



CALIFORNIA FOUNDATION  
ON THE ENVIRONMENT  
AND THE ECONOMY

## DRAFT AGENDA CFEE Transportation Conference

### *Pedal and the Metal... The Evolution of Our Transportation System Accelerates*

September 8-9, 2022

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With the Air Resources Board poised to adopt a 100 percent zero emission vehicle (ZEV) mandate for new car sales by 2035, California will soon accelerate a complex makeover of its vehicle fleet. Beyond ZEV requirements, we can also expect dramatic changes to our transportation infrastructure and public transit as climate threats, evolving mobility preferences and needs, and shifting funding models hasten additional transformations. As we fast-forward to this new era of transportation, major questions remain as to how this can be done effectively and – with smart planning – affordably.

This conference will convene state leaders to explore how these trends fit together, how they will be financed, and what coordinated actions can be taken to move forward strategically as the evolution of our transportation system rapidly gains speed.

#### THURSDAY, SEPTEMBER 8

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

Preview of conference topics, speakers, and goals

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

**Session 1****The Great Mandate: Surveying California’s Looming ZEV Requirements and Where We Go From Here**

What began as an audacious idea, the notion of selling 100 percent zero emission vehicles has grown into a towering reality that the state is committing to summit by 2035. This opening panel is broken down into two parts to comprehensively explore this challenge. The first part will provide a primer on the specific ZEV targets that lay ahead and the public health impetus for these regulations. The second will climb through the myriad actions that must be taken by the state, industry, and communities to achieve our ZEV goals.

1:00 – 2:00pm

**Part I****What Are the Pending ZEV Rules? What Public Health Considerations Spurred These Actions?**

Once adopted, Advanced Clean Car Rules II (ACC II) will require 35 percent of new vehicles offered for sale be ZEV by 2026, 68 percent by 2030, and 100 percent by 2035. What other ZEV-related targets will be on the books, and what other complementary measures are expected and/or needed? Importantly, what is the public health case for adopting these mandates?

- Why is ACC II necessary? What problem does it attempt to solve that other policies could not?
- What vehicles are considered “ZEVs”? What flexibility exists in this designation?
- Does the ZEV mandate allow for plug-in-hybrid-electric vehicles (PHEVs)?
- What are the benchmarks leading up to 2035? Who tracks these?
- Are there corresponding mandates or incentives for charging and refueling infrastructure?
- Does the ACC II feature standards for medium and heavy duty vehicles? What regulations are in place for such vehicles?
- What public health benefits are expected from these ambitious targets?
- What are the existing health impacts of low air quality?

***Liane Randolph***, Chair, California Air Resources Board

***Speaker, Alliance for Automotive Innovation***

***Speaker, California Physician – Respiratory Specialist***

2:00 – 3:45pm

**Part II****From Tailpipe Dream to Reality Check: What Funding, Infrastructure, and Planning is Needed to Support Light Duty ZEV Mandates?**

California currently has 25.6 million cars on its road. Only one million of which are zero emission vehicles. As we work toward 2035 and a desired boom in ZEVs purchased by Californians, what actions and investments must be taken to support this endeavor?

- What do ZEV sales look like today? What will it take for the automakers to ramp up production?
- What types of ZEVs are available today? What options can consumers expect in 2035?
- What is the plan for building the necessary fueling infrastructure for the multiple millions of ZEVs coming to California roads? Who is coordinating? Who is owning and operating?
- The California Energy Commission will be distributing \$1.4 billion for supporting ZEV deployment – what does their strategy look like for distributing funds? What federal funding opportunities from the Infrastructure Investment and Jobs Act is California pursuing?
- Gas tax revenues will decline as ZEV adoption increases, what are the state's options to avoid shortfalls in critical funds that maintain our roads and build our transportation infrastructure?
- How do we prepare our electric grid for the increase in energy demand from EV charging? Who coordinates and oversees this work?
- Beyond the benchmarks spelled out in ACC II, what milestones should we look for to know we are on the right track?
- How are utilities working to ensure multi-family residences are capable of charging?

