



CALIFORNIA FOUNDATION
ON THE ENVIRONMENT
AND THE ECONOMY

A G E N D A

CFEE Transportation Conference

Pedal and the Metal...

The Evolution of Our Transportation System Accelerates

September 8-9, 2022

With the adoption of a 100 percent zero emission vehicle (ZEV) mandate for new car sales by 2035, California has accelerated 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 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.

Hybrid Conference Etiquette and Guidelines

Name: Please input your full name and organization by clicking the three dots in the upper right hand corner. Our guests and other participants appreciate knowing who you are. We also ask that, whenever possible, you activate your video feed to help simulate the sense of attentiveness and respect that permeates our traditional in-person gathering.

Submitting Questions and Comments: You may 1) type your questions into the chat window or 2) use the "raise your hand" function on Zoom to indicate you would like to ask your question directly and you will be called on. We will provide an opportunity for 2-3 questions and comments immediately following each presentation. We will still reserve time after all panelist remarks for our traditional roundtable conversation. Please limit your comments to two minutes.

Chatham House Rule - Cyber Edition: Those of you familiar with CFEE conferences are aware of our time-honored "Chatham House Rule." This means specific comments are not to be attributed to any one person with the goal of promoting a more candid exchange. At this time, video conferencing is an inherently less private forum and confidentiality is not guaranteed; however, we ask that you help us to uphold our longstanding and respected tradition. To that end, this conference will not be recorded, and we ask you not to record the discussions in any fashion or to share specific, attributable remarks. We appreciate you respecting and supporting the Chatham House Rule.

Materials. You have been emailed the final conference agenda, participant list, speaker biographies, and a transportation glossary. You may also access these materials on our website at www.cfee.net/transportation

THURSDAY, SEPTEMBER 8**Lakeside Ballroom**

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

Preview of conference topics, speakers, and goals

Jay Hansen, President & CEO, CFEE

<p>Session 1 The Great Mandate: Surveying California’s Looming ZEV Requirements and Where We Go From Here</p>
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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 New ZEV Rules? What Public Health Considerations Spurred These Actions?**

The Advanced Clean Car Rules II (ACC II) requires 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?

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

Steve Douglas, Vice President, Energy & Environment, Alliance for Automotive Innovation (5-10 min)

Javier M Sanchez M.D., Family Physician, Kaiser Permanente (5-10 min)

Roundtable Discussion

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?
- What physical challenges do heavier EV's pose to road and bridge integrity? What are the financial and engineering implications of greater roadway wear and tear?
- What is the charging station strategy for multi-family residences?

Patty Monahan, Commissioner, California Energy Commission (5-10 min)

Barbara Hale, Assistant General Manager, Power, SF Public Utilities Commission, Clean Power SF (5-10 min)

Justin Wilson, Director, Utility Partnerships and Regulatory Affairs, ChargePoint (5-10 min)

Daniel Folick, Powertrain Control Engineer, Toyota North America (5-10 min)

Asha Agrawal, Education Director and National Transportation Finance Center
Director, Mineta Transportation Institute, San Jose State University
(5-10 min)

Roundtable Discussion

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

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?
- How can Nature-Based Solutions (NBS) be incorporated and prioritized to enable climate resilient infrastructure?
- 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 infrastructure?

Toks Omishakin, Secretary, California State Transportation Agency (5-10 min)

Therese McMillan, Executive Director, Metropolitan Transportation
Commission (5-10 min)

Danielle Hughes, Capital Program Manager, Tahoe Transportation District
(5-10 min)

Amy Hutzell, Executive Officer, Coastal Conservancy (5-10 min)

Roundtable Discussion

6:00pm	Reception and Dinner
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Our reception will begin at 6:00pm in the Lakeside Ballroom & Patio. Dinner will follow at 7:00pm.

FRIDAY, SEPTEMBER 9

Lakeside Ballroom

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

- 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?
- How is decarbonization restructuring global supply chains?
- Do we have a full understanding of the social and environmental impacts of importing our energy resources? What might be missing from our life cycle analysis of low carbon fuels?
- 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?

Jennifer Dunn, Associate Director, Center for Engineering Sustainability and Resilience, Northwestern University (5-10 min)

Jay Ziegler, Director of External Affairs and Policy, The Nature Conservancy (5-10 min)

Paul Davis, President, PBF Energy West Region (5-10 min)

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

Roundtable Discussion

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

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?

Henrik Stiesdal, Founder, Chief Technical Officer and Board Member, Stiesdal (5-10 min)

Matt Arms, Director, Environmental Planning, Port of Long Beach (5-10 min)

Tefere Gebre, Chief Program Officer, Greenpeace USA (5-10 min)

Darrell Johnson, CEO, Orange County Transportation Authority 5-10 min)

Roundtable Discussion

12:00pm	Closing Remarks and Adjournment
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Jay Hansen, President & CEO, CFEE