

Central Kansas Clean Cities

Program Plan



Presented by Metropolitan Energy Center

Metropolitan
ENERGY CENTER

Prepared by: Shawn Schmidt, Assistant Coordinator
Kelly Gilbert, Program Director
and
David Johnson, Advisory Board Member

Metropolitan Energy Center
3810 Paseo Blvd.
Kansas City, MO 64109
www.metroenergy.org

Office: 816-531-7283
Direct: 316-712-5051
kelly@metroenergy.org
shawn@metroenergy.org

This Central Kansas Clean Cities Coalition (CKC3) Program Plan is submitted to the U.S. Department of Energy as application to become a designated Clean Cities program.

Contents

I. COALITION OVERVIEW	4
A. Demographics in the Service Area.....	4
B. Coalition History and Justification.....	9
II. FEDERAL, STATE AND LOCAL LEGISLATION	11
A. Energy Policy Act.....	11
B. Clean Air Act Amendments	12
C. State Laws and Incentives	13
D. Local, Utilities and Private Incentives and Programs.....	17
III. COALITION STRUCTURE.....	18
A. Clean Cities Coordinator.....	19
B. Advisory Board	21
C. Working Groups	22
IV. CURRENT COALITION ACTIVITIES	23
A. Stakeholder Activities	23
B. AFV Marketplace & Barriers	30
V. GOALS, ACTION STEPS AND COMMITMENTS.....	34
A. Program Plan Goals.....	34
1. Increase the number of AFVs and hybrid-electric vehicles on the road each year. Include 3-year projections in Table 2 in the Appendix to the Program Plan.	34
2. Increase the number of alternative fuel refueling or recharging stations in operation in the coalition area. Include 3-year projections in Table 3 in the Appendix to the Program Plan.	36
3. Recruit new stakeholders	37
4. Develop and promote incentives to increase the use of alternative fuels and vehicles and idle reduction technologies in the coalition area.....	38

5.	Communicate the Clean Cities message to the public. Include specific outreach activities, target audiences and anticipated outcomes.	39
6.	Achieve coalition financial sustainability	41
7.	Educate policymakers about the benefits of the Clean Cities portfolio of technologies	42
B.	Monitoring Program	43
VI.	FUNDING AND SUSTAINABILITY	43
VII.	OUTREACH AND EDUCATION	46
VIII.	APPENDIX	46

I. Coalition Overview

The Central Kansas Clean Cities Coalition (CKC3) is a multi-county, public-private organization whose purpose is to decrease use of foreign oil in local markets. CKC3 is administered by Metropolitan Energy Center (MEC), which also administers the Kansas City Regional Clean Cities Coalition. CKC3 achieves its goals by working with local governments, area businesses, and state and federal. It is one of two such organizations working in Kansas and serves the majority geographical area of the state. The 91-county service area has a population of 1,663,754 and includes portions of the Flint Hills, the Tall Grass Prairie National Preserve, and Fort Larned National Historic Site. The area has numerous rolling hills in the east of the state including the Gypsum Hills and Flint Hills areas but little elevation gain in the west portion of the state approaching Colorado. CKC3 abuts Kansas City Regional Clean Cities, which is a bi-state coalition that covers the northeast corner of the state and in Kansas primarily includes the Kansas City, Lawrence and Topeka MSAs.

A. Demographics in the Service Area

Population by County

County Name	Total County Population
Allen County	13,371
Anderson County	8,102
Barber County	4,861
Barton County	2,674
Bourbon County	15,173
Butler County	65,880
Chase County	2,790
Chautauqua County	3,669
Cherokee County	21,603
Cheyenne County	2,726
Clark County	2,215

Clay County	8,535
Cloud County	9,533
Coffey County	8,601
Comanche County	1,891
Cowley County	36,311
Crawford County	39,134
Decatur County	2,961
Dickinson County	19,754
Edwards County	3,037
Elk County	2,882
Ellis County	28,452
Ellsworth County	6,497
Finney County	36,776

Ford County	33,848
Geary County	34,362
Gove County	2,695
Graham County	2,597
Grant County	7,829
Gray County	6,006
Greeley County	1,247
Greenwood County	6,689
Hamilton County	2,690
Harper County	6,034
Harvey County	34,684
Haskell County	4,256
Hodgeman County	1,916
Jewell County	3,007
Kearny County	3,977
Kingman County	7,858
Kiowa County	2,553
Labette County	21,607
Lane County	1,750
Lincoln County	3,241
Linn County	9,656
Logan County	2,756
Lyon County	33,690
McPherson County	29,180

Marion County	12,660
Marshall County	10,117
Meade County	4,575
Mitchell County	6,373
Montgomery County	35,471
Morris County	5,923
Morton County	3,233
Neosho County	16,512
Ness County	3,107
Norton County	5,671
Osborne County	3,858
Ottawa County	6,091
Pawnee County	6,973
Phillips County	5,642
Pottawatomie County	21,604
Pratt County	9,656
Rawlins County	2,519
Reno County	64,511
Republic County	4,980
Rice County	10,083
Riley County	71,115
Rooks County	5,181
Rush County	3,307
Russell County	6,970

Saline County	55,606
Scott County	4,936
Sedgwick County	498,365
Seward County	22,952
Sheridan County	2,556
Sherman County	6,010
Smith County	3,853
Stafford County	4,434
Stanton County	2,235
Stevens County	5,724

Sumner County	24,132
Thomas County	7,900
Trego County	3,001
Wabaunsee County	7,053
Wallace County	1,485
Washington County	5,799
Wichita County	2,234
Wilson County	9,409
Woodson County	3,309

Source: US Census Bureau 2010

The following economic statistics highlight some of the region’s key economic indicators as measured by the 2012 County Business Patterns. (census.gov/econ/cbp/)

Business Patterns

Area	Number of Establishments	Number of Employees	First Quarter Payroll in \$1,000	Annual Payroll in \$1,000
Wichita MSA	14,628	247,783	\$2,551,606	\$10,140,128
Saline County	1,577	27,083	205,783	883,805
Riley County	1,527	20,249	133,764	551,787
Reno County	1,634	23,934	228,193	846,202
Crawford County	910	14,177	99,014	407,021
Totals	20,276	333,226	\$3,218,360	\$12,828,943

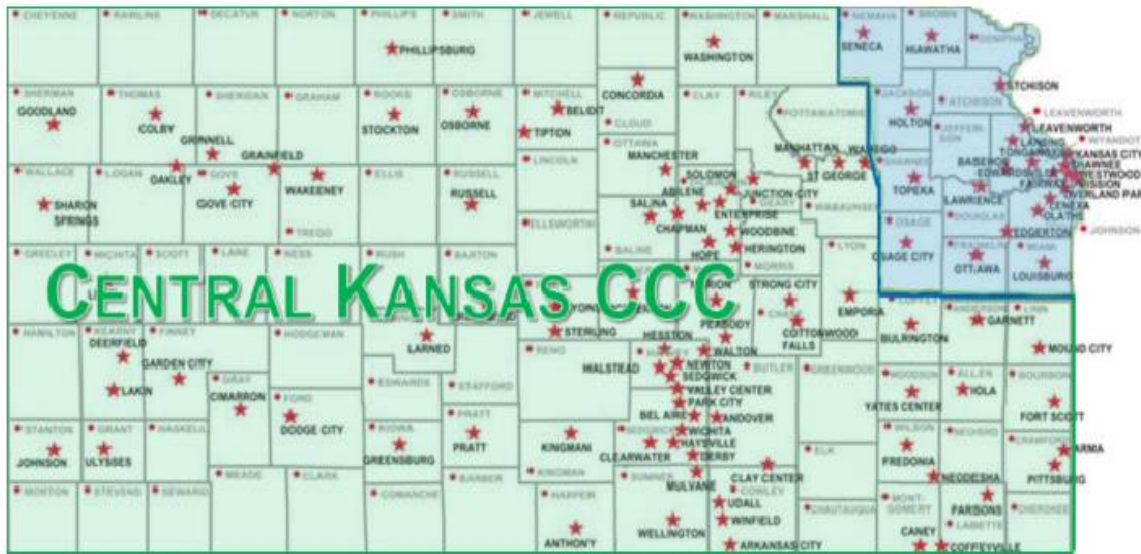
Source: U.S. Census Bureau 2012 census.gov/econ/cbp

Cost of Living

Area Metros	All Items	Food	Housing	Utilities	Transportation	Health Care	Misc.
Wichita, Ks	91.8	90.5	83.6	89.7	100.6	96.7	97.1

Source: Council for Community and Economic Research ACCRA Cost of Living Index

Population density in our service area is stretched thin, with Sedgwick County being the most populated county in the region. Sedgwick County is home to the City of Wichita, the biggest city



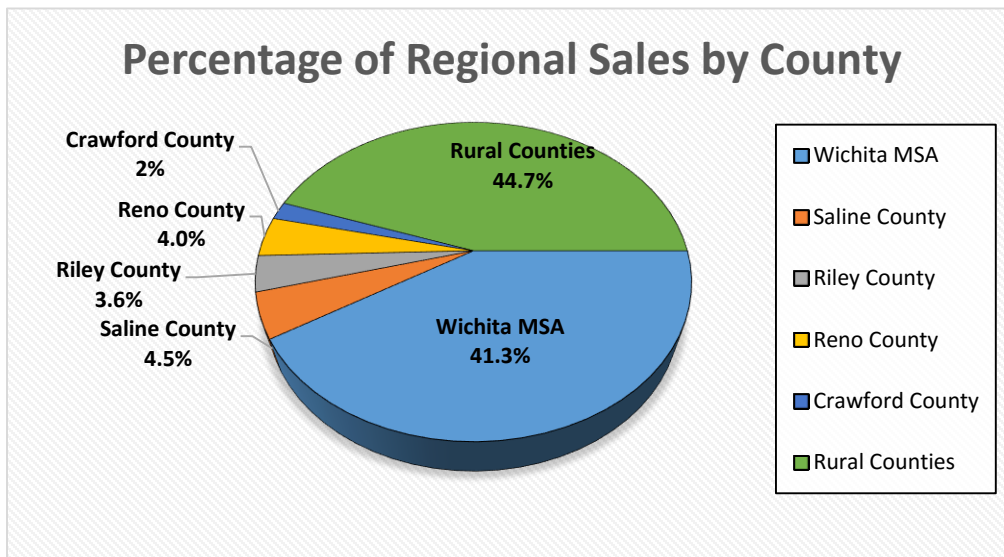
in Kansas, with a population of 382,368 (Census 2010). In the Wichita metropolitan statistical area, which covers a five county area (Sedgwick, Butler, Harvey, Sumner and Kingman) with a population of 637,989. Wichita is known as the air capital of the world. It is home to many major aerospace organizations, including Spirit Aerosystems, Bombardier Learjet, Hawker Beechcraft and Cessna. Wichita is the economic, manufacturing and cultural center of the area. It is especially known for its low cost of living, major improvements to outdoor recreation opportunities, including improved bike path infrastructure, and friendly people. In the CKC3 area of support, Manhattan, home to Kansas State University, (52,281) and Salina (47,707) are the second and third largest municipalities respectively.

