


Climate Pollution Reduction Grant:

Developing Plans to
Reduce Greenhouse Gas
Emissions in Nebraska

Transportation Sector
Stakeholder Overview



First Round Stakeholder Session Goals

- Brief orientation to the program, deliverables, and timeline
 - Present several example greenhouse gas reduction measures as starting points for discussion
 - Ask participants to propose alternate measures
 - Discussion of example measures and new proposals from the group. Are they appropriate and feasible? If so, what is the appropriate scope and scale?
 - Ask stakeholders to consider all proposed measures between sessions and be prepared to resume discussion in session #2
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What are Greenhouse Gases?

Greenhouse gases absorb infrared radiation, trapping heat in the atmosphere and making the planet warmer. While some greenhouse gases are emitted by natural processes, the large majority of greenhouse gas emissions result from human activities.



Greenhouse gases include:

- carbon dioxide (CO₂) – fossil fuel combustion
- methane (CH₄) – landfills, oil & gas operations, manure, cattle
- nitrous oxide (N₂O) – fossil fuel combustion, nitrogen fertilizers
- other industrial gases containing fluorine


EPA Climate Pollution Reduction Grant (CPRG) Program

PHASE 1: Planning


Nebraska has received a \$3 million non-competitive planning grant to develop climate pollution reduction strategies. (The Omaha-Council Bluffs Metropolitan area has a separate \$1 million planning grant.)

PHASE 2: Implementation

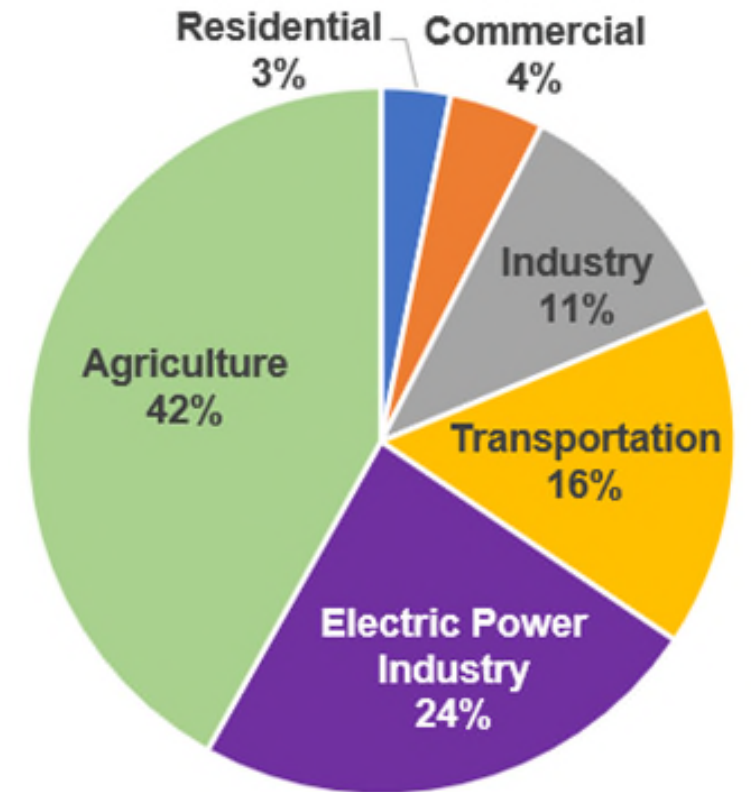
\$4.6 billion available nationwide for competitive grants to implement planned measures. Open to all state agencies, municipalities and other government entities, and tribes in Nebraska.



Program Timeline:

1. *A Priority Climate Action Plan (PCAP)*, due March 1, 2024
 2. Applications for *EPA Implementation Grants* due April 1, 2024 to fund measures proposed in the PCAP.
 3. *A Comprehensive Climate Action Plan (CCAP)* due in August 2025
 4. *A Status Report* due at the close of the 4-year grant program.
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Planning will consider key economic sectors:



Nebraska GHG Emission Inventory (2020)

Transportation GHG Emission Breakdown (National):

Emissions by Source:

On-road vehicles: 83%
Aviation: 9%
Railways: 2%

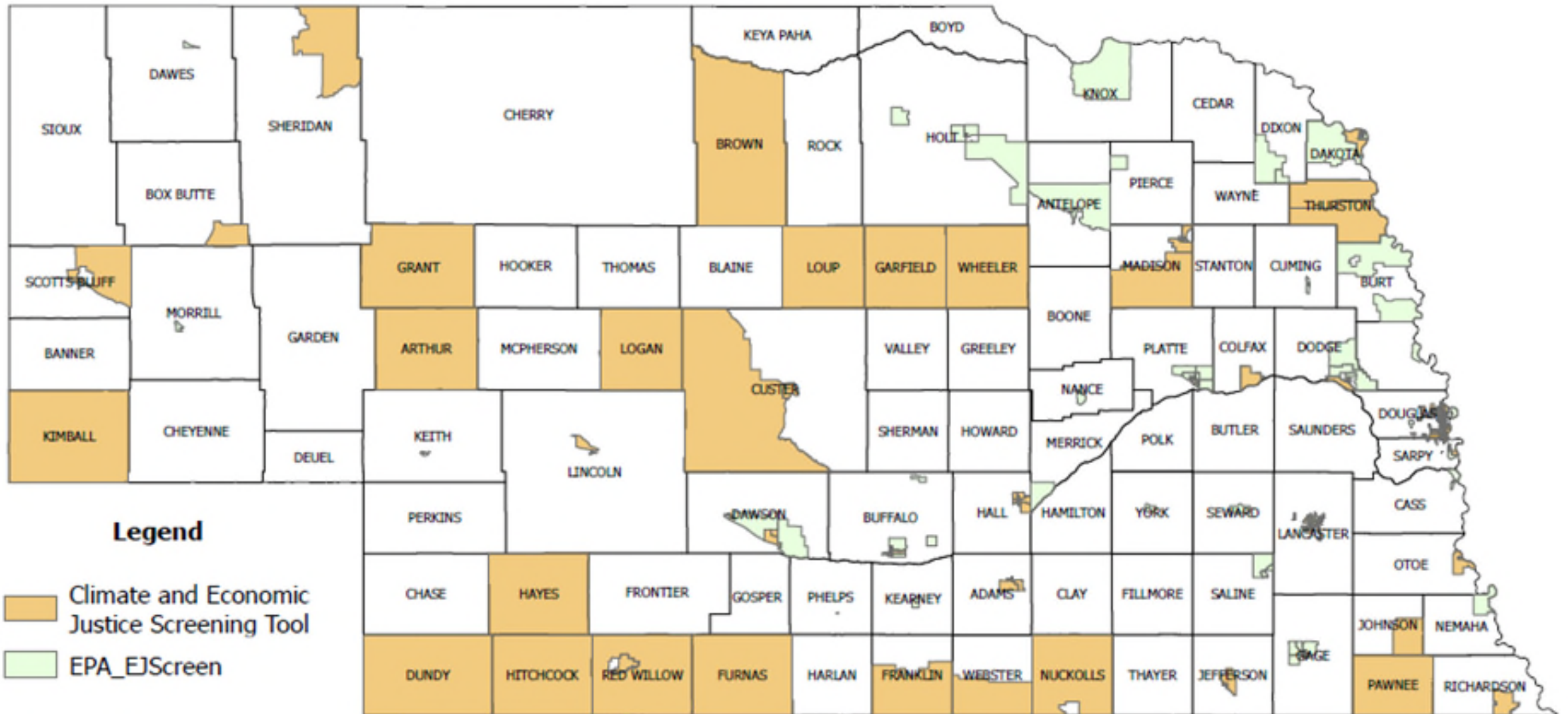
On-road vehicle breakdown:

Light-duty trucks: 38%
Freight trucks: 23%
Passenger vehicles: 21%

Data from EPA 2021 National Greenhouse Gas Emissions Inventory

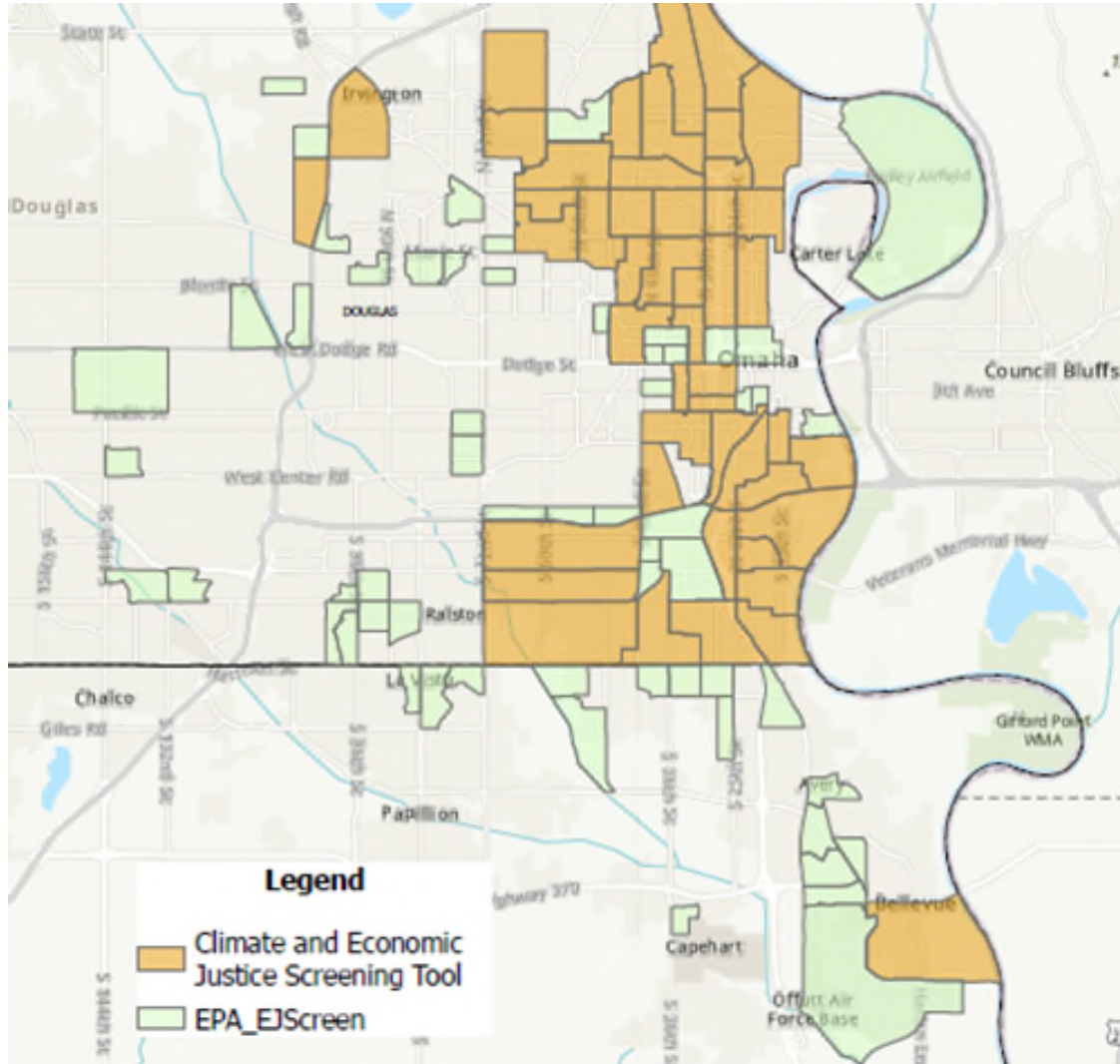


Nebraska Underserved Community Areas

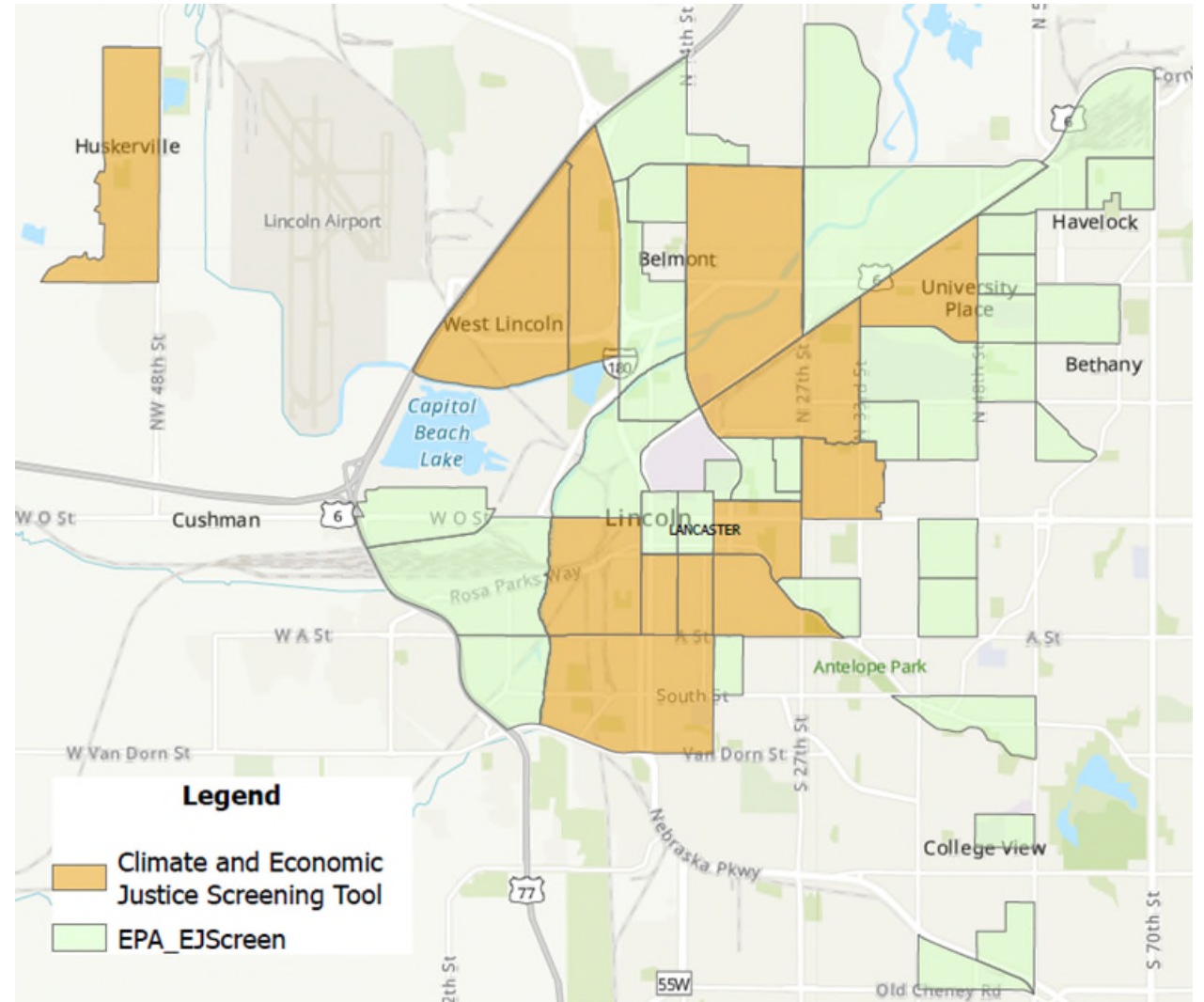


Nebraska Underserved Community Areas

Omaha




Lincoln



Priority Climate Action Plan (PCAP – Mar. 1, 2024):


Propose high-priority, implementation-ready, near-term measures to reduced greenhouse gas (GHG) emissions in one or more sectors.

Requirements:

- A GHG inventory (may use EPA state-level inventory)
 - Quantified GHG reduction measures
 - Analysis of benefits to low-income and disadvantaged communities
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Comprehensive Climate Action Plan (CCAP – Aug. 2025):

Requirements:

- A GHG inventory covering all sectors
 - Quantified GHG reduction measures in all sectors
 - Near-term (2035) and long-term (2050) GHG emissions projections
 - Near-term and long-term GHG emissions reduction targets
 - Analysis of benefits for the full area and population
 - Analysis of benefits to low-income and disadvantaged communities
 - Workforce planning analysis
 - A plan to leverage other federal funding
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Competitive Implementation Grants

Competitive Implementation Grants will be available to fund measures proposed in Priority Climate Action Plans.

