



CALIFORNIA FOUNDATION
ON THE ENVIRONMENT
AND THE ECONOMY

DRAFT AGENDA CFEE Transportation Conference

*No, We're Not There Yet!
What a Long, Strange Trip It Is...*

June 20-21

As with any great period of transformation, California's transportation makeover is a work in progress. Characterized by both impressive advancements and major roadblocks, we still have a few more twists and turns on our road trip to a cleaner, safer, more affordable, and more integrated transportation future.

Our 2024 Transportation Conference will take stock of our progress to date, survey the yet to be addressed hazards along the way, and explore some of the most promising opportunities to build a transportation system that will successfully move California through this decade of widespread change.

THURSDAY, JUNE 20

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 – 2:30pm	<p><u>Session 1</u> The Blue Highway...What's New with Our Transportation Makeover?</p>
---------------	--

Our opening panel will provide an update on some of the most important changes happening to our transportation system. We will also touch on potential disruptors to the status quo – like autonomous vehicles and electric bikes – to consider how they fit in our grander transportation plans as we decarbonize, implement new mobility solutions, and figure out how to pay for it all.

- What progress has been made to advance the Administration's safety, equity, climate action, and economic prosperity priorities?
- What more must be done to promote these objectives?
- With the state budget tightening and fuel tax revenues on the decline, how are state and local transportation leaders ensuring financial sustainability?
- What transit developments are happening in Los Angeles as the city readies for the 2028 Summer Olympics? How is LA using the Olympics as a springboard for the future of transportation in the region?
- What is the latest with autonomous vehicle test runs in California cities? What is being learned about their utility as well as community acceptance?
- How can e-bikes fit into local transportation strategies to provide convenient, affordable, and safe mobility options? What should responsible policy look like to support their deployment and integration with broader transit plans?

***Toks Omishakin**, Secretary, CalSTA

***Seleta Reynolds**, Chief Innovation Officer, LA Metro

Speaker, E-bikes – Lyft, Bay Wheels

***Annabel Chang**, Head of State Policy & Government Affairs, Waymo

2:30 – 2:45pm	Break
---------------	-------

2:45 – 4:00pm	<p><u>Session 2</u> Still Hard to Decarbonize...What's the Plan for Ports, Planes and Trucks?</p>
---------------	--

While electrification is sweeping across some sectors of the transportation system, for many others the right low/no GHG solution is elusive. Ports, planes, and trucks remain challenged to find the right mix of alternative fuels, infrastructure, vehicles, and practices to reduce emissions while keeping society on the move. How are California's leaders tackling these hard-to-decarbonize industries?

- Why are air and maritime ports so difficult to decarbonize? What are the economic and engineering complexities of such a transition?
- How can California induce change in industries whose operations, like ports and aviation, also exist well beyond the borders of the state?
- What initiatives and policies are being pursued in California to promote the adoption of sustainable aviation fuels and other new aircraft technologies?
- What are the timelines under California’s Advanced Clean Fleet regulations, which aim to increase the number of zero emission medium and heavy duty vehicles? What challenges are local governments and companies facing as they seek to buy, operate, and maintain lower carbon fleets?
- What are oil and gas companies hearing from their hard-to-decarbonize customers about future fuel needs? How is the industry investing in lower carbon technologies to support California goals while offering the still-needed supply of traditional fuels?

***Dan Lashof**, Director, World Resources Institute – United States

***Danny Wan**, Executive Director, Port of Oakland

***Michael Caprio**, Director of Government Affairs – California, Republic Services

Skip York, Senior Vice President, Chief Energy Strategy, Turner, Mason, & Company

4:00 – 4:15pm	Break
4:15 – 5:30pm	<p><u>Session 3</u> Running Down a Dream – Will California Rail & Public Transit Ever Rival Driving?</p>

Perhaps the greatest underutilized resource in our transportation system is our public transit and rail network. While proponents point to the well-documented environmental, social, and urban-planning benefits of a thriving rail and transit system (as many other countries already enjoy!), the American and California public transit experience is often characterized by chronic financial challenges, inadequate service offerings, and ultimately lagging ridership. Dreaming big, what would it take for California’s rail and public transit to rise as a co-equal to cars?