Highway systems are good with Interstate 70 travelling east to west, Interstate 35 traveling south from the Oklahoma border and north to the Kansas City, Mo. border, Interstate 135 connecting to I-70, and Interstate 335 going through Topeka also connecting into I-70. The Wichita Transit System operates 51 buses primarily within the city and urbanized portions of Sedgwick County.

Communities are working diligently to expand bike and pedestrian facilities to increase alternative modes of transportation within the Wichita Metropolitan Area.

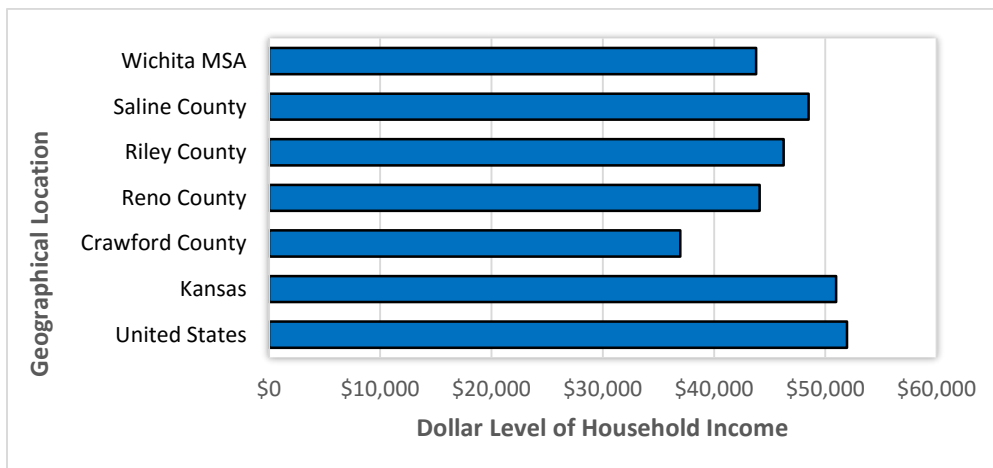
Major employers in the region include Spirit Aerosystems, Sprint, Cessna-Textron, Bombardier Learjet, Hawker Beechcraft, Black & Veatch, National Beef Packing, Tyson Fresh Meats, UPS, Goodyear Tire and Rubber Co., Honeywell Aerospace, Cargill Meat Solutions, and USD 259 Wichita Public Schools.

Taxable Sales: Percentage of Regional Sales by County



Source: Kansas Department of Revenue

Household Income by County



Source: Census.gov 2012

B. Coalition History and Justification

The Coalition was launched on January 2, 2014, and is staffed by Metropolitan Energy Center (MEC). Since 2009, MEC's staff of the Kansas City Regional Clean Cities Coalition had been providing limited support to stakeholders operating in the geographic regions around Wichita, Liberal and Salina, KS. Biodiesel, CNG, ethanol and EV industry stakeholders, as well as municipal and private fleets, have engaged KC region staff for referrals, day-long educational workshops, technical assistance by phone and in person, grant-funded projects, and more. It became clear that these population centers would need dedicated support from a satellite office and/or a separate Clean Cities coalition in order to substantially respond to their growing needs for alternative fuel program support. Discussions with local leaders indicated that there was no appetite for hosting a coalition within the usual entities, such as the City of Wichita (host of the air quality planning task force) the Wichita Area Metropolitan Planning Organization (WAMPO, the transportation planning office), or Seward County Community College/Area Technical School (convener of the grass-roots entity CNG4Kansas). After lengthy consultation with the KC Clean Cities advisory board, staff approached MEC's governing board. It supported exploring the opportunity, and when a new program manager position opened up in MEC's transportation division, a candidate based in Wichita became an attractive option.

For the 10 years before taking on a Program Manager position with MEC in 2013, Kay Johnson had been both the Director of the City of Wichita Environmental Services Department and managed the Office of Environmental Initiative. As Program Manager with MEC, it was part of her goals to develop a sister Clean Cities organization to Kansas City Regional Clean Cities to close the gap in alternative fuels support within the Kansas borders, while multiplying the capacity of MEC's Clean Cities staff. Kelly Gilbert, Kay Johnson and David Johnson (a Clean Cities stakeholder) began the process of creating Central Kansas Clean Cities to fill that need. After convening an advisory board and beginning other coalition development through the use of her vast network and extensive experience, Kay joined another Kansas firm as its Sustainability & Environmental Manager prior to the Coalition launch in January 2014. David Johnson soon joined MEC as a part-time coalition coordinator and was tasked with leading the coalition through the Department of Energy's Clean Cities designation process. During his tenure, Dave brought on an intern, Shawn Schmidt, who has primarily supported the designation activities and joined MEC as full-time staff support for CKC3 since his graduation from Wichita State University.

Based on fleets that responded to our 2014 Clean Cities Annual Report, the local existing alternative fuels market currently includes 334 AFVs utilizing E85, CNG, LPG and electricity. Fleets also report 73 hybrid electric vehicles. See [AFV Table in Section 10](#) for more details.

There are 2 public and 2 private biodiesel fueling stations; 4 public and 3 private CNG stations; 17 public and 2 private E-85 stations; 122 public and 15 private electric charging stations; 30 public and 1 private propane fueling stations. Clean Energy plans to open LNG stations near Salina and Colby in the near future. Currently, there is one truck stop electrification system in place located in Newton and no hydrogen fuel stations located in the region.

Primary stakeholders during this phase of development include Kansas Soybean Commission, Black Hills Energy, Westar Energy, Propane Central, J.F. Electric, Kansas Gas Service, Sterling CNG, Wichita Area Metropolitan Planning Organization and Urban Air Initiative. CKC3 is funded by Metropolitan Energy Center through contract and grant support, including a biodiesel outreach program with the Kansas Soybean Commission, and by sponsorships from its stakeholders.

CKC3 uses MEC’s website, and specific coalition information can be found under the Alternative Transportation tab. CKC3 also maintains Facebook, Twitter, and LinkedIn pages for marketplace information, promotion of trainings and events, and to spotlight stakeholder achievements. Links to the CKSCC website and social media pages can be found below:

Website: metroenergy.org

Facebook: facebook.com/CentralKSCC

Twitter: [@CentralKSCC](https://twitter.com/CentralKSCC)

LinkedIn: LinkedIn.com

Vision. *The Central Kansas Clean Cities Coalition seeks to reduce petroleum use and improve air quality in the ninety one–county region by creating public/private partnerships to enhance the development of an alternative fuel and advanced technology vehicle marketplace and supporting infrastructure.*

II. Federal, State and Local Legislation

Federal, state and local laws and regulations influence alternative fuel adoptions in the coalition territory. They are described below, along with current and potential impact.

A. Energy Policy Act

Federal Fleets

The Energy Policy Act (EPAct) of 1992 requires certain federal agency fleets to acquire a percentage of alternative fuel vehicles (AFVs) each year. In addition, updates in 2005 require federal fleets to use alternative fuels in dual-fuel vehicles the majority of the time if alternative fuel is available within five miles or 15 minutes of the garaged location of the vehicles. Waivers may be requested. Federal agency fleets must also comply with Executive Order (E.O.) 13423, signed by then President George W. Bush in January 2007. E.O. 13423 requires agencies to decrease petroleum consumption by 2% per year (relative to their fiscal year 2005 baseline) through fiscal year 2015. In addition, the mandate requires agencies to increase alternative fuel use by 10%, compounded annually, based on their fiscal year 2005 baseline. E.O. 13423 revokes E.O. 13149, which was signed by then President William Clinton in 2000.

EPAct-Covered State Entities

As of Model Year 2000, 75% of new light-duty motor vehicle acquisitions by the state fleet and its agencies are to be alternative fuel vehicles.

- A state entity owns, operates, leases, or otherwise controls 50 or more light-duty vehicles within the United States that are not on the list of excluded vehicles
- At least 20 of those vehicles are used primarily within a single Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area
- Those same 20 vehicles are centrally fueled or "capable of being centrally fueled." Vehicles are considered capable of being centrally fueled if they are capable of being fueled at least 75% of the time at a location that is owned, operated, or controlled by any fleet or under contract with that fleet for fueling purposes.

States are responsible for determining the appropriate reporting entity or entities for purposes of the Alternative Fuel Transportation Program. For example, a state might report as a single entity, agency by agency, or in some combination of the two. In addition, state universities and colleges that meet the coverage criteria are subject to the requirements of the program as if they were state agencies.

