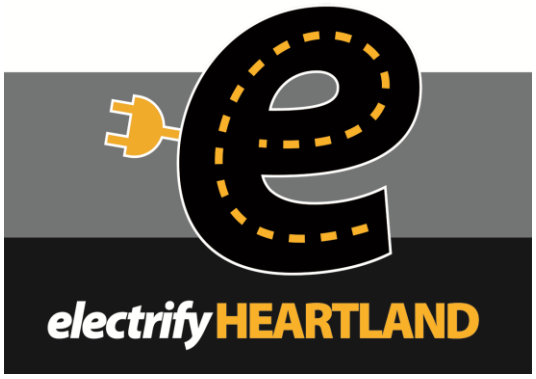
Electrify Heartland Plan

Appendix V: Press Kit



Project title: Kansas – Missouri Community Readiness for EV and EVSE

Funded by: US DOE DE-EE0005551

By: Metropolitan Energy Center

and Kansas City Regional Clean Cities Coalition

With: Black & Veatch

Metropolitan ENERGY CENTER

Kansas City Regional Clean Cities

BLACK & VEATCH

U.S. Department of Energy Acknowledgement and Disclaimer:

This material is based upon work supported by the Department of Energy under Award Number DE-EE0005551.

This work was developed in response to the federal funding opportunity announcement titled Clean Cities Community Readiness and Planning for Plug-in Electric Vehicles and Charging Infrastructure. FOA: DE-FOA-0000451

CFDA Number 81.086

Electrify Heartland Plan

Electrify Heartland Project Abstract

Electrify Heartland is an electric vehicle planning project managed by Metropolitan Energy Center. It is a product of the Greater Kansas City Plug-In Readiness Initiative, co-chaired by Kansas City Regional Clean Cities Coalition. Our goal is to produce a regional plan to prepare public resources and secure the economic and environmental benefits of plug-in vehicles within targeted metro areas with estimated 2.7M population. The targeted metro areas include Kansas City, MO & KS; Jefferson City, MO, Wichita, KS; Salina, KS; Lawrence, KS; and Topeka, KS. (14 Counties: Cass, Clay, Cole, Douglas, Jackson, Johnson, Leavenworth, Miami, Platte, Ray, Saline, Sedgwick, Shawnee, Wyandotte).

Electrify Heartland Steering Committee

Team	Organization	Name
Charging Stations	**Initiatives**	**Troy Carlson**
Charging Stations	**LilyPadEV**	**Larry Kinder**
Charging Stations	**Logios**	**Gustavo Collantes**
Government Policy	**Polsinelli Shughart PC**	**Alan Anderson**
Government Policy	**Black & Veatch**	**Bill Roush**
Project Administration	**Metropolitan Energy Center**	**Ruth Redenbaugh**
Project Administration	**Metropolitan Energy Center**	**Kelly Gilbert**
Public Education	**Nation Ranch Marketing, Inc.**	**Bill Patterson**
Training	**Kansas City Kansas Community College**	**Bob McGowan**
Training	**National Electrical Contractors Association**	**Jim Cianciolo**
Utility Grid	**Black & Veatch**	**Sam Scupham**
Vehicle & Fleet	**University of Missouri at Kansas City**	**Henry Marsh**

Exhibit i-i. Electrify Heartland Steering Committee Members

Table of Appendices

The following appendices are in separate files on www.ElectrifyHeartland.org

Appendix V: Press Kit

Synopsis:

This appendix to the Electrify Heartland Plan shows media releases and the fact sheet used to alert the press to the activities of the project and answer the what, who, when, where and how questions.

Section Author:

Bill Patterson, Nation Ranch

Fact Sheet

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- Kelly Gilbert, kelly@kcenergy.org, Director of Transportation and Kansas City Regional Clean Cities Coalition
- Ruth Redenbaugh, ruth@kcenergy.org, Grant Manager, Electrify Heartland

About Electrify Heartland

Electrify Heartland is an electric vehicle planning project managed by Metropolitan Energy Center to create a replicable plan for electric vehicle and charging station preparedness within regional metropolitan areas.

The goal is to prepare public resources and secure the economic and environmental benefits of plug-in vehicles within the targeted metro areas of Kansas City, Mo. and Kan., Jefferson City, Mo., and Wichita, Salina, Lawrence and Topeka, Kan.