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

**Speaker, Toyota**

**Speaker, ECVS/EVGo**

**Speaker, Los Angeles Department of Water and Power**

**\*Asha Agrawal**, Education Director and National Transportation Finance Center Director, Mineta Transportation Institute, San Jose State University

3:45 – 4:00pm	Break
4:00 – 5:30pm	<b>Session 2</b> <b>Extreme Infrastructure: Building Climate Resilient and Compatible Transportation</b>

Climate scientists continue to warn that extreme weather events will be an ongoing threat to physical infrastructure and the accompanying flow of goods,

people, and services. Accordingly, transportation planners have already begun examining how they can retrofit and build new facilities to adapt to the coming scourge of increasing floods, fires, heat waves, and sea level rise. What are the best practices for developing climate resilient Infrastructure across the state? What is the role of the Legislature? What is the role of local, regional governments?

- What types of infrastructure are under threat from extreme events?
- What goes into building a climate resilient road, bridge, railway, etc.? What does multi-benefit, resilient infrastructure look like?
- What are the new costs if any to ensure infrastructure performs under climate stress? Who is bearing these costs? Which costs/expenses are smart investments for California and which might be better left unpursued?
- How does transportation resiliency tie into the state’s related Climate Action Plan for Transportation Infrastructure (CAPTI) agenda and its goal to conserve 30 percent of state lands and coastal waters by 2030?
- What role is the state playing in helping communities prepare their facilities for climate challenges? What more can be done? Partnerships between the state & county & cities?
- Is there a California registry of climate-challenged transportation infrastructure?

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

**Andrew Meredith**, President, State Building & Construction Trades Council.  
AFL-CIO

**Speaker, Environmental**

**Danielle Hughes**, Capital Program Manager, Tahoe Transportation District

6:00pm	Reception and Dinner
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**FRIDAY, SEPTEMBER 9**

7:30 – 8:45am	Breakfast
8:45 – 10:15am	<b><u>Session 3</u></b> <b>Global Power Shifts – Let's Get California In Gear</b>

As California and the world embrace renewable resources for transportation and power sectors, the global energy industry is being fundamentally reshaped – particularly as new geopolitical tensions and realities emerge. How can California position itself to take advantage of these global winds of change?

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- What countries are providing our fuel needs today? What new power players are emerging on the global stage?
- Where does California have a competitive advantage? Today and tomorrow?
- With demand for petroleum products projected to persist for the foreseeable future, what should California’s strategy be for in-state production of oil and gas?
- What is the environmental impact of importing resources to power our transportation system? What are the best opportunities for onshoring green energy industries in California?
- Is the fabled “Lithium Valley” in the Salton Sea any closer to reality? Should the state more aggressively support its development?
- Do we have a game plan for our workforce? What steps can we take to ensure our young Californians are ready for the transportation careers of tomorrow?

***Speaker, Academic/Consultant***

***Apprenticeship Director, Labor***

***Speaker, Environmental***

***Speaker, Oil and Gas***

10:15 – 10:30am	Break
10:30 – 12:00pm	<b><u>Session 4</u></b> <b>Planes, Trains, Trucks, and Boats: Decarbonizing the Most Challenging Sources</b>

While the electrification of light duty vehicles offers a commercially and technically viable path forward in the short term, the world of transportation vehicles is wider, bulkier, and more complicated. Planes, trains, boats, and heavy duty vehicles will require a mix of alternative fuels to manage their carbon footprint while keeping them moving. What is California’s plan for these tricky titans of transportation?

- Where does electrification look promising for these vehicles? What vehicles are better suited for non-electric options?
- What types of fuels are likely to emerge as the most common alternatives? Where can we expect biofuels and hydrogen to be used?
- California has formally announced its intention to create a “Renewable Hydrogen Hub” – what does that entail and how would it relate to our hard-to-decarbonize vehicles?
- What policy fixes can California explore to encourage the development of alternative fuels?

- What does GHG emission regulation look like for planes, trains, boats and commercial trucks, which all have a multi-jurisdictional presence?
- Is this a legitimate role for Direct Air Capture and Carbon Capture and Sequestration?

**\*Matt Arms**, Director, Environmental Planning, Port of Long Beach

**Speaker, Labor**

**\*Tefere Gebre**, Chief Program Officer, Greenpeace USA

**Speaker, SunLine Transit Agency/Foothill Transit Agency**

12:00pm

**Closing Remarks and Adjournment**

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