Kansas codifies its compliance with EPA Act mandates in the following statutes:

Alternative Fuel Use Requirement: State agencies must purchase flexible fuel vehicles (FFVs) capable of operating on E85 fuel unless the desired vehicle model is not available with an E85-capable engine or the cost of the vehicle is at least \$250 more than a comparable vehicle that does not use E85. When leasing motor vehicles, state agencies must lease FFVs unless no such vehicles are available for lease. Certain restrictions apply. (Reference [Kansas Statutes](#) 75-4617)

Biofuels Use Requirement: State-owned diesel-powered vehicles and equipment must use a biodiesel blend that contains at least 2% biodiesel (B2), where available, as long as the price of the biodiesel blend is not more than \$0.10 per gallon as compared to the price of diesel fuel. Individuals operating state-owned motor vehicles must purchase fuel blends containing at least 10% ethanol (E10), as long as these fuel blends are not more than \$0.10 per gallon as compared to the price per gallon of regular gasoline fuel. (Reference [Kansas Statutes](#) 75-3744a)

The EPA Act state and alternative fuel provider mandated fleets for the Wichita MSA are Wichita State University, KDOT, Black Hills Energy, Kansas Gas Service and Westar Energy. However, many state, federal and utility stakeholders within the region are voluntarily using alternative fueled and advanced technology vehicles or voluntarily exceeding mandates. Examples include:

Coalition Stakeholder	Type of Fuel
City of Eldorado	Compressed National Gas
City of Wichita	Gas-Electric Hybrids
City of Derby	Plug in electric stations
Westar Energy	Installation of Plug-in Charging Stations

B. Clean Air Act Amendments

Fortunately, our ninety-one county region is currently classified as in attainment for National Ambient Air Quality Standards. However, the Wichita MSA is in danger of falling into non-attainment for ozone, and is a participant in EPA’s Ozone Advance program. In October of 2015 the EPA changed the allowance of ground source ozone from 75 PPB to 70 PPB. There are several high elevation air quality monitors in the region outside the Wichita MSA that have had high levels of ozone. These monitors include the Flint Hills region that goes through a burning season during early spring that affects the air quality readings for the state as a whole. In 2015, there were two instances of air quality exceeding the new 70ppb standard. Although the air quality in the Wichita MSA continues to linger in the mid to high 60s, efforts need to be done to continue to lower the air pollution levels in the Wichita MSA.

The Coalition assisted in the coordination of an Air Quality Leadership summit in March 2015 that invited business leaders and decision makers to begin a discussion about air quality in the Wichita MSA and how this could possibly impact this area’s economy. The coalition coordinator attends the Air Quality Management Task Force meetings and uses the platform to promote bike/walk programs and alternative fuel projects.

C. State Laws and Incentives

Kansas policies are supportive of biofuel usage and production. In addition, the state recently passed a taxation rule that phased out “penalizes” in its motor fuel tax policies for gaseous fuels. However, another statute limits the state’s ability to recognize gaseous fuels and electricity as alternative fuels.

Natural Gas and Propane Fuel Tax

Any individual using or selling compressed natural gas (CNG), liquefied natural gas (LNG), or liquefied petroleum gas (propane) as a motor fuel must report fuel use and remit taxes due to the Kansas Department of Revenue on a monthly basis. The minimum tax imposed on CNG is \$0.24 per gasoline gallon equivalent (GGE), LNG is \$0.26 per GGE, and propane is \$0.23 per gallon. The state imposes a tax rate of \$0.24 per gallon on conventional motor fuel.

Alternatively, CNG, LNG, and propane vehicle users may apply for special permit decals to pay motor fuel taxes on a mileage basis. The number of gallons used on Kansas highways is determined based on the following miles per gallon (mpg) estimates:

Gross Vehicle Weight Rating	MPG
6,000 pounds (lbs.) or less	12 mpg
6,001 to 12,000 lbs.	10 mpg
12,001 to 24,000 lbs.	7 mpg
24,001 to 42,000 lbs.	6 mpg
42,001 to 66,000 lbs.	4 mpg
Over 66,000 lbs.	3 mpg

(Reference [House Bill](#) 2057, 2014, and [Kansas Statutes](#) 779-34,141; 79-3490; and 79-3491a through 79-3492e)

E85 Tax Rate and Definition

The minimum motor vehicle fuel tax rate on E85 is \$0.17 per gallon, compared to the conventional motor fuel tax rate of \$0.24 per gallon. E85 is defined as an alternative fuel that is a blend of denatured ethanol and hydrocarbon and typically contains 85% ethanol by volume, but must contain at least 70% ethanol by volume and complies with ASTM specification D5798-99. (Reference [Kansas Statutes](#) 79-3401; 79-3490; and 79-34,141)

Ethanol Blend Dispenser Requirement

A retail motor fuel dispenser that dispenses fuel containing more than 10% ethanol by volume must be labeled with the capital letter "E" followed by the numerical value representing the volume percentage of ethanol, such as E85, as specified in Kansas Department of Agriculture (Reference [Kansas Administrative Regulations](#) 99-25-10)

Biodiesel and Renewable Fuel Definitions

Biodiesel is defined as a renewable, biodegradable, mono alkyl ester combustible liquid fuel that is derived from vegetable oils or animal fats and meets the specifications adopted by rules and regulations of the Kansas Department of Agriculture pursuant to current law. The Kansas specification must meet the ASTM D6751-07 specification for biodiesel fuel (B100) blend stock for distillate fuels, but may be more stringent regarding biodiesel quality and usability. Renewable fuels are defined as combustible liquids derived from grain starch, oil seed, animal fats, or other biomass; or produced from a biogas source, including any non-fossilized, decaying, organic matter capable of powering spark ignition machinery. (Reference [Kansas Statutes](#) 79-34,155 and 79-34,170)

Low-Speed Vehicle Access to Roadways

Low-speed vehicles may only travel on roadways with a posted speed limit of up to 40 miles per hour (mph). A low-speed vehicle is any four-wheeled electric vehicle whose top speed is at least 20 mph but not more than 25 mph and is manufactured in compliance federal standards for low-speed vehicles as referenced in Title 49 of the [Code of Federal Regulations](#), section 571.500. (Reference [Kansas Statutes](#) 8-1488; 8-15,101; 8-1701; and 8-2118)

Alternative Fuel Vehicle Tax Credit

An income tax credit is available for 40% of the incremental or conversion cost for qualified AFVs, based on gross vehicle weight rating (GVWR) as outlined in the table below. Qualified AFVs include vehicles that operate on a combustible liquid derived from grain starch, oil seed, animal fat, or other biomass, or produced from a biogas source.

GVWR	Credit
Less than 10,000 pounds (lbs.)	Up to \$2,400
10,000 to 26,000 lbs.	Up to \$4,000
Over 26,000 lbs.	Up to \$40,000

Alternatively, a tax credit of 5% of the cost of the AFV, up to \$750, is available for the purchase of an original equipment manufacturer AFV. This credit is allowed only to the first individual to take title of the vehicle. For motor vehicles capable of operating on E85, the individual claiming the credit must provide evidence of purchasing at least 500 gallons of E85 between the time the vehicle was purchased and December 31, of the following calendar year. Excess credits may be carried over for up to three years after the year in which the expenditures were made. The credit is only available to entities with corporate income tax liability. For more information, see the [Alternative Fuel Tax Credit](#) page. (Reference [Kansas Statutes](#) 79-32,201)

Alternative Fueling Infrastructure Tax Credit

An income tax credit is available for 40% of the total cost to install alternative fueling infrastructure after January 1, 2009. Qualified property must be directly related to the delivery of alternative fuel into the fuel tank of a motor vehicle propelled by such fuel. The tax credit may not exceed \$100,000 per fueling station. Alternative fuels are defined as combustible liquids derived from grain starch, oil seed, animal fat, or other biomass, or produced from a biogas source. Excess credits may be carried over for up to three years after the year in which the expenditures were made. The credit is only available to entities with corporate income tax liability. For more information, see the [Alternative Fuel Tax Credit](#) page. (Reference [Kansas Statutes](#) 79-32,201)

Renewable Fuel Retailer Tax Incentive

A licensed retail motor fuel dealer may receive a quarterly incentive for selling and dispensing renewable fuels, including biodiesel. A qualified motor fuel dealer is eligible for up to \$0.065 for every gallon of renewable fuel sold and up to \$0.03 for every gallon of biodiesel sold, if the required threshold percentage is met. The threshold is determined by calculating the percent of total gasoline sales that is renewable fuel or biodiesel. The threshold increases incrementally on an annual basis from 10% for renewable fuel and 2% for biodiesel in 2009 to 25% for each fuel type beginning on January 1, 2024. No funding is available for this incentive through June 30, 2016 (confirmed July 2014). (Reference [Kansas Statutes](#) 79-34,171 through 79-34,176)

Biofuel Blending Equipment Tax Exemption

Qualified equipment used for storing and blending petroleum-based fuel with biodiesel, ethanol, or other biofuel is exempt from state property taxes. The exemption begins at the time of installation at a fuel terminal, refinery, or biofuel production plant, and ends 10 taxable years following the year in which the equipment was installed. Equipment used only for denaturing ethyl alcohol is not eligible. (Reference [Kansas Statutes](#) 79-232 and 79-32,251)

Biodiesel Production Incentive

A qualified Kansas biodiesel producer is eligible for a production incentive of \$0.30 per gallon of biodiesel sold. The incentive is payable from the Kansas Qualified Biodiesel Fuel Producer Incentive Fund. Producers must file for the incentive on a quarterly basis through the Kansas Department of Revenue. The incentive expires on July 1, 2016. (Reference [Kansas Statutes](#) 79-34,155 through 79-43,159)

Ethanol Production Incentive

Qualified ethanol producers are eligible for a production incentive payable from the Kansas Qualified Agricultural Ethyl Alcohol Producer Fund. An ethanol producer may collect \$0.035 for each gallon sold to an alcohol blender that is in excess of the producer's base sales, up to 15,000,000 gallons, provided the producer was in production before July 1, 2001, and increases production capacity by 5,000,000 gallons over the producer's base sales. The same credit applies to a producer who began production on or after July 1, 2001, and before July 1, 2012, and who has sold at least 5,000,000 gallons to an alcohol blender. A producer who begins production of cellulosic ethanol on or after July 1, 2012, and who sells at least 5,000,000 gallons to a blender may receive \$0.035 for each gallon sold, up to 15,000,000 gallons. Producers must file for the incentive on a quarterly basis through the Kansas Department of Revenue. A producer may not collect the incentive for more than seven years. The incentive expires July 1, 2018. (Reference [Kansas Statutes](#) 79-34,160 through 79-34,164)

Biofuel Production Facility Tax Exemption

Any newly constructed or expanded biomass-to-energy facility is exempt from state property taxes for up to 10 taxable years immediately following the taxable year in which construction or installation is completed. A biomass-to-energy facility includes any industrial process plant that uses biomass to produce at least 500,000 gallons of cellulosic alcohol fuel, liquid or gaseous fuel, or other source of energy in a quantity with energy content at least equal to that of 500,000 gallons of cellulosic alcohol fuel. Expansion of an existing biomass-to-energy facility means expansion of the facility's production capacity by a minimum of 10%. (Reference [Kansas Statutes](#) 79-229 and 79-32,233)

Cellulosic Ethanol Production Financing

The Kansas Development Finance Authority may issue revenue bonds to cover the costs of construction or expansion of a biomass-to-energy facility. A qualifying biomass-to-energy facility includes any industrial process plant that uses biomass to produce at least 500,000 gallons of cellulosic alcohol fuel, liquid or gaseous fuel, or other source of energy in a quantity with energy content at least equal to that of 500,000 gallons of cellulosic alcohol fuel. Expansion of an existing biomass-to-energy facility means expansion of the facility's production capacity by a minimum of 10%. (Reference [Kansas Statutes](#) 74-8949b and 79-32,233)

Idle Reduction Weight Exemption

Any vehicle or combination of vehicles equipped with idle reduction technology may exceed the state's gross and axle weight limits by up to 400 pounds to compensate for the additional weight of the idle reduction technology. (Reference [Kansas Statutes](#) 8-1908, 8-1909, and 8-1917).

