

## Nebraska Climate Pollution Reduction Plan Stakeholder Engagement Notes

**Date/Time:** Wednesday, December 13<sup>th</sup>, 2023; 10:00-11:30 AM (Central)

**Sector:** Transportation (Round 2)

### Welcome & Presentation of Measures:

- Introductions
- Overview & Ground Rules
- NDEE Presentation- EPA scoring criteria, program timeline, and list of measures from Session 1
- Q&A

### Priority Poll Results:

- 18 participants responded to a poll asking them to rank measures from session one. The participants ranked the measures (highest to lowest) as follows:
  - Expand public EV charging.
  - Replace other public fleet vehicles with EVs.
  - Replace transit buses with EVs.
  - Replace airport shuttle buses & ground support equipment with EVs.
  - Replace school buses with EVs.
  - Incentives for EVs for Ag operators.
  - Incentives for higher biodiesel blends.
  - Ride-share incentives.
  - Tax credits for consumer EV purchases.
  - Funding for E-bikes.

### Discussion of Priority Measures:

- There is certainly room for improvement in public charging, but there is potential for a “better bang for your buck” if the focus is on heavy diesel users rather than EV charging.
- In Nebraska, 0.3% of vehicles are EVs. It’s important to target the 99.7% of vehicles that are not EVs. Emissions can be reduced with ethanol and biodiesel.
- Charging can be done at home, so there is a lot of potential for EVs in the Ag industry, where vehicles are not going long distances and can be charged at night. It would be beneficial to have a study or pilot project to show the benefits of EVs for the Ag sector.
- Ethanol is critical in Nebraska, but with the invention of EVs, will there be a demand for it in the future? Should the focus be on EVs?
- In Lincoln, the municipal contribution to XXX was in the single digits, which includes fleets. It could be similar for the state.

- It was noted that NDEE might identify other funding out there for these measures- e.g., NEVI funding for EV charging- but it can still be included in the priority plan.
- NEVI funding is a challenge in Nebraska because of all the red tape blocking the utilization of those funds.
  - NDOT is working with state senators and is pretty confident that a bill will go through resolving some of the regulatory issues
  - NEVI does have a lot of requirements- e.g., placing charging along I-80 and certain types of charging stations
  - However, there are also competitive grants through NIMBY (NEVI?) for communities to get chargers.
- A large cost that should be accounted for when thinking about EVs/EV charging is data management and maintenance- does NEMBY support this?
  - NEVI pays for software and programming but is unsure about maintenance and warranties.
- It was noted that none of the priority measures include hydrogen. The reason behind this is the short-term nature of the priority plan. Hydrogen may fit in the comprehensive plan as it would be a longer-term measure.
- Should incentivize for higher biodiesel blends- the price at the pump is an incentive.
- Other stakeholders should be included in the conversation and may be able to provide more numbers/impacts on ideas.

#### Discussion of NDEE's Preliminary Priority Categories:

- NDEE presented its preliminary priority categories.
  - High Priority:
    - Replace diesel transit buses with electric ones.
    - Replace diesel airport shuttles and GSE with electric.
    - Replace diesel school buses with electric ones.
  - Has Potential- Longer Term
    - Incentives for EV replacements for other public fleets.
    - Incentives for EV purchase by ag operators
  - Lower Impact/Higher Difficulty
    - Expand public EV charging.
    - State tax credits for EV purchases.
    - Ride-share incentives.
    - Incentives or higher biodiesel blends.
    - Funding for E-bikes.
- Could reach out to transit in Omaha and Lincoln to see what success they've had through other grants regarding EV buses
  - One challenge is demand charges; a solution to this could be for utilities not to charge transit demand charges.
  - Another solution is battery storage for electric charging
  - Solar, if appropriate

- Discussed the impact of focusing on diesel transit buses and school buses as opposed to the 99.7% of Nebraska vehicles that use gasoline
  - There are other factors to consider beyond solely GHG reduction, like low-income/disadvantaged populations.
  - Focusing on buses would have a concentrated impact, and it's more easily implementable through a program.
  - In a program for buses, it would be required to scrap the diesel buses, which wouldn't be possible with consumer vehicles.
  - Although school buses don't run as frequently as transit buses, they have more impact on the community and can act as an advertisement/promote EVs.
- In addition to replacing diesel buses, converting to replace fuel should be considered as it is less expensive. It would have a greater impact to convert 10 vehicles to run on 100% biodiesel than to replace 1 EV.
- It was noted that Nebraska incentives for higher biodiesel blends should be moved up on the priority list.
  - The Nebraska soybean board has a map of where you can get blends of biodiesel in Nebraska.
  - UNL is doing testing on E-30 in non-flex fuel vehicles
  - Nebraska Motor Sports at UNL uses E-85 exclusively. E-30 can be used in flex-fuel vehicles, but studies have shown no adverse effects of it on non-flex-fuel vehicles.
  - There are companies out there that enable heavy-duty vehicles to use 100% biodiesel year-round- it's been done in cold climates. Conversion costs are relatively low, so it should be considered to move up on priorities. It could impact marginalized populations- using biodiesel instead of fossil diesel has a lot of health benefits.
- There are places in Nebraska that use gas transit buses. Would these fall under "other public fleets"? They could be a part of the program.