

Nebraska Climate Pollution Reduction Plan Stakeholder Engagement Notes

Date/Time: Tuesday, November 28th, 2023

Sector: Transportation (Round 1)

Welcome & CPRP Presentation:

- Welcome & Ground Rules-Public Policy Center
- NCPRP Presentation-Nebraska Department of Environment and Energy
- Short Q&A
 - It was discussed that the EPA has specific ways to measure/quantify emission reductions for various air pollutants.

Key Question 1: Poll

Of the 4 example measures, how would you prioritize them? Do you have others to propose?

- Fourteen participants responded to the poll. Participants ranked the priorities in the following order (highest to lowest):
 - Expand regional electric vehicle charging (NDOT/NEVI program).
 - Provide incentives for the electrification of municipal transit services (DOT Low/No Emission Bus Program).
 - Encourage replacing diesel school buses with electric or low-emission buses (EPA Clean School Bus Program).
 - Provide incentives to public fleets for the purchase of electric vehicles.
 - Other
- Other responses included:
 - Focusing on electric bikes.
 - Planning land use in cities to minimize suburban sprawl.

Discussion of Measures:

Incentives for Electric Vehicles:

- Providing incentives for public fleets to purchase electric vehicles is helpful, but funding the maintenance of those vehicles should also be considered- not only replacing vehicles but providing incentives to support maintenance operations. Omaha has struggled with that in its transition.
- We can also discuss health benefits and emissions measures as a measure of approach. Transit buses run all day, whereas school buses run twice daily.
- Omaha Airport is reviewing its operations, and some things that might work include managing the shuttle bus fleet, which operates 23 hours a day.

- Targeting the Ag community's transportation could also be considered. Their use of diesel trucks could be replaced with electric vehicles, mainly because the vehicles aren't traveling long distances away and could be charged overnight.
- Electric energy in Nebraska is not cleanly generated, so it's essential to look at ways of getting people out of their cars by incentivizing rideshare opportunities.
- For short-trip vehicles (like shuttles) that drive a few miles per day or small transit (like in-town trips, the transition to electric can be more manageable. In urban centers and rideshare options, electric vehicles may be helpful. Rideshare can help reduce the total number of cars on the road.
- Omaha has focused on improving electric vehicle charge for rideshare programs. Charging by kilowatt-hour can be a challenge, as can how commercial users can use those charging stations.

Airport Operations:

- The shuttle operation is currently diesel. Additionally, a future project under consideration is replacing emergency generators with electric ones.
- Electrifying ground support equipment (GSE) in Omaha is all diesel currently, and there is a big push in the airline industry to electrify GSE.

Other Stakeholder Proposals:

- Continue tax incentives for the purchase of personal-use EVs.
- Incentives for electric bikes; also shifts in Land Use - e.g., Transit Oriented Development (Mode - Shift).
- Rideshare incentives.
- Biofuel options – EPA is considering e15 instead of e10. Other biofuels could have policy implications, too. Biodiesel doesn't have nationwide regulatory requirements and can be blended as high as it can be run. Can we use existing infrastructure – e.g., alternative fueling sites that are commercially available? How do we increase supply and incentivize use?
- Sustainable construction materials: It is hard to expand the use of recycled materials in pavement because Nebraska is already putting in the highest percent.