



CALIFORNIA FOUNDATION  
ON THE ENVIRONMENT  
AND THE ECONOMY

## DRAFT AGENDA CFEE Transportation Conference

*California's Wild Ride Rolls On...  
How Do We Smooth the Bumps and Stay on Track?*

June 22-23, 2023

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*As big change rolls through California's transportation system, we still have a way to go before we accomplish an integrated, affordable, and sustainable mobility makeover. This conference will convene state leaders to examine our latest plans for California's transportation future, consider the funding needed to get us there, and what supportive actions can be taken to ensure all Californians are brought along for the ride.*

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### THURSDAY, JUNE 22

11:30 – 12:45pm	Arrival – Check-In and Lunch
12:45 – 1:00pm	Welcome – Conference Overview and Roundtable Introductions

Preview of conference topics, speakers, and goals

**Jay Hansen**, President & CEO, CFEE

1:00 – 2:15pm	<p><b><u>Session 1</u></b>  <b>A Ride Down the 101 – Transportation Progress Report</b></p>
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As the sector responsible for moving California and the lion’s share of greenhouse gas (GHG) emissions, transportation has long been a focal point of public planning and government intervention. Our opening panel will evaluate several of the key policies, programs, and projects redesigning transportation in California and take stock of our progress in meeting state goals.

- How well is California fulfilling previous Scoping Plan scenarios? Where does CARB see us going in the future?
- Are we on track to meet our statewide goal of reducing GHG’s 40 percent below 1990 levels by 2030 (SB 32)? What policies/programs are largely credited for any GHG reductions?
- CARB envisions a 25 percent reduction in vehicle miles traveled (VMT) by 2030 (baseline 2019), and 30 percent by 2045 – what is the plan to make this happen? As more vehicles are zero emission, is this goal still important?
- Is the Low Carbon Fuel Standard (LCFS) successfully decreasing the carbon intensity of our fuel mix? What investments have regulated industries made in response to LCFS?
- What are the challenges with creating California’s unique fuels?
- California has a goal of having 1.5 million zero emission vehicles (ZEV’s) on our roads by 2025 and 5 million by 2030 – are we on track? How about the corresponding charging and fueling infrastructure deployment?

**Hector De La Torre**, Board Member, California Air Resources Board

**Patty Monahan**, Commissioner, California Energy Commission

**Speaker, Oil & Gas Refinery**

2:15 – 2:30pm	Break
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2:30 – 3:45pm	<p><b><u>Session 2</u></b>  <b>The Never-Ending Story: Infrastructure and Transit Funding</b></p>
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After historic federal investments and a series of flush state budgets, transportation infrastructure and public transit enjoyed a rare respite from the seemingly endless hunt for money. However, good times appear over, and we will soon need new funds for the future demands of our transportation system. What is the status of our funding environment today, and what might be coming tomorrow?

- How much public money is in play for California transportation infrastructure today? Is it enough to meet the scale of the need?

- What is the funding forecast for transit agencies? Do we have a plan to financially support public transit if ridership levels remain low?
- What projects are already leveraging federal infrastructure dollars? How much more federal support is expected for California?
- What is the outlook for next year’s transportation state budgetary allocations?
- How much ongoing funding is set aside for climate smart and clean transportation investments? Is it enough?
- Looking down the road, when will we start feeling the pinch caused by the rise of zero emission vehicles and subsequent shortfalls in gas tax revenues? What is the projected gap over time?
- Are ZEV’s paying their fair share?
- What are the most promising options to adequately fund the maintenance of our highways and roads in the future?

**Speaker, California Transportation Commission**

**Laura Tolkoff**, Transportation Policy Director, SPUR

**Zak Accuardi**, Senior Transportation Advocate, People & Communities Program, Natural Resources Defense Council

**Michael Quigley**, Executive Director, California Alliance for Jobs

3:45 – 4:00pm	Break
4:00 – 5:30pm	<p><b><u>Session 3</u></b>  <b>Connecting the Dots – Land Use, Transportation, and Housing</b></p>

One of the most complicated aspects of transportation planning is the ongoing challenge to align land use decisions with our housing and transportation needs. It also represents one of the best opportunities for improving climate resiliency while making California more livable and affordable. What progress has been made in linking transportation, housing, and land use planning? What more must be done?