- \$4.3 billion pool open to government entities in states and MSA's covered by PCAPs
- \$300 million available to tribes and territories with PCAPs

For the state & MSA funding, EPA anticipates awarding a total of 30 to 115 grants. Awards will range between \$2 million and \$500 million.

Applications will be evaluated for benefits to low-income and disadvantaged communities.

Application deadline: April 1, 2024. Selection Notification: July 2024

Awards: October 2024



Competitive Implementation Grants

EPA expects to award grants within five tiers based on the amount of funds requested. Applications will be evaluated against other applications within the same tier.

Tier	Grant Ranges	Funds Targeted per Tier	Anticipated Number of Grants Awarded
Tier A	\$200,000,000 - \$500,000,000	\$2 billion	4-10
Tier B	\$100,000,000 - \$199,999,999	\$1.3 billion	6-13
Tier C	\$50,000,000 – \$99,999,999	\$600 million	6-12
Tier D	\$10,000,000 - \$49,999,999	\$300 million	6-30
Tier E	\$2,000,000 - \$9,999,999	\$100 million	10-50

Transportation: Policy & Program Examples



Provide incentives to public fleets for purchase of electric vehicles.



Encourage replacing diesel school buses with electric or low-emission buses (EPA Clean School Bus Program).



Provide incentives for electrification of municipal transit services (DOT Low/No Emission Bus Program).



Expand regional electric vehicle charging (NDOT – NEVI Program).