- With California establishing a Transit Transformation Task Force to help California develop a more successful public transit ecosystem, what is the early thinking about new funds, infrastructure, and other state support to make it happen?
- What is going on with the construction of a rail line between Southern California and Las Vegas? How can rail and public transit infrastructure and services work together to support mutual success?
- What exciting new technologies could help make public transit greener and more efficient?

Michelle Bouchard, Executive Director, Caltrain

Carl Sedoryk, CEO, Monterey-Salinas Transit

Susan Pike, Director, Transit Research Center, UC Davis

6:00pm	Reception & Dinner
--------	--------------------

--

FRIDAY, JUNE 21

7:30 – 8:45am	Breakfast
8:45 – 10:15am	Session 4 Riding High but Slowing Down...Does the EV Transition Need a Jolt?

En route to California's 2035 mandate that all new car sales be zero emission vehicles, electric vehicles (EVs) and plug-in hybrids (PHEVs) are expected to comprise the largest share of the market. And while the number of EVs in California continues its impressive ascent, sales are starting to slow, perhaps indicating some warning signs on the road to electrification. What is going on here, and what more will it take to support the transition to fully electric and plug-in hybrid vehicles?

- Are cost and range anxiety still a primary concern for would be EV consumers? How can the State further boost public confidence in the reliability and affordability of EVs?
- How many charging stations, public and private, are needed to support our plans for EVs and PHEVs? Are we on track to meet our infrastructure needs?
- Difficulties in connecting charging sites to the grid pose major delays in bringing publicly accessible EV charging stations online, is there a strategy to support the interconnection of charging infrastructure at the local level?
- What is going on with recent reports of existing charging stations being broken or working poorly? How are these issues being fixed?
- With the highest concentration of EV's in California's affluent communities, how can the state address the wide gaps in EV ownership?
- Is there a real plan to electrify rural communities? Who's paying for the needed charging infrastructure if it is uneconomical in low-use areas?
- What grid updates are needed to handle the increase in load that comes with millions of EVs?
- What training is happening to make sure we have the requisite work force to install and maintain charging infrastructure?

Greg Brannon, Director of Automotive Engineering and Industry Relations, AAA

Speaker, Electrify America

***Bob Burris**, Deputy Chief Economic Development Officer, Rural County Representatives of California (RCRC)

Speaker, IBEW Local 11

10:15 – 10:30am	Break
10:30 – 12:00pm	<u>Session 5</u> You Gotta Be Trippin': Gas Tax, Road User Charge, and More!

With more and more zero emission and fuel efficient vehicles on the roads, a recent report by the Legislative Analyst's Office forecasts that California is due for a \$5 billion decline in fuel tax revenues over the next decade. The looming shortfall would deprive state and local transportation projects of much needed funding, especially for our highways and roads. What projects are particularly at risk of losing critical operational and maintenance monies, and what are the best options to address the decline of fuel tax revenues, which has already begun?

- What are the different sources of federal, state, and local funding that pay for our transportation system?
- How much are fuel tax revenues already declining today? Are we already seeing impacts to our ability to fund transportation projects?
- What is the "road user charge?" How could it be applied to address privacy, cost, and convenience considerations?
- When, where, and how is California conducting its second pilot project for the road user charge? What do we hope to learn as we the state moves closer to adopting this new model for replacing the gas tax?
- Californians who drive gasoline-fueled vehicles pay, on average, roughly \$280 a year in state gas taxes – what do drivers of zero emission vehicles pay? Are ZEV drivers paying their fair share?
- What are other funding opportunities are being explored?

***Lauren Prehoda**, Road Charge Program Manager, California Department of Transportation

***Joe Cruz**, Executive Director, California State Council of Laborers

***Carter Rubin**, Director, State Transportation Advocacy, Climate & Energy, Natural Resources Defense Council (NRDC)

Speaker, Local Government

12:00pm	Closing Remarks and Adjournment
---------	---------------------------------