The planning area covers 14 counties and a population of 2.7 million people.

Plan Elements

Electrify Heartland will focus on seven key areas of electric vehicle (EV) and electric vehicle supply equipment (EVSE) preparedness:

- Utility grid capacity
- Charging infrastructure planning
- Government policy
- Vehicle availability
- Fleet demand
- Public education
- Technical training

History and Funding

Electrify Heartland is a product of the Greater Kansas City Plug-In Readiness Initiative, which was led by the Kansas City Regional Clean Cities Coalition and Mid-America Regional Council and completed its work in spring of 2011.

In October 2011, U.S. Energy Secretary Steven Chu announced awards for 16 electric vehicle community readiness projects supporting activity in 24 states, including Electrify Heartland. Electrify Heartland is funded by U.S. Department of Energy Award DE-EE0005551 "Kansas – Missouri Community Readiness for Electric Vehicle (EV) and Electric Vehicle Supply Equipment (EVSE)" to Metropolitan Energy Center.

Metropolitan Energy Center also received a $15 million Department of Energy grant in 2009 for alternative fuel vehicle deployments and fueling infrastructure development. Work on this grant is ongoing.

Kansas City Regional Clean Cities Coalition

Administered by Metropolitan Energy Center, Kansas City Regional Clean Cities Coalition is a public/private partnership among fleet managers and manufacturers, vendors, and service providers in the vehicle sector. Kansas City's coalition was designated a partner with the U.S. Department of Energy's Clean Cities Program in 1998. Clean Cities' vision is energy independence and cleaner air through clean fuels and advanced vehicles adoption. The coalition administers more than $35 million in clean transportation projects in Kansas, Missouri, and Nebraska.

About Metropolitan Energy Center

Metropolitan Energy Center, MEC, is a Missouri not-for-profit organization. Founded in 1980, its mission is to help create resource efficiency, environmental health and economic vitality in the Kansas City Metro. MEC is a catalyst for community partnerships focused on energy conservation. It works through a variety of educational and training programs, including Kansas City Regional Clean Cities Coalition, Home Performance, Project Living Proof and EnergyWorks

KC. Every energy dollar conserved through MEC's work remains available for investment in the local economy.

MEC was awarded more than $17 million in federal grants in recent years and is a partner in other multi-million-dollar projects in Kansas and Missouri. MEC has been the recipient of many awards recognizing its contribution to energy conservation and was host of the national Affordable Comfort Conference in 2003 and 2009. For more information, please visit www.metroenergy.org.

Electrify Heartland Steering Committee

Metropolitan Energy Center
Kelly Gilbert, Transportation Programs Director
Ruth Redenbaugh, Grant Manager, Electrify Heartland

Polsinelli Shughart PC
Alan Anderson, Shareholder & Advisor
Counsel of KC Advanced Energy
Luke Hagedorn, Attorney at Law

Nation Ranch Marketing, Inc.
Bill Patterson, President

Black & Veatch Corporation
Sam Scupham, Project Manager, Renewables & Energy Efficiency
Bill Roush, Renewable Energy Consultant

Kansas City Kansas Community College
Bob McGowan, Hybrid & Electric Vehicle Coordinator

University of Missouri Kansas City
Henry Marsh, Transportation Supervisor

IBEW Joint Apprenticeship & Training Center
Jim Cianciolo, Training Director for EVITP

Troy Carlson, Initiatives, LLC

Johnson County Community College
Randy Winchester, Program Director – Corporate Outreach & Strategic Partnerships

KCKCC First in Kansas to Offer Hybrid and Electrical Vehicle Class

News RSS

Alan Hoskins, Supervisor of Public Information
Monday, April 11, 2011
College Advancement

Program Information

Kansas City Kansas Community College will offer the first Automotive Hybrid and Electric Vehicle program in the state of Kansas this fall.

Responding to the demand for technical training in current and future technologies in transportation, KCKCC will be offering a certificate program for hybrid and electrical vehicles at its Technical Education Center beginning in August at the former Laird-Noller Ford dealership at 6736 State Avenue.

KCKCC Provost Dr. Tamara Agha-Jaffar said approval for a 40-hour certificate program making it the first hybrid and electrical vehicle program in state has been received from the Kansas Board of Regents. "We're thrilled and very excited," said Dr. Agha-Jaffar. "Getting approval took a lot of determination and work by Bob McGowan, Cliff Smith and the staff at the Technical Education Center."