D. Local, Utilities and Private Incentives and Programs

What state, regional or local programs are in place to help your region improve its air quality?

Air Quality Improvement Task Force - The Air Quality Improvement Task Force (AQITF) represents the four counties in the Wichita Metropolitan Statistical Area. The AQITF provides guidance and technical assistance to local governments and businesses in order to maintain compliance with ambient air quality standards. The AQITF develops, maintains and tracks progress on educational efforts, policies and programs listed in the Ozone Advance Path Forward that decrease pollution and improve air quality. AQTF coordinated with CKC3 to host the Air Quality Leadership Summit on March 5th, 2015. The leadership summit was well-attended and brought in industry and government leaders together into one room to discuss the possibility of receiving a non-attainment status in October.

The Wichita Bicycle Master Plan is a guide for future planning and decision making regarding public infrastructure investments, operations, and policies. The plan includes building new trails, bike lanes, and shared lanes in with City of Wichita. The plan also intended to connect the existing bicycle paths to make it possible to for cyclist to ride around the perimeter of the city completely by bicycle. Since the Master Plan's implementation, there have been new bike lanes added to existing roadways connecting existing paths within the City. The Plan will be fully implemented over the course of 10 years. Organizations like Bike Walk Wichita and The Bicycle and Pedestrian Advisory Board have made great progress in bicycle and pedestrian advocacy and education in Wichita and in the state of Kansas through coordinating events, influencing municipal and

county decisions, holding monthly meetings, and supporting the efforts of smaller bicycle and pedestrian organizations.

[More information tk: CNG4Kansas. Others?](#)

Natural Gas Vehicle Loans - Communication Federal Credit Union (CFCU)

CFCU offers loans to individuals and businesses that purchase new or converted compressed natural gas (CNG) vehicles. Conversion systems must be U.S. Environmental Protection Agency certified and installed by an insured and state licensed facility. New vehicle loans are available at amounts up to the manufacturer's suggested retail price plus the cost of the conversion. Pre-owned or CFCU member owned vehicles with a CNG fuel system or conversion installation are eligible for loans at up to 115% of the National Automobile Dealers Association suggested retail value. All financing is at CFCU standard auto loan rates. CFCU also offers loans for the cost of home fueling equipment. For more information, see the CFCU [CNG Vehicle and Conversion Loans](#) website.

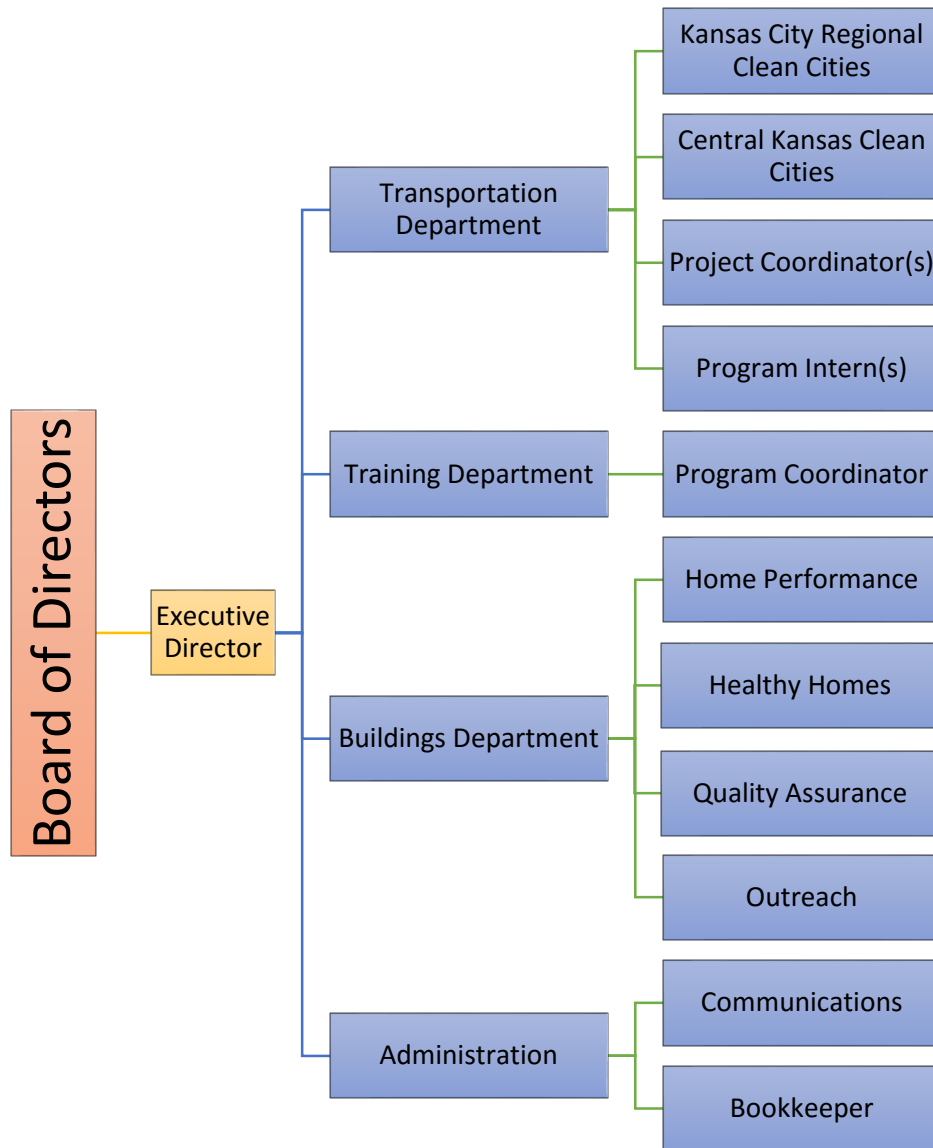
Propane Autogas Vehicle Conversion Incentive

Propane Education and Research Council (PERC) provides a \$1000 rebate for certified conversions. [More information tk.](#)

III. Coalition Structure

CKC3 is managed, supported and staffed by Metropolitan Energy Center, a 501c3 nonprofit. The coalition has an advisory board, which advises coalition staff on local and regional priorities. The advisory board reports to the coordinator but has one member on the MEC Board of Directors. The MEC Board of Directors is fiscally responsible for the whole of MEC, including Central Kansas Clean Cities Coalition. More information about MEC, CKC3 and its other programs can be found at www.metroenergy.org.

Metropolitan Energy Center Organizational Structure



A. Clean Cities Coordinator

Through its brief history thus far, there have been a number of staffing changes, as we find our feet. However, through it all, MEC remains committed to providing strong local leadership with an on-site coordinator in Wichita, KS.

CKC3 staff consists of a full-time coordinator and a part-time program intern, with further administrative support from MEC’s home office. The coordinator position is financially supported by MEC through long-term programs like the Biodiesel Outreach and Training

program, as well as by sponsorships from the coalition's primary stakeholders. MEC is financially supported primarily through grants and contracts, supplemented by memberships and sponsorships from businesses, municipalities and individuals in a tiered membership structure.

Shawn Schmidt serves as the coalition coordinator. In November of 2014, Shawn began a long-term internship to assist with social media, outreach and event coordination, and to provide research and writing for the designation effort. While studying at Wichita State University, founded the WSU student organization Wichita State Cycling, serving as the president from fall 2014 to summer 2015. This organization started as an advocacy club but was restructured to offer competitive cycling opportunities to students in all disciplines of cycling. In August 2015, after his graduation with a Bachelors in Business Administration, MEC welcomed Shawn as the full time coordinator of the new coalition and led the effort for the designation process. He spends 40 hours per week on coalition activities and can be reached at (316) 712-5051 (office), (316) 573-8947 (mobile) or shawn@metroenergy.org.

Other MEC staff and interns assist with project and financial management as needed. Kelly Gilbert, program director, joined Metropolitan Energy Center in 2008 as coordinator of the Kansas City Regional Clean Cities Coalition. She has coordinated proposals resulting in 3 major grant awards from the U.S. Department of Energy for clean transportation planning and implementation, in addition to smaller private grants for outreach and training. Through these projects, MEC and its partners have managed nearly \$40 million in clean transportation projects and have achieved deployment of more than 350 alternative fuel and advanced technology vehicles across 3 states and the installation of a variety of refueling stations that support hundreds more alternative fuel vehicles on major travel corridors. Gilbert manages activities of the coalition and a collaborative agreement among Clean Cities coalitions in 4 states to remove barriers to local adoptions of alternative fuels.

Responsibilities of the Central KS Clean Cities Coalition Coordinator

- Serve as the primary contact for coalition stakeholders and the public and serve as the liaison between coalition stakeholders and the US Department of Energy.
- Organize stakeholder meetings and events.
- Act as the project manager for the Coalition's efforts and coordinate various local events to best leverage resources, increase the number of alternative fuel vehicles, and increase alternative fuel use to facilitate petroleum reduction.
- Build consensus among Coalition members to move forward on such things as grant proposals, legislative agendas, technology evaluation, public education, and infrastructure development.
- Represent the Coalition, and communicate effectively in a variety of public and private forums.
- Research grant opportunities and assist stakeholders in securing grant funding for their projects.