- What does climate adaptive transportation planning look like?
- How does the Climate Action Plan for Transportation Infrastructure (CAPTI) link state dollars with climate-based decisions? How is it supporting better alignment of land use decisions?
- How does the desire to decrease vehicle miles travelled (VMT) shape our transportation decisions? What tradeoffs exist by focusing on VMT reductions? If zero emission vehicles rule the day, why is decreasing VMT still important?
- To what extent is transit-oriented housing development (TOD) happening in California? Does the state have a plan for TOD or should it be left to regional and local transportation planners to figure it out?

- What do our panelists make of the web of rules heavily influencing where and when housing and transportation projects are built? Do we need new policies related to CEQA and local zoning, planning, and permitting to ensure state visions become reality? How do we avoid doing more harm than good?

**Toks Omishakin**, Secretary, California State Transportation Agency

**Matt Baker**, Policy Director, Planning and Conservation League

**Speaker, City Council Member/MPO**

**Speaker, California State Association of Counties/MPO**

6:00pm	Reception & Dinner
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**FRIDAY, JUNE 23**

7:30 – 9:00am	Breakfast
9:00 – 10:20am	<b><u>Session 4</u></b> <b>Transportation for the People: Diverse Mobility for a Diverse California</b>

California’s extraordinary social, economic, and geographic diversity require a similarly diverse set of transportation solutions to meet the varying needs of all our communities and industries. What mobility options, old and new, can be better leveraged to meet the transportation needs of Californians while keeping costs low?

- Why are Californians not riding rail, light rail, buses, and other transit services at higher levels? What is sour in the affordability-convenience-comfortability recipe needed to entice public adoption?
- What about public safety concerns? How do we create a more welcoming, cleaner, and safer environment for all transit passengers?
- Which first and last mile solutions are particularly popular, safe, and affordable?
- What resources are available to help low-income households to make use of the best transportation options for their circumstances? As the vehicle market changes, how do ensure the affordability of liquid fuels and electricity?
- What is the vision for rural communities as fewer and eventually no internal combustion vehicles are sold in California?

- Do we have a plan for multi-family, multiple-unit dwellings to ensure they have convenient recharging options?
- Why is hydrogen emerging as one of the more promising low/zero carbon opportunities for medium/heavy duty vehicles?
- What is the latest buzz about “drone taxis,” aerial EVs promising to whisk passengers high above urban areas to their destination? Will this be part of our future mobility mix and how would they work?

**Michael Pimental**, Executive Director, California Transit Association

**Darnell Grisby**, SVP, Beneficial State Foundation, and Commissioner, California Transportation Commission

**Speaker, Aerial Drone Taxi**

**Speaker, Industry – Hydrogen-Fueled Medium/Heavy Duty Vehicles**

10:20 – 10:30am	Break
10:30 – 12:00pm	<b><u>Session 5</u></b> <b>And So Much More...Going Electric !</b>

With more than 800,000 electric vehicles (EVs) and plug-in hybrids (PHEVs) on our roads, the rapidly growing EV ecosystem is much more than purchase incentives and charging stations. Our final panel will focus on unheralded changes coming to an EV-centric California. We will explore everything from vehicle-to-grid (V2G) operation! battery reuse & recycling! all the extra weight & road maintenance to come! and more!

- What is the game plan for the coming tsunami of EV batteries that will need to be handled at the vehicle’s end-of-life? What type of “second life” and recycling opportunities await a lithium-ion car battery?
- What is the best policy for getting batteries into the right facilities at lowest cost and highest effectiveness for either repurposing or recycling?
- Is our energy grid ready for the increased and unique demands of EVs? What progress is being made to harmonize car charging with grid needs?
- Will EVs become a major source of energy storage? Should that scenario be part of the state’s planning and how can it best be facilitated?
- How can we ensure electricity rates will be affordable for EV drivers?
- Weighing hundreds and even thousands of pounds more than their gasoline engine counterparts, electric vehicles are a heavier load for our roads to handle – how concerned should be about this difference? Is there any early planning in anticipation of increased roadway wear and tear?
- What other consequential, perhaps overlooked, developments might the era of EVs bring to California? How can we best prepare for any unexpected surprises while taking advantage of the benefits?

**Tim Lipman**, Co-Director, Transportation Sustainability Research Center, UC Berkeley

**Laura Lewis**, CLO and General Counsel, Sacramento Municipal Utility District

**Speaker, EV Battery Recycler**

**Speaker, TBD**

12:00pm

**Closing Remarks and Adjournment**

**Jay Hansen**, President & CEO, CFEE