"This is a fast-evolving technology and we see this program as just as the beginning," said McGowan, the Hybrid Electric Vehicle coordinator. "As consumers desire higher mileage vehicles and the demand increases for the U.S. to become more energy independent, we have a great deal of work to do to meet those demands."

KCKCC will meet those demands, said McGowan, by adjusting and responding to new technology in transportation and offering the opportunity for the students to prepare for the advances in order to be ready for future opportunities.

The inaugural technician certificate level program will allow a student with automotive training or experience to understand operation and service for the hybrid and electrical vehicles on the streets today and enter and expand their skills in the new technology. Starting in the fall, classes will be offered full-time during the day or as a general class during the evening hours.

In the near future, McGowan said classes are being planned for technicians, consumers, recyclers, first responder and hobbyists.

"We are prepared to expand training in future electric and fuel-celled vehicles for the technicians while consumers will be provided the expertise needed in owning and caring for these unique vehicles," said McGowan. "Recyclers will be provided with the knowledge and understanding on how to safely disassemble and recycle components; first responders will learn how to safely deal with high voltage in emergency situations and hobbyists can learn about golf carts and conventional vehicle conversions to new technology."

FOR IMMEDIATE RELEASE

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Electrify Heartland Event Spotlights Kansas City's Rapidly Growing Electric Vehicle Industry

OVERLAND PARK, Kan., Apr. 20, 2012 --- U.S. Congressman Emanuel Cleaver, II and local business leaders today joined the Metropolitan Energy Center (MEC) at Johnson County Community College's Regnier Center to officially launch Electrify Heartland, an electric vehicle planning project managed by MEC to create a plan for electric vehicle and charging infrastructure preparedness in Greater Kansas City; Wichita, Salina, Topeka and Lawrence, Kan.; and Jefferson City, Mo.

The public open house event featured information booths hosted by area companies involved in the electric vehicle (EV) and electric vehicle supply equipment (EVSE) industries, as well as an opportunity to drive a Chevy Volt, Nissan Leaf and Mitsubishi MiEV. or ride in a Smith Electric Vehicles truck.

Thanks in large part to the efforts of the Kansas City Area Development Council's Advanced Energy initiative, Greater Kansas City is one of the nation's leading centers for the development of EV and EVSE, and is the home of Smith Electric Vehicles, Dow Kokam, Exergonix, Milbank Manufacturing, LilyPad EV and Mark One Electric, as well as one of the nation's first Electric Vehicle Infrastructure Training Programs (EVITP) at the Electrical Joint Apprenticeship and Training Center operated by IBEW Local 124 and the National Electrical Contractors Association (NECA).

"Our region is quickly becoming the center for research and development, manufacturing and deployment of electric vehicles and related technologies in the United States," said Congressman Cleaver. "It's great to see so many area companies coming together to promote

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Electrify Heartland

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electric vehicles, as well as the renewable energy technologies that are creating jobs in our community and providing a cleaner environment for all."

The Electrify Heartland plan brings together all aspects of electric vehicle readiness, including municipal planning, zoning, construction, permitting, and fleet policies. "We are enabling communities in our region to manage the growing number of electric vehicles on our roadways well into the future," said Bob Housh, executive director of MEC.

Electrify Heartland is funded by U.S. Department of Energy Award DE-EE0005551, "Kansas – Missouri Community Readiness for EV and EVSE" and is a product of the Greater Kansas City Plug-In Readiness Initiative, which was co-led by Kansas City Regional Clean Cities Coalition and Mid-America Regional Council and completed its work in summer 2011.

Electrify Heartland is led by a Steering Committee comprised of members from MEC, Black & Veatch, Polsinelli Shughart PC, IBEW Local 124, the Kansas City Joint Apprenticeship and Training Center, Kansas City Kansas Community College, Johnson County Community College and the University of Missouri-Kansas City.

MEC is a Missouri not-for-profit organization. Founded in 1980, its mission is to help create resource efficiency, environmental health and economic vitality in the Kansas City Metro. MEC is a catalyst for community partnerships focused on energy conservation. It works through a variety of educational and training programs, including Kansas City Regional Clean Cities Coalition, Home Performance, Project Living Proof and EnergyWorks KC. Every energy dollar conserved through MEC's work remains available for investment in the local economy.

MEC was awarded more than $17 million in federal grants in recent years and is a partner in other multi-million-dollar projects in Kansas and Missouri. MEC has been the recipient of many awards recognizing its contribution to energy conservation and was host of the national Affordable Comfort Conference in 2003 and 2009. For more information, please visit www.metroenergy.org.

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For Immediate Release

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Electrify Heartland Proudly Supports MINDDRIVE's Mission to Electrify Education

Electric Vehicle Planning Project Applauds Efforts to Develop Skilled Workforce To Create Next Generation Electric Vehicles and Related Technologies

KANSAS CITY, Mo., June 6, 2012 --- Electrify Heartland, an electric vehicle planning project managed by Metropolitan Energy Center (MEC), today announced its proud support for Kansas City's MINDDRIVE students as they embark on their cross-country trip in an electric car they created with the assistance of their adult mentors.

As a partner in the U.S. Department of Energy Clean Cities initiative, MEC and Electrify Heartland have been instrumental in connecting the MINDDRIVE team with Clean Cities representatives along their route, which will follow Interstates 8 and 10 from San Diego to Jacksonville. Clean Cities coalitions advance the nation's economic, environmental, and energy security by supporting local actions to reduce petroleum use in transportation across the country.

"Electrify Heartland is proud to support the young people of the MINDDRIVE program, whose interest in electric vehicle technology will help create a highly skilled workforce for local business and industry," said Ruth Redenbaugh, Electrify Heartland project manager. "This generation has never known a time when motorists did not have a choice between conventional internal combustion engines and hybrid or plug-in electric motors, and we look forward to them leading the way in adopting these cleaner, energy efficient vehicles and training for highly paid green jobs."

Redenbaugh notes Greater Kansas City is one of the nation's leading centers for the development of electric vehicles and related technologies, and is the home of Smith Electric Vehicles, Dow Kokam, Exergonix, Milbank Manufacturing, LilyPad EV, Mark One Electric and

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Electrify Heartland Supports MINDDRIVE Initiative

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Heartland Electric, as well as one of the nation's first Electric Vehicle Infrastructure Training Programs (EVITP) at the Electrical Joint Apprenticeship and Training Center operated by IBEW Local 124 and the National Electrical Contractors Association (NECA).

Electrify Heartland will create a replicable plan for electric vehicle and charging infrastructure preparedness in Greater Kansas City; Wichita, Salina, Topeka and Lawrence, Kan.; and Jefferson City, Mo.

Electrify Heartland is funded by U.S. Department of Energy Award DE-EE0005551, "Kansas – Missouri Community Readiness for EV and EVSE" and is a product of the Greater Kansas City Plug-In Readiness Initiative.

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FOR IMMEDIATE RELEASE

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Heidi Schoen, Missouri Solar Energy Industries Association (MOSEIA)
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Missouri Solar Energy Industries Association Conference Highlights Link Between Electric Vehicles and Solar Energy

KANSAS CITY, Mo., June 21, 2012 --- Two forces in green technology will converge next Monday when the Missouri Solar Energy Industries Association (MOSEIA) hosts its first-ever Midwest Electric Vehicle Buildout, a professional development event covering topics ranging from electric vehicle transportation infrastructure and grid-tied solar photovoltaic integrated electric vehicle charging stations.

The event, which will be held from 9 a.m. to 3 p.m. at the Mid America Regional Council (MARC) offices in Kansas City, will feature remarks by EV World Editor Bill Moore, Mercy Davison, city planner, Normal, Ill., Jack Hackathorn, energy solutions manager, Kansas City, MO.-based Milbank Manufacturing, and Ruth Redenbaugh, project manager, Electrify Heartland.

"Zero emission vehicles and zero emission energy technologies are natural partners and we are excited to bring stakeholders from all facets of industry together to discuss ways to use renewal energy to power electric vehicles," said Heidi Schoen, Executive Director, MOSEIA. "Electric vehicles are the only vehicles on the road that get 'greener' the longer you operate them."

Schoen cites an increasing number of solar-powered electric vehicle charging stations (also known as electric vehicle supply equipment or EVSE) as evidence that green technologies increasingly are being linked together to ensure a cleaner utility grid and reduce emissions from carbon-based fuels from vehicles and power plants alike. Recent developments in the region include:

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MOSEIA Conference Highlights Connection Between EVs and Solar

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At the University of Kansas, the KU EcoHawks have built a solar energy filling station on campus consisting of six 180W solar panels that enable electric vehicle charging. Kansas State University is moving toward a study of solar charging of electric vehicles in a micro-grid using innovative power electronics design.

Kansas City, Mo.-based Brightergy's installation of a 169kW solar array atop a public parking garage in Clayton, Mo. that will provide the power for the city's new police station and parking garage. While there are currently no plans to install EVSE at that location, the array is an excellent example of how parking structures' large surface areas are ideally suited for solar energy solutions. Kansas City, Mo.-based Premier Carports offers pre-engineered carports that include solar.

Also in Kansas City, Mo., Milbank Manufacturing, long active in electrical metering systems, is now manufacturing and marketing EVSE and solar equipment.

Overland Park, Kan.-based Chevron Energy Solutions offers to run empty conduit underground from AC switchgear to the base of carport columns, allowing easier retrofit of EV chargers at a later date.

Across the U.S., several companies are addressing the photovoltaic carport market, which is a market that could be tied to the electric vehicle charging market, and several organizations already have installed solar-powered EVSE. Installations include:

Edison, N.J.-based SunDurance Energy and Solaire Generation, based in New York City, offer a solar parking lot canopy for installations such as the 120kW system installed at the New Jersey Meadowlands Commission headquarters in Lyndhurst, N.J.

Western Michigan University's installation of Dublin, Ga.-based MAGE SOLAR's 50kW solar photovoltaic installation linked to 15 electric vehicle charging stations on its Kalamazoo, Mich. campus.

Maryland-based Advanced Technology & Research Corporation's development of a GPS-based sun-tracking technology capable of producing 30 to 45 percent more power than

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MOSEIA Conference Highlights Connection Between EVs and Solar

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traditional rooftop or canopy-mounted solar panels, making them ideal power sources for EVSE, including one recently installed in Columbia, Md.

A partnership between the Tennessee Valley Authority (TVA) and the Electric Power Research Institute (EPRI) that installed six "solar-assisted" electric vehicle charging stations connected to battery-packs and delivering 3.3 kW per hour, enabling an electric car to recharge at a rate of 10 miles per hour.

IBEW Local 191's installation of a solar-powered electric vehicle charging station at the union's joint apprenticeship training center (JATC) in Mount Vernon, Wash.

Other companies offering solar-powered EVSE solutions include:

The Tucson, Ariz. operations of Schletter, a German company, is promoting Park@Sol©, an engineered solar carport product with a variety of foundation options and scalability from one unit to much larger areas.

Baja Construction, Inc. with several U.S. locations, has become somewhat specialized in offering Solar Carports, Solar/EV Charging Stations, Solar Truck Bays and Solar RV/Boat Storage.

Demand Energy Networks, Liberty Lake, Wash., has parking lot installations of photovoltaic-powered EV charging combined with about 30kW of solar power and 100kW of energy storage.

Inovateus Solar, South Bend, Ind., has several vendor partnerships to build solar carports with EV charging stations and are active in the Midwest

"Each of these innovations demonstrate the future of electric vehicle charging as government, business and industry join forces to create greener energy solutions for our country," said Schoen.

Reservations for the MOSEIA Midwest Electric Vehicle Buildout are available for $40 and include lunch and an EV Joy Ride. For more information contact Heidi Schoen at (314) 677-4076 or HeidiSchoen@moseia.org.

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MOSEIA Conference Highlights Connection Between EVs and Solar

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About MOSEIA

Solar industry leaders from across the state met in Columbia in early June 2009 to form the industry trade association MOSEIA (Missouri Solar Energy Industries Association). MOSEIA aims to increase market growth for the solar industry in the state of Missouri. The group's formation is in large part a response to the passage of Proposition C, the Clean Energy Initiative, which Missourians passed during November 2008 election with an overwhelming 66 percent of the vote. Proposition C mandates 15 percent of the electricity produced by Missouri investor owned utilities (IOUs) comes from renewable sources by 2021, two percent of which must come from solar photovoltaics.

Industry professionals predict as much as 150 megawatts of new solar development in Missouri, enough energy to power 15,000 homes, as a result of the measure. In addition, Proposition C includes a solar rebate requirement that will refund $2.00 per installed watt (roughly 20 percent of an installed system's price) for Missourians who install on their homes or businesses in investor owned utility territory. Coupled with new federal tax incentives, electricity generating solar photovoltaics are more affordable than ever in Missouri, and the industry is expected to grow quickly. The solar industry is well positioned to meet that demand, producing Missouri jobs, supporting small businesses, and growing our local economies.

About Electrify Heartland

Electrify Heartland is an electric vehicle planning project managed by Metropolitan Energy Center that will create a replicable plan for electric vehicle and charging infrastructure preparedness in Greater Kansas City; Wichita, Salina, Topeka and Lawrence, Kan.; and Jefferson City, Mo. Electrify Heartland is funded by U.S. Department of Energy Award DE-EE0005551, "Kansas – Missouri Community Readiness for EV and EVSE" and is a product of the Greater Kansas City Plug-In Readiness Initiative. Electrify Heartland is led by a Steering Committee comprised of members from MEC, Black & Veatch, Polsinelli Shughart PC, IBEW Local 124, the Kansas City Joint Apprenticeship and Training Center, Kansas City Kansas Community College, Johnson County Community College and the University of Missouri-Kansas City.

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FOR IMMEDIATE RELEASE

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Kansas City Joint Apprenticeship & Training Center Offers One of Nation's First Electric Vehicle Infrastructure Training Programs

KANSAS CITY, Mo., July 11, 2012 --- Growing demand for electric vehicles among consumers and fleet owners in the region is also creating demand for highly skilled electrical workers with the specialized training required to safely and efficiently install charging stations and other electric vehicle supply equipment (EVSE) that will ensure the success of the electric vehicle industry.

To keep pace with the need for skilled electricians, Kansas City's Joint Apprenticeship & Training Center (KCJATC), operated by IBEW Local 124 and the Kansas City Chapter of the National Electrical Contractors Association (KCNECA) last year introduced one of the nation's first electric vehicle infrastructure training programs (EVITP).

EVITP is recognized as a training partner by the Department of Energy's Clean Cities Division and offers a comprehensive 24-hour course for licensed electricians across North America. The training includes instruction in electrical codes, safety and other building regulations and standards; renewable energy and electric vehicles, EVSE installations and customer relations. The course work also includes training for code officials and inspectors, first responders, a field installation practicum and written examinations.

Developed in collaboration with automakers, utility companies, EVSE manufacturers and key stakeholders such as the International Association of Electrical Inspectors (IAEI), the National Fire Protection Agency (NFPA) and the National Electrical Contractors Association (NECA), the EVITP has certified more than 220 instructors and 800 electricians through the program and has representation in 35 states including Missouri.

More than 25 electricians have earned EVITP certification at the KCJATC, and many have been involved in commercial and residential EVSE installations performed by area contractors

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including Mark One Electric of Kansas City, Mo., and Heartland Electric in Belton, Mo. There are now 35 public electric vehicle charging stations within 50 miles of Downtown Kansas City, according to the Department of Energy's Alternative Fuels & Advanced Vehicles Data Center (AFDC). Public charging locations are forecast to grow by almost 100-fold in the next four years particularly with challenges to reduce costs of equipment.

"We're investing in our people so that Kansas City-area owners and operators have the best possible experience with their electric vehicles," said Jim Cianciolo, training director at the KCJATC and member of the national EVITP Curriculum Committee. "We're committed to ensuring the proper, safe installation of charging equipment in both the residential and commercial markets."

Cianciolo said proper training is especially important in the consumer market, as 65 percent of electric vehicle owners are choosing to install Level 2 charging stations in their homes. These 240-volt stations are capable of fully charging a plug-in electric vehicle (PEV) battery in four to five hours. Commercial and public charging stations can be even more complex. There are currently 48 EVSE manufacturers with 14 models UL listed and that list is continually growing.

"As one of the partners in the Electrify Heartland planning project, we believe the EVITP will help establish best practices for developing the skilled workers required to ensure a safe and reliable charging infrastructure for years to come," adds Terry Akins, business manager, IBEW Local 124. "We will continue to work with the national EVITP Curriculum Committee to ensure the highest industry standards for electric vehicle supply equipment installations."

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(more)

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EVITP Sidebar: BACKGROUNDER

EVITP Ensures a Strong Infrastructure Backbone for Electric Vehicle Industry

The electric vehicle industry will only be as strong as the charging infrastructure that keeps these vehicles on the road. And the charging infrastructure will only be as strong as the skilled men and women who design, build and install this commercial, residential and public electric vehicle supply equipment (EVSE).

With these facts in mind, in 2011, a broad range of stakeholders joined forces to create a rigorous training program built on a national curriculum and taught by qualified instructors.

This program, the electric vehicle infrastructure training program, or EVITP, ensures the highest national standards for the residential, commercial and public EVSE installations that will support the sound, safe and successful growth of the electric vehicle industry.

"In order for the electric vehicle industry to be successful, it's important that the vehicle ownership experience be as convenient and trouble-free as possible," said Alan Anderson, a partner with the Polsinelli Shughart law firm and a member of the Electrify Heartland steering committee. "That's why having a uniform set of best practices and a highly skilled, highly trained workforce for EVSE installations is critical."

Electrify Heartland grant manager Ruth Redenbaugh said that although charging with a standard 110-volt outlet found in most garages will charge an electric vehicle at a rate of two to five miles of range per hour, some plug-in electric vehicle owners are opting for a faster, Level 2 charger, which carries 240 volts and can fully charge an electric vehicle battery in just four to five hours—a rate of 10 to 20 miles of range per hour.

"We urge homeowners to work with a licensed, qualified electrician or electrical contractor, who will conduct a thorough survey of the home's electrical system, bid the work, gain the necessary permits and then perform the installation to the satisfaction of local inspectors," she said.

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Commercial installations can be a lot trickier, and can range from a fleet depot where several electric trucks may charge simultaneously overnight, to a public space such as an office park, where the power supply may be well removed from the parking lot. Retail, commercial and public installations require the property owner and contractor to consider issues such as traffic flow, signage for electric vehicle parking spaces and ADA compliance issues.

Parking decks are often more complex because they require the contractor to manage load and power supply issues. “In a lot of cases, parking decks were not initially constructed with the capacity to power several charging stations,” said Jim Cianciolo, training director for the Kansas City Electrical Joint Apprenticeship and Training Center. “Many new construction projects are including the necessary infrastructure to support EVSEs as the market expands.”

Because every installation project is different, electrical contractors and electricians must have a broad skill set and depth of knowledge across many different types of vehicles. That’s why the EVITP curriculum comprises 15 different areas, including lecture and hands-on sessions on everything from automobile manufacturers’ charging performance integrity specifications and utility interconnect policies and requirements to National Electrical Code (NEC) standards and requirements for first responder safety and fire hazard measures.

The core EVITP curriculum was created with the involvement of automobile manufacturers, utilities, EVSE manufacturers, electrical energy storage device manufacturers, state and local electrical inspectors, electrical contractors, electrical workers and first responders.

“Our goal is to prepare the most highly skilled workforce for the most sophisticated utility infrastructure ever created,” said Cianciolo. “These well-paying jobs cannot be exported and will ensure the viability of the rapidly growing electric vehicle industry for many years to come.”

For more information about the electric vehicle infrastructure training program (EVITP), contact Jim Cianciolo at (816) 942-3242 or jcianciolo@kcjatc124.org.

(more)

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Electrify Heartland is led by a Steering Committee comprised of members from Metropolitan Energy Center, Black & Veatch, Polsinelli Shughart PC, IBEW Local 124, the Kansas City Joint Apprenticeship and Training Center, Kansas City Kansas Community College, Johnson County Community College and the University of Missouri-Kansas City.

About Metropolitan Energy Center

The Metropolitan Energy Center (MEC) is a Missouri not-for-profit organization. Founded in 1980, its mission is to help create resource efficiency, environmental health and economic vitality in the Kansas City Metro. MEC is a catalyst for community partnerships focused on energy conservation. It works through a variety of educational and training programs, including Kansas City Regional Clean Cities Coalition, Home Performance, Project Living Proof and EnergyWorks KC. Every energy dollar conserved through MEC's work remains available for investment in the local economy.

MEC was awarded more than $17 million in federal grants in recent years and is a partner in other multi-million-dollar projects in Kansas and Missouri. MEC has been the recipient of many awards recognizing its contribution to energy conservation and was host of the national Affordable Comfort Conference in 2003 and 2009. For more information, please visit www.metroenergy.org.

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For Immediate Release

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Electrify Heartland Electric Vehicle Plan Nearing Completion

Utility and Government Subteams Report Findings At Midwest Energy Policy Conference

KANSAS CITY, Mo., Oct. 24, 2012 --- The Kansas City Region is ready for electric vehicles, according to studies conducted by the Utility and Government teams of the Electrify Heartland steering committee. Electrify Heartland is a planning project for electric vehicles and charging station infrastructure covering 14 counties in Missouri and Kansas, an area with a population of 2.7 million people. Electrify Heartland will present its final report to the public on December 11.

Sam Scupham of Black & Veatch Corporation and Luke Hagedorn with Polsinelli Shughart will today present their findings as part of the Midwest Energy Policy Conference at Kansas City's Bartle Hall.

According to Scupham, project manager, renewables & energy efficiency at Black & Veatch Corporation and leader of the Electrify Heartland utility subteam, modeling studies conducted in partnership with regional utilities determined that electric vehicle penetration would have to reach 20 percent or more in any given neighborhood in order to create disproportionate stress on transformers that could lead to isolated power outages. Currently, electric vehicles represent roughly fourth-tenths of one percent of all new car sales.

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Additionally, operators of commercial fleets contract directly with utilities for their electricity needs, enabling fleet operators and utilities alike to prepare for increased load demands and plan accordingly.

"We do not anticipate electric vehicles or charging infrastructure to create any strain on the electric utility grid in the foreseeable future," said Scupham. "We anticipate most electric vehicle owners will charge at home using standard 120-volt or 220-volt outlets, and that electric vehicle fleet operators will work directly with utilities to provide for their power supply needs."

Hagedorn, attorney at law, Polsinelli Shughart, reports that many communities across the country already are adopting standards for planning, zoning and inspecting public and private electric vehicle charging stations (also known as electric vehicle supply equipment or EVSE), and the Federal Highway Administration has established uniform signage for public EVSE.

The government subteam, working in partnership with city and county government officials, also has developed a series of recommendations to assist municipalities in the Kansas City Region to prepare for the growing number of electric vehicles on the road. Among their recommendations:

Establish uniform and predictable building codes. The team recommends cities and towns in the Electrify Heartland planning region adopt NEC 2011 (national electrical code standards, revised in 2011) and require new, reconstructed and renovated buildings accommodate future EVSE installation.

Streamline permitting and inspection processes for EVSE installations. Communities should be encouraged to create stand-alone permits, rather than use standard forms for EVSE installations, and each should also be allowed to create its own permitting processes. The team recommends creating an online application process that also enables utilities to access relevant information to mitigate any future issues.

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Provide electric vehicle parking, but not at the expense of other drivers. The team recommends that parking spaces equipped with EVSE be placed in "second tier" locations, rather than in high-priority parking locations, and that cities and municipalities forego penalties for non-charging or non-electric vehicles parked in EVSE spaces in the near term.

Work with utilities, the Kansas Corporation Commission and Missouri Public Service Commission to address any regulatory issues raised through the widespread adoption of EVSE, and to enable utilities to establish a tariff that would enable them to recover any costs associated with infrastructure improvements for EVSE installations.

"The recommendations set forth in the Electrify Heartland planning document and related appendices will create uniform guidelines for cities and towns in the region, and ensure that development of electric vehicle charging station infrastructure does not create additional work for city planning departments," said Hagedorn.

Electrify Heartland is an electric vehicle planning project managed by the Metropolitan Energy Center to create a plan for electric vehicle and charging infrastructure preparedness in Greater Kansas City; Wichita, Salina, Topeka and Lawrence, Kan.; and Jefferson City, Mo. The planning area covers 14 counties and a population of 2.7 million people. Electrify Heartland is supported by funding from U.S. Department of Energy Award DE-EE0005551, "Kansas – Missouri Community Readiness for EV and EVSE."

Electrify Heartland is led by a steering committee comprised of members from Metropolitan Energy Center, Black & Veatch, Polsinelli Shughart PC, IBEW Local 124, the Kansas City Joint Apprenticeship and Training Center, Kansas City Kansas Community College and the University of Missouri-Kansas City.

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