- Complete the Clean Cities Annual Report and submit to US DOE.
- Collect and submit gasoline, diesel and alternative fuel prices as requested quarterly for the Clean Cities Alternative Fuels Price Report.
- Draft and submit success stories as requested by DOE Project Management Staff.
- Participate on monthly regional coordinator calls.
- Provide on-going Alternative Fuel Station updates to the Alternative Fuels Data Center.
- Attend regional and national Clean Cities peer exchanges/leadership retreats and/or major industry conferences.
- Maintain Coalition contract documents and files.
- Complete the Re-designation process every three years.
- Notify DOE staff of Coordinator and Coordinator contact information changes.
- Develop Coordinator Transition Plan.

The Coordinator is responsible for developing and updating a Coordinator Transition Plan in partnership with MEC. This plan will assist the Coalition when the Coordinator leaves his/her position. Currently, our plan is for the CKC3 Coordinator and other appropriate MEC staff (MEC coordinators, staff, etc.) to fill in until a new Coordinator can be appointed. All CKC3 records and files are stored at the MEC office and backed up by the MEC.

The Coordinator is also responsible for maintaining/improving staff skills through appropriate training. Current training goals include additional alternative fuel community readiness, multiple project management, and social media training.

B. Advisory Board

The members of the advisory board serves as an advisory body to the Coordinator and coalition. It is responsible for establishing work priorities, informing existing programs, developing new initiatives, recruiting new stakeholders, educating local elected officials and state and federal legislators, and assisting in securing funding to sustain the work of the Coalition. At this stage in coalition development, Advisory Board members are volunteers, though coalition membership in future will be invited to elect members.

Advisory Board members meet semiannually to plan programs and set goals to benefit the entire region. Coalition stakeholder meetings and fuel workshops are held at least quarterly.

David Johnson is chairman of the advisory board. He served as the CKC3 Coordinator from January 2014 through August 2015. Mr. Johnson is one of the founding members of the coalition and has many years of experience in the business world. He served in the U.S. Air Force as an aviation mechanic for 4 years after which he was with Cessna Aircraft Company in various

capacities from Airframe Mechanic to Customer Service Representative. Mr. Johnson began working to deploy CNG infrastructure in 2011 and soon after helped develop CKC3. He stepped into a local leadership gap in 2014 to continue development of a designation plan. Concurrently in 2014, he became a founding team member of the tech-startup Rental Geek, which will help millions of college renters save time, money, and their sanity. David went full time with Rental Geek in August of 2015 when their mobile app launched and maintains a seat on the CKC3 advisory board.

CKC3 Board Members	
Member	Company/Organization
David Johnson	Rental Geek
Tim Hess / Gabe Schlickau	Black Hills Energy
Dennis Brown	Kansas Gas Service
Alan Martin	Propane Central
Mike Coburn	Westar Energy
Dennis Hupe	Kansas Soybean Commission
John Schlegel	Wichita Area Metropolitan Planning Organization
Kay Johnson	Individual
Kevin Doolin	J.F. Electric
Kelly Gilbert	Metropolitan Energy Center
Warren Adams-Leavitt	Metropolitan Energy Center

C. Working Groups

The four primary working groups in CKC3 also collaborate with Kansas City Regional, St. Louis and other area Clean Cities coalitions. They are as follows:

Midwest CNG Coalition members in CKC3 service area include Black Hills Energy, Kansas Gas Service, Seward County Community College, etc.

Mo-Kan Propane Autogas Task Force members in CKC3 service area include Propane Central,, Ferrellgas, Goddard School District, etc.

Kansas Biofuels Working Group include Kansas Soybean Association, Seward County Community College, Pittsburg State University, etc.

Electrify Heartland EV Coalition include Westar Energy, LilyPad EV, etc.

IV. Current Coalition Activities

The CKC3 stakeholders have worked hard since 2013 to develop AFV markets in the region. Stakeholders have shown particular interest in the use of biodiesel, compressed natural gas, propane, diesel-electric hybrids, and plug-in electric vehicles.

A. Stakeholder Activities

Our Coalition has a dues structure and formal membership application, but we also consider to be stakeholders those key entities and individuals with a strong interest in alternative fueled and advanced technology vehicles or other Clean Cities technologies. We have been focused on increasing the number of AFVs/ATVs and infrastructure and desire to work with all interested parties.

We have approximately 1,700 individuals on a contact list that is shared between both coalitions housed at MEC. They receive newsletters, meeting announcements, workshop and conference notices, etc. We add 10 to 20 new organizations to the list each year.

There are approximately 35 public and private organizations in the region that we consider key or primary stakeholders. These are the organizations that have been most active, attended Coalition meetings and events, and that we have assisted with projects. We have a good mix of public and private stakeholder organizations including local, state and federal agencies, universities and community colleges, fuel providers and utilities, businesses and business support organizations, non-profits focused on clean energy issues, transit systems, and others.

In the future, we hope to bring in more local governments in the region and more private sector businesses, including car rental and taxi companies, delivery companies including beverage and food distributors, local auto dealers, the region's paper manufacturer and other groups.

Information contained below comes from our 2014 Annual Report of stakeholders. Stakeholders are sent a report data template early each year to document their AFVs/ATVs, AFV fueling infrastructure and other petroleum reduction measures. Some information is obtained through follow-up emails and phone calls. **The data collected from the stakeholders was entered in the 2014 Clean Cities market assessment to project the petroleum reductions.** For specific data from each stakeholder, please see the tables in the Appendix.

Local Government Entities

- **Air Quality Improvement Task Force** – The Air Quality Task Force participates in many different efforts to improve the air quality in the Wichita metropolitan statistical area. One effort related to transportation is free fares for public transportation on Ozone alert days. The days are announced one day in advance in an effort to reduce air pollution within the city of Wichita by having **less cars driving** in the city.

- **City of Derby** – Coalition staff facilitated installation of a **public charging station** for City of Derby located next to one of its major roadways, K-15. It was installed by Westar Energy and funded through a partnership between the City and Aviator Church.
- **City of El Dorado** – The Public Works Department of the City of El Dorado is a major supporter of CNG in its fleets. Public works staff sought financial assistance for several years before determining to install a **CNG station** on its own. The Grand Opening was held in September 2014 with City and Butler County officials, community leaders and the media in attendance. The station is located on the east side of El Dorado. Though nearby Wichita, the station is the only CNG station on the northeast side of the area and is situated on a major travel route. It is primarily used by the City of El Dorado for their public works fleet, but the city allows public access to fleets in the region or residents driving CNG automobiles. Currently, El Dorado operates the only CNG powered street sweeper in the state and has **15 CNG vehicles in their fleet** which include dedicated CNG fueled, dual fuel, and bi-fuel trucks.
- **City of Wichita, KS** – The City of Wichita currently has 4 public and 5 private **electric vehicle** charging stations located around the city. The public stations include select locations at Westar facilities, a Nissan dealership and a bank of Tesla fast charging stations at an Applebee's. The private stations include other Westar locations like the general office, system control center, service building, and the Murray Gill Energy Center. The City itself operates 34 medium and heavy duty hybrid electric diesels in its Public Works fleet. The city also has an **idle reduction policy** in place for its municipal fleet. Since its introduction, the City of Wichita fleet department reports a savings of 10,402,865 miles in 2012 and 10,354,119 miles in 2013. The city also launched the **Wichita Bicycle Master Plan** as a guide for future planning and decision making regarding public infrastructure investments, operations, and policies.
- **Wichita Fire Department** - The Wichita Fire Department serves a resident population of over 382,000 people. The Department also provides emergency responses throughout the metropolitan area through automatic and mutual aid agreements with surrounding jurisdictions. The department is comprised of 412 uniformed and 11 civilian members. CKC3 worked closely with the department to hold **First Responder Alternative Fuels Safety Training** classes at their regional training facility located in south Wichita.
- **Wichita Transit System** - Wichita Transit is a department of the City of Wichita. The City, in partnership with the Air Quality Task Force, has offered **free fares week** during the month of June for 3 years. The city reported an increase in ridership of 3% during Free Fares Week from 2014 to 2015, making a dent in **vehicle miles traveled**. The city plans to continue the program each year to permanently increase public transportation ridership throughout the year.

- **Goddard School District USD 265** – Since their adoption of **propane busses**, The Goddard school district has seen a petroleum displacement of 12,243 GGE
- **Wichita Public Schools USD 259** contracts their bus services through First Student for the entire district. First Student currently has a **no-idle policy** employees must sign and adhere to when hired on with First Student. With busses operating 220 days a year, saving 1 gallon per bus a day through this no idling policy, the District sees a fuel savings of 540 gallons a day. In a 220 day calendar year, this results in a fuel reduction of 118,800 gas gallon equivalents per year.

Fuel Providers

- **CNG Services, LLC** – Following several years of outreach and development work by KC Regional Clean Cities, gas utilities and industry stakeholders, a **public CNG station** was built in Wichita with a grand opening in June of 2013. The event was hosted by CNG Services (a partnership of several local companies) which also operates the facility. The station is located in the north side of the City of Wichita, though off the beaten path. The nearest highway to the station is I-135 and is only quarter mile away, though the route to the station is not easily found.
- **Ferrellgas** – Ferrellgas has **5 propane stations** in our region that offer autogas and is one of the area’s largest **propane-powered fleets** after Schwans.
- **Hampel Oil** is a fuel provider that to offers biodiesel blends to fleets at their 6 fueling stations located in various areas around the state. However, only one these Hampel Oil stations currently offers **biodiesel blends of b20** and above in our region, which is located in the City of Wichita.
- **Hutch’s Convenience Store**– Liberal is situated near the Oklahoma and Colorado borders in southwest Kansas. Hutch’s Convenience Stores are located primarily in Oklahoma, which has a mature CNG market. Given recent development activities in other areas of the state of Kansas, Mr. Hutchinson determined the time was right to offer CNG in his northernmost store, in Liberal, KS. Partnering with Sparq Natural Gas for equipment, the Liberal store opened its **CNG station** in early summer 2014, with typical fanfare, including fueling by a local Class 8 fleet.

Fuel Producers

- **Abengoa Bioenergy Biomass of Kansas (ABBK)** A new 100 million gallon **biomass-to-ethanol bio refinery** from Abengoa Bioenergy was constructed in Hugoton, Ks., in 2014. The construction of this "first of a kind" commercial scale bio refinery facility will allow ABBK to utilize their proprietary technology that has been developed and proven over the last 10 years to produce renewable liquid fuel from earth’s most abundant organic feedstock source - plant fiber, or cellulosic biomass.

- **Emergent Green Energy (EGE Bio)** - produces **biodiesel** using soybean and corn oils, as well as waste grease and oils collected from restaurants and kitchens across Kansas. In addition they use biodiesel in their subsidiary farming and trucking companies, with the highest volume of **biodiesel used by HCH Trucking**. EGE's production of biodiesel is limited by their current facility's capacity. However, they partner with restaurants in the Plains/Mid-West region to recycle cooking oil and grease for use in the production of biodiesel and recently received a contract to collect used cooking oils from all Walmart locations in western Kansas. EGE has provided our coalition with vital information about the major purchasers of biodiesel in the state of Kansas, giving definition about where it is going and also provided a facilities tour at their Minneola plant in 2014.
- **East Kansas Agri Energy** - EKAE is an **ethanol production facility** in eastern Kansas that was formed in 2000 by farmers and businesspeople supported by the Agriculture Sub-Committee of the Anderson County Economic Development (ACED) organization. EKAE provided financial support to the Alternative Fuel First Responder Training Classes in March 2015, by being one of two entities that provided lunch to fire fighters and first responders that attended the trainings

EPAct Fleets

- **Black Hills Energy** – Black Hills Energy was a supporter of CKC3 early on. As a major natural gas provider to most of the state west of Wichita, BHE has been involved with most of the CNG fueling station implementations and grand openings. The EPAct mandated utility has deployed 113 **CNG trucks** in its Kansas fleet and hopes to deploy more in the future.
- **Fort Larned National Historic Site** - Through the Clean Cities NPS Initiative, Fort Larned National Historic Site applied for its first National Parks Initiative Grant in the 2014 funding cycle. The park's long term goal is to possess a fleet in which all on-site vehicles and equipment are powered by **propane or electricity**, and all vehicles designated for long-distance use are hybrid-electric or propane. The grant consisted of replacing a diesel powered mower with a propane powered mower and replacing on-site vehicles with EV or plug-in hybrid alternatives. A proposal was submitted in late spring 2015 and is under review.
- **Kansas Gas Service** – Kansas Gas Service is the largest natural gas distribution company in Kansas, operating in 82 counties. The utility has been a strong supporter of both the Metropolitan Energy Center and Central Kansas Clean Cities as well as our stakeholders, like the City of El Dorado. Its staff serve on the **advisory board**, and the EPAct mandated fleet has recently determined to purchase and deploy **new CNG vehicles** at service centers around the state. Its staff are instrumental in bringing new natural gas stakeholders to the coalition.
- **Westar Energy** – As one of the major utility providers for the state of Kansas, Westar currently operates 50 **electric trucks** around the state. In addition, they are partners in the

EV Everywhere **Workplace Charging Challenge** and have installed public charging stations around the Wichita and Derby Metro areas. Its fleet comprises 949 units, 85 of which are alternative fueled vehicles. It has an **idle reduction policy** in place for their non-AFV trucks. Westar operates 360 days a year saving 0.5 gallons a day per vehicle, which results in a savings of 170,820 gallons per year. Westar was a main supporter in the National Drive Electric Week Event at Spirit Aerosystems in September 2015.

- **Wichita State University** – Wichita State is the third largest University in the state behind University of Kansas and Kansas State University. WSU currently has 14,000+ students enrolled and is also an **EPAct reporting agency**. Located in the Northeast section of the city of Wichita, Wichita State has plans to begin construction on an innovation campus that may have **electric charging stations** and a main hub for the **Wichita Transit System**.

Colleges

- **Pittsburg State University** – Pittsburg State University is located near the Missouri border in southeastern Kansas, 30 miles north of Joplin, Mo. PSU has a student population of about 7,300 students and is home of the Kansas Technology Center. The Technology Center **manufactures its own biodiesel** using recycled cafeteria fryer oil as the feed stock. Various quality tests are performed on the biodiesel and even used in an engine to test the performance. In mid-September, Kansas City Regional Clean Cities and Central Kansas Clean Cities coordinated with PSU to host an **ASE certified biodiesel training** by MARC-IV. More than 70 students participated in the training, which received television coverage from the local CBS affiliate KOAM.
- **Seward County Community College** – SCCC is located in the southwest corner of the state. Students in the **natural gas compression technology program** learn precision measurement, workplace skills, engine theory, basic electricity and circuits, metal fabrication, basic welding, repairing compressors and engines, compressor theory, mounting and aligning compressors, and preventative maintenance of engines and compressors. SCCC has plans to install a scaled down version of a fully operation CNG fueling station for students to get hands on experience on maintaining, troubleshooting, and repairing stations as complications arise. Its diesel technician program includes **biodiesel training** each year.

Private Fleets

- **HCH Trucking** A subsidiary to EGE Bio, they use biodiesel in their farming and transport trucks.
- **Schwan's** – Schwan's is a national partner of the Clean Cities program. Schwan's operates in 9 cities within our region, which include Colby, Garden City, Hays, Liberal, Manhattan, Parsons, Salina, Winfield, and Valley Center. By using **propane powered trucks** in their fleets, Schwann's has seen a petroleum reduction of 441,469 GGE of petroleum.

- **Seaboard Foods** and smaller farm/food transport companies operating in southwest Kansas, are growing demand and driving **CNG station development** in the area.
- **Spirit Aerosystems** – Currently the largest employer in the state of Kansas, Spirit Aerosystems took over much of the existing plant capacity when Boeing left the area. Spirit's employee sustainability group, the Spirit of Conservation, invited Central Kansas Clean Cities to host a **National Drive Electric Week event** at its main facility in South Wichita. The event was not open to the public, only to Spirit employees and their families, but attracted approximately 25,000 participants. At the event, 9 electric vehicles were on display from car manufacturers Nissan, BMW, General Motors, BYD, and Ford.
- **UPS – National Clean Fleet** and coalition member. Activities in the service area are primarily in **CNG** and are currently in development.

Service Providers and Strategic Partners

- **ICM, Inc.** - ICM is a company on the leading edge of an exciting industry—one dedicated to realizing every benefit of **biofuels technology**. Our equipment and processes are already used in the majority of U.S. ethanol plants, and we continue to develop processes to make ethanol production more efficient for our customers. ICM has also pioneered technology in power plants and grain processing facilities outside the ethanol industry, using our know-how to improve efficiencies **across the entire biofuels spectrum**—not just in the U.S., but around the globe.
- **Kansas Corn Commission** was funded with the Biofuels Infrastructure Program from USDA to install dozens of new **ethanol blender pumps** across the state.
- **Kansas Soybean Commission** – The Kansas Soybean Commission works to improve the profit potential for all soybean farmers in Kansas and across the United States. It is a board of nine volunteer farmers, who are responsible for managing Kansas' share of the funds collected under the national soybean check off program. Through it, each farmer contributes 0.5 percent (for example, \$5 of \$1,000) of the selling price of soybeans, which the Commission uses to further research and outreach for soybean uses, including biodiesel. The Commission has financially supported **Clean Cities' biodiesel outreach** in the state of Kansas since 2009.
- **McGavock Nissan** – McGavock Nissan is one of the major Nissan dealerships in the region with on-site charging stations, a wrapped **Nissan Leaf** used as a promotional car for the dealership, and a General Manager that fully supports alternative fuels. McGavock was the major supporter of the **Spirit Open House / NDEW** event in late September, bringing three Nissan Leafs and three sales people to answer questions about the vehicles. McGavock also participated in a **biodiesel lunch and learn** in anticipation of the new Titan XD diesel pickup truck equipped with a Cummins turbo diesel with b20 capabilities.

- **PB Hoidale Co Inc.** - Peter Bernard Hoidale founded the company in 1946. Starting from a small office in Wichita, Kansas, selling fuel storage tanks and pumping units, the company added additional product lines to complement its fuel equipment business, such as air compressors and lubrication equipment. PB Hoidale is an **installer and service provider of ethanol, biodiesel and now CNG stations.**
- **Propane Central** has been involved since the earliest days of the Coalition. Assisted the Goddard School District with **deploying 5 propane school busses** in their fleet and has provided educational resources to other districts.
- **Rusty Eck Ford** – Rusty Eck Ford is a large Ford dealership within the city of Wichita. It stocks most of the current Ford lineup, including bio/diesel trucks and PHEV sedans. Rusty Eck has participated in the **Dealership Biodiesel Lunch & Learn** program.
- **Sparq NG** – Building on its work with Hutch’s stores, Sparq and gas utility Black Hills Energy worked with U Pump It truck stops to plan the first **Class 8 CNG station** in Garden City, a growing transportation hub in southwest Kansas. A media announcement accompanied an informational session for fleets in late 2014. The store is scheduled to open in summer of 2015. U Pump It operates 14 stores in Kansas.
- **Sterling CNG** - Sterling CNG is based in Wichita and is focused on accelerating the adoption of natural gas for fleet fueling. **CNG Made Simple™** is a comprehensive and convenient fueling offering, removing time, knowledge and upfront capital as barriers to fleet adoptions of CNG.
- **Trustar** In August 2015, Trustar CNG held a grand opening celebration of a new **public CNG station**. The station features two covered and lighted fueling islands that can accommodate both large commercial vehicles. Trustar is also developing **private CNG stations** in the area for another stakeholder, UPS.
- **Urban Air Initiative** – Urban Air Initiative (UAI) operates in Colwich, Kansas, at the ICM research and production facility. UAI efforts include spreading awareness about toxic fumes released into the air from car emissions and how **ethanol blends** like E-10 and E-85 reduce toxic emissions compared to gasoline blended with non-ethanol additives, such as benzene. UAI and CKC3 have mutually assisted one another in spreading awareness about ethanol in Kansas. UAI hosts a YouTube page called Fueling Truth that **debunks common myths about ethanol in gasoline** and shows lab experiments on the effects of ethanol on plastics components in engines, using local gasoline blends, to demonstrate ethanol is not the cause of premature engine failure. UAI has supported CKC3 by being one of our most active board members. It was one of the main sponsors at the First Responder Alternative Fuel Trainings in March 2015 by providing catering to firefighters and first responders.

B. AFV Marketplace & Barriers

As previously noted, based on responses to our 2014 Clean Cities Annual Report of fleets, the local existing alternative fuels market currently includes 334 AFVs utilizing E85, CNG, LPG and electricity and 73 hybrid electric vehicles.

There are 2 public and 2 private biodiesel fueling stations; 4 public and 3 private CNG stations; 17 public and 2 private E-85 stations; 122 public and 15 private electric charging stations; 30 public and 0 private propane fueling stations. Clean Energy Fuels has built LNG stations in Salina and Colby and plan to open them when demand increases. Currently there is one truck stop electrification system located in Newton, KS, and no hydrogen fuel stations located in the region.

The following data showing petroleum reductions and Greenhouse Gas reductions by fuel or technology and is sourced from the 2015 Central Kansas Clean Cities Market Assessment:

Chart 1 – Gas Gallon Equivalents Reduced By Type -2015

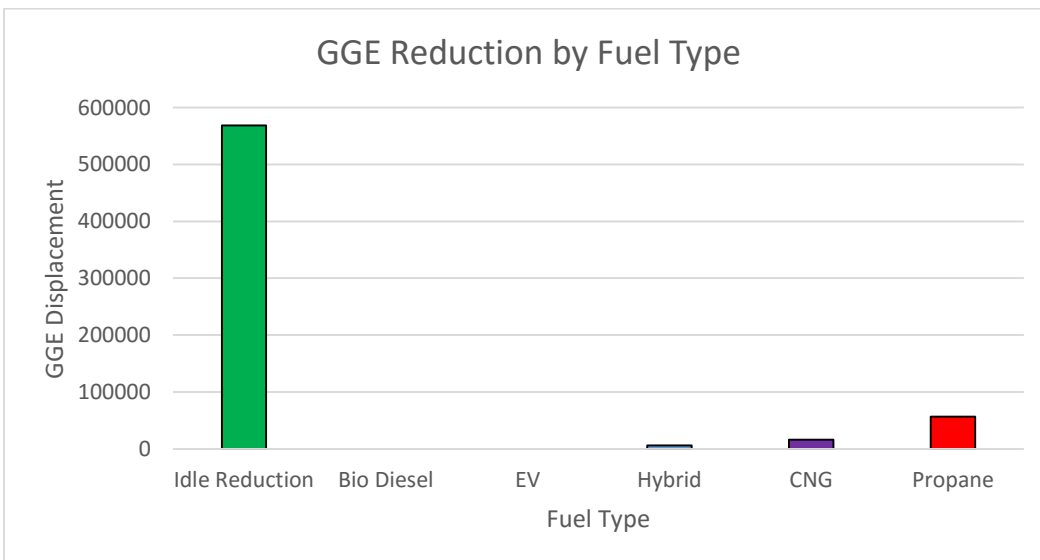
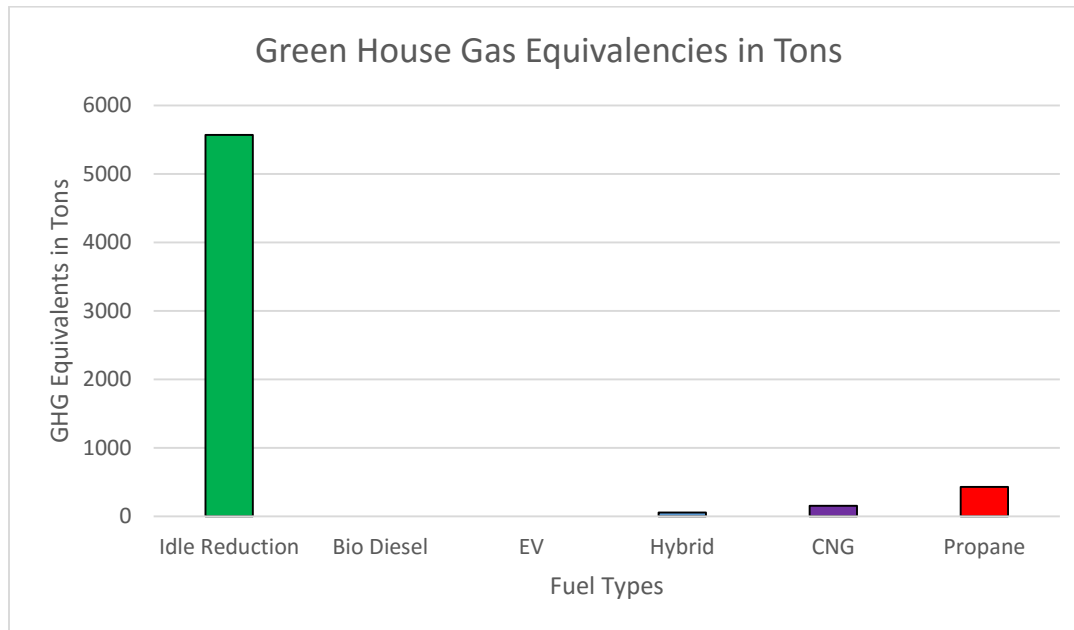


Chart 2 – Greenhouse Gas Reduction in Tons by Type - 2015



- Indicate what barriers exist to implementing any of the Clean Cities petroleum reduction technologies within your coalition’s area, and what approaches might be taken by the coalition to overcome these barriers.

Biodiesel

- KC Regional Clean Cities staff have collaborated with CKC3 staff and other stakeholders to increase awareness of the benefits of biodiesel to expand the market for biodiesel across the region through administering biodiesel outreach and training grants funded by the Kansas Soybean Commission. Early Coalition activities included:
 - Biodiesel workshop to educate local automobile dealerships in the region on biodiesel.
 - Biodiesel presentations have been made at booth spaces and conferences in the region including the annual KASBO (Kansas Association for School Business Officials) Conference in 2014, The Kansas Public Transit Association, Kansas Energy Conference, and the Kansas Motor Carrier Association.
 - Partnered with Kansas Soybean Association and stakeholders to educate the public about biodiesel through numerous community events.

- ASE Certified Biodiesel Training course for diesel mechanics at Pittsburg State University

The Coalition plans to work with Emergent Green Energy, Hampel Oil and other producers and distributors in the region to establish biodiesel stations in other Kansas counties in the next three years.

Ethanol

Most regular grade gasoline sold in the region is now E10 (although Kansas retailers have the option to offer non-ethanol gasoline) but E85 use is very limited. Most state and federal fleets and some local governments have flex fuel vehicles (FFVs) but are not using E85 fuel because these fleets do not have their own E85 tanks and dispensers.

Ethanol producers in our region have a collective production capacity of 725 million gallons per year as shown in the table below. Unfortunately, most ethanol produced in Kansas is shipped off for use in other states, like Colorado and California. The following table is a list of the current ethanol plants in Kansas and their current production capacities.

Production Facility	MGY
Abengoa Bioenergy #2	100
Abengoa Bioenergy Biomass of KS	30
Colwich Ethanol Plant	25
Conestoga / Arkalon Ethanol	110
Conestoga / Bonanza Bio Energy	74
E.S.E. Alcohol, Inc.	2
East Kansas Agri Energy	51
Kansas Ethanol	60
Nesika Energy	21

New Goodland Energy Center	40
Prairie Horizon Agri Energy LLC	40
Pratt Energy	60
R3 Energy	5
Reeve Agri Energy	12
US Energy Partners	55
Western Plains Energy Center	40
Total Ethanol Production Capacity	725
Showing production Capacity in MGY (Million gallons per year)	

Our Coalition has a good foundation for increasing awareness of the benefits of ethanol use, and we expect to increase these efforts in the future, leveraging the **XX** waived Federal fleet vehicles and other mandated fleets situated in the coalition territory. There is a major opportunity to collaborate with industry stakeholders to educate fleets on driver training and acceptance.

Natural Gas

Substantial work has been done in our region to expand the market for the use of CNG. As station development for both CNG and LNG takes off, there is a greater need for workshops and one on one fleet meetings in the areas surrounding the developments. We will work with utility gas providers, infrastructure installers, retail station owners and fleets, as well as the grassroots group CNG4Kansas, to organize and hold workshops in Wichita, El Dorado, Liberal, Salina, Topeka and other emerging markets for natural gas vehicle implementation.

Propane

Use of modern propane (autogas) technology has been somewhat limited in our region, but is gaining momentum rapidly, thanks to the work of stakeholders such as Propane Central. School districts are beginning to adopt propane for bus fleets, and it is used in National Park Service vehicles and lawnmowers, and in private fleet forklifts, mowers and trucks. We will work with PMAK to develop and

Electricity

There are currently 122 public and 15 private electric charging stations in our region. Tesla has built DC fast charging stations in Wichita as well as Salina, Hays and Goodland, cities that lie on the I-70 corridor.

Most of the major automotive dealerships in the Wichita area and some of the mid-sized cities in the region sell or have access to PHEV and EV vehicles. We have worked with the following for EV displays around the area:

- McGavock Nissan
- Davis-Moore Chevrolet
- Rusty Eck Ford
- Mel Hambelton Ford
- Schofield Honda

Through a National Drive Electric Week event at Spirit Aerosystems in September 2015, CKC3 hosted an EV display for the 25,000 visitors and educated general public and company fleet personnel on the benefits of electric vehicles.

Data recently obtained by R.L. Polk Data shows 4,711 hybrids registered in our ninety-one county region in 2010. The number of hybrids per capita in Sedgwick County is second in the state behind Saline County. Fleets using electric hybrids include City of Wichita (heavy-duty), New Bern PepsiCo (heavy-duty), Westar Energy (sedans, heavy-duty), and Nicodemus National Historic Site (sedan). Data from first and second-tier EV markets suggests that hybrid electric vehicle adopters may be first in their market to adopt EV and are also good advocates.

Other Petroleum Reduction

The Coalition's stakeholders have been pursuing idle reduction, fuel economy and VMT reduction measures for many years. For instance, in 2013 the Wichita City Council unanimously endorsed the Wichita Bicycle Master Plan as a guide for future planning and decision making regarding public infrastructure investments, operations, and policies. The plan includes building new trails, bike lanes, and shared lanes in with City of Wichita. The plan also intended to connect the existing bicycle paths to make it possible to for cyclist to ride around the perimeter of the city completely by bicycle. Since the Master Plan's implementation, there have been new bike lanes added to existing roadways connecting existing paths within the City. In July of 2015, there was a grand opening ceremony for a new bicycle trail. The Redbud Trail utilizes an existing railroad line that has not been in use for decades. The Redbud Trail has now made it possible for users to commute from Andover (a suburb of Wichita) to downtown Wichita entirely by bike path. The trail also connects to the K-96 path, which routes through Northeast Wichita. The Bicycle Master Plan will be fully implemented over the course of 10 years. Organizations like Bike Walk Wichita and The Bicycle and Pedestrian Advisory Board have made great progress in bicycle and pedestrian advocacy and education in Wichita and in the state of Kansas through coordinating events, influencing municipal and county decisions, holding monthly meetings, and supporting the efforts of smaller bicycle and pedestrian organizations.

Based on the CKC3 2015 Annual Report, actual petroleum reduction in 2015 was 647,069 gas gallon equivalents (GGE). The projected total displacement for 2018 is 977,072 GGE. This projects a 66% increase over the 3-year period for an estimated annual average increase of 17% in petroleum displacement.

The methodology for the projection utilized the coalition stakeholders' plans for implementing alternative fuel vehicles and technologies over the next 3 years. This information was gathered when completing Clean Cities Designation procedures.

V. Goals, Action Steps and Commitments

A. Program Plan Goals

The CKC3 Program Plan has been developed using input received during stakeholder meetings and assistance from KC Regional Clean Cities staff. To achieve the goals of the Clean Cities Program, and to increase petroleum reduction in the region by 17% per year, our Coalition outlined the following goals and objectives.

- 1. Increase the number of AFVs and hybrid-electric vehicles on the road each year. Include 3-year projections in Table 2 in the Appendix to the Program Plan.**

Support City of El Dorado CNG Effort: Provide technical and administrative assistance to the City of El Dorado to expand the capacity of its existing CNG public works fleet.

Completion Date: Ongoing

Responsible Party: CKC3 Staff, MEC, City of El Dorado Staff

Support Seward County CNG Effort: Provide technical and administrative assistance to Seward County to expand the capacity of its existing public access CNG fast fill station. This will allow additional vehicles/fleets to use the station (City of Liberal, National Beef Packing, etc.).

Completion Date: Ongoing

Responsible Party: CKC3 Staff; Seward County Staff, Seward County Community College Technical College

Collaborate with Fuel Providers to Educate the Public on AF Availability: Work with AFV station owners to make fleet managers and the public aware of existing refueling and recharging stations in the region. Use handouts, maps, the AFDC Station Locator, presentations, and other means to convey this information.

Completion Date: Ongoing

Responsible Party: CKC3 Staff; Station Owners

Promote the Use of Existing CNG Fueling Infrastructure & Develop Future Sites: Make fleet managers and other stakeholders aware of the new public access CNG fueling station in the city of Liberal and work with Black Hills Energy and Trustar CNG officials to establish additional public access fueling stations in the region.

Completion Date: 2018

Responsible Party: CKC3 Staff; Gaseous Fuels Stakeholders; CNG Providers

Collaborate with National Clean Fleets on AFV/ATV Projects: Work with the DOE Clean Cities National Petroleum Reduction Partnership Program to approach national partner fleets in the region (e.g., UPS, Federal Express, Verizon, PepsiCo, Coca-Cola, Schwann's) and assist them in developing and implementing AFV/ATV projects.

Completion Date: 2018

Responsible Party: CKC3 staff, Stakeholders, DOE National Partners
Program Coordinator

AFV/ATV Fleet Assessments: Meet with fleet managers and others to assess the feasibility of using AFV/ATVs or more fuel efficient vehicles in their fleets. Provide technical assistance as necessary and assist them in securing grant funding for their projects.

Completion Date: Ongoing (1 fleets per year)

Responsible Party: CKC3 Staff, MEC

2. Increase the number of alternative fuel refueling or recharging stations in operation in the coalition area. **Include 3-year projections in Table 3 in the Appendix to the Program Plan.**

Expand the Use of Biofuels & Fueling Infrastructure: Encourage the KS Department of Transportation to use B20 in its fleet region-wide. Encourage DOT to allow other state agencies in the region to use these pumps. Assist DOT in securing funding as appropriate.

Completion Date: 2018
Responsible Party: Biofuels Stakeholders, KDOT

Develop New Biofuels Retail Outlets: Address the issue of alternative fuel availability by identifying retail stations/travel centers in the region that want to offer Biofuels and assist with infrastructure retrofit, fuel delivery, and promotion. Establish biodiesel pumps at stations in counties currently without retail pumps. Focus on new stations near major highways and interstates to tap into the trucking market. Begin installing E-85 pumps in the region.

Completion Date: 2018 (Three new stations over three years)
Responsible Party: Biofuels Stakeholders, Other Distributors, Seward County Community College

Fleets Assistance for Flex Fuel Vehicles: Assist all fleets with existing Flex Fuel Vehicles (FFVs) to utilize E-85 fuel as it becomes more available in the region. Work especially with state and federal fleets to educate drivers and encourage them to use the fuel instead of gasoline. Create maps of E-85 station locations to be placed in vehicle glove boxes.

Completion Date: Ongoing
Responsible Party: Biofuels Stakeholders, WAMPO, State and Federal Fleet Managers, CKC3 Staff, MEC

Double EV Infrastructure in Our Region Over the Next Three Years

EV Everywhere Grand Challenge <http://energy.gov/eere/vehicles/ev-everywhere-grand-challenge-does-10-year-vision-plug-electric-vehicles> - Private Sector

<https://www.afdc.energy.gov/pev-readiness> - Public Sector

CMAQ Funds: Assist entities operating within the region and apply for CMAQ funds through the KDOT, the respective transportation planning organizations (WAMPO).

Completion Date: Ongoing as funding permits
Responsible Party: CKC3 Staff, MEC, Entities in KS

EV Infrastructure Adoption Project (Private Businesses): Assist and educate the private business sector with installation of EV infrastructure to further the adoption of workplace EV charging stations. Encourage private entities to participate in the EV Everywhere Grand

Challenge. Potential targets include major employers in the region such as Spirit Aerosystems, Hawker Beechcraft, Textron, Wesley Medical Center, and Via Christi. CKC3 will work with EV charging terminal providers Telefonix, GO E3, Aerovironmental, and electric utility Westar Energy.

Completion Date: 2018

Responsible Party: CKC3 staff, MEC, Westar, Telefonix, GO E3, Aerovironment

EV Infrastructure Adoption Project (Public Sector): Assist and educate the public business sector with installation of EV infrastructure to further the adoption of workplace EV charging stations. Encourage the use of the DOE PEV Readiness and Scorecard program to test their preparedness for AFV adoption. Potential targets include major employers in the region such as City of Wichita, City of El Dorado, and USD 259 to name a few. CKC3 will work with EV charging terminal providers Telefonix, GO E3, Aerovironmental, and Utility provider Westar Energy.

Completion Date: 2018

Responsible Party: CKC3 staff, MEC, Westar, Telefonix, GO E3, Aerovironmental

Expand Production of Biofuels Locally: Assist Emergent Green Energy in Minneola to increase its production of biodiesel by increasing the amount of feedstock (waste vegetable oil) collected in the region. Assist them by reaching out to producers of waste vegetable oil (schools, restaurants, etc.) and securing their participation. Create an incentive for waste grease producers to recycle their oil with biodiesel producers. Create annual events in major metropolitan areas like Wichita to recycle used cooking oils after thanksgiving.

Completion Date: Ongoing

Responsible Party: Biofuels Stakeholders, Emergent Green Energy, Feedstock providers

3. Recruit new stakeholders

Recruit New AFV/ATV Government and Private Fleets: Increase the number of new stakeholders by ten over three years, specifically, targeting public fleets not currently using AFVs/ATVs (Salina, Andover, Colby, Newton, Augusta, etc.) and private fleets (Cornejo and Sons, U-Haul, Verizon, Pepsi, Coca Cola, Andale Concrete, other delivery fleets, etc.). Provide workshops and one-on-one sessions in areas surrounding station development.

Completion Date: Annually (Ten over three years)

Responsible Party: CKC3, MEC Steering Committee

Increase Relationships with Area Chambers of Commerce to Recruit New Stakeholders: Strengthen existing relationships with the Wichita and other area Chambers of Commerce and begin partnering with Chamber members as stakeholders.

Completion Date: Ongoing

Responsible Party: CKC3 Staff

Develop Contacts with Automotive Dealers: Recruit product manufacturers and local dealers: Honda America; Ford Motor Company; General Motors, Toyota America; Nissan, Freightliner, Eaton Corporation, General Electric, etc.

Completion Date: 2017 (three members over three years)
Responsible Party:CKC3 Staff

Seek New Stakeholders Through College AFV Curriculum Attendees: Recruit new stakeholders from those enrolled in the region's technical colleges' new Alternative Fuels Courses and those attending related workshops and conferences.

Completion Date: Ongoing
Responsible Party: CKC3 Staff; Technical College Stakeholders

Recruit Regional Retail Fuel Providers: Seek out regional retail fuel providers to encourage them to join as CKC3 stakeholders. As retail fuel providers become more acquainted with CKC3 initiatives, they will be encouraged to begin offering alternative fuels to businesses, government agencies and the general public.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, MEC

4. Develop and promote incentives to increase the use of alternative fuels and vehicles and idle reduction technologies in the coalition area

Legislative Outreach with State's Regional Political Leaders: Continue or establish relations with our region's KS legislative delegation and inform and involve them as appropriate.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, MEC, Stakeholders

Collaborate with Other AFV Organizations on Legislative Goals: Collaborate with the Kanas City Regional Clean Cities Coalition and other alternative fuel organizations to identify annual legislative goals and actions.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, KCRCCC Staff, MEC

Promote the Use of State & Federal AFV/ATV Incentive Programs: Support continuation and expansion of KS alternative fuel and transportation incentives that provide support for AFV/ATV and infrastructure projects. Encourage fleets to apply for KS and EPA funds for idle reduction projects and alternative fuel consumption initiatives.

Completion Date: Ongoing
Responsible CKC3 Staff

Promote the Use of Idle Reduction Incentives: Work with the local Air Quality Improvement Task Force, Wichita