to find an alternative funding source to the gas tax? Is the “pay-per-mile” road user charge ready for prime time?

Hector De La Torre, Board Member, California Air Resources Board (5-10 min)

Carolyn Coleman, Executive Director, League of California Cities (5-10 min)

Tham Nguyen, Senior Director, Office of Extraordinary Innovations,
Los Angeles County Metropolitan Transportation Authority (5-10 min)

Reema Griffith, Executive Director, Washington State Transportation
Commission (5-10 min)

Roundtable Discussion

10:15 – 10:30 am	Break
10:30 – 12:00 pm	Session 5: Fuel Re-Mix: Forecasting the Transportation Vehicles of Tomorrow

Currently, the vast majority of California’s vehicles are powered by gasoline or diesel. Yet many more low and zero-emission vehicles are needed if California is going to meet its climate goals while improving air quality. How many and what types of vehicles need to be developed to get the job done, how far away are

we from getting there, and what steps still need to be taken to set us on the right road?

- What's the current fuel mix for freight and passenger vehicles in California?
- What are some viable vehicle technology scenarios for five, 10 and 25 years from now if California is to meet its GHG goals?
- How do the passenger and heavy-duty sectors require different approaches?
- What are the opportunities for the oil and gas industry in helping to create this transition and grow?
- What do these trends imply for disadvantaged communities and the types of mobility options they'll be given?
- How can policy makers ensure disadvantaged communities benefit from this fuel change?

Don Anair, Research and Deputy Director, Clean Vehicles Program, Union of Concerned Scientists (5-10 min)

Dan Chia, Senior Policy Advisor, Tesla (5-10 min)

Lauren Navarro, Senior Policy Manager, California Clean Energy, Environmental Defense Fund (5-10 min)

Wayne Leighty, Hydrogen Fuel Business Development Manager, North America, Shell (5-10 min)

Roundtable Discussion

12:00 – 12:15 pm

Summary, Next Steps, and Adjournment

Jay Hansen, President & CEO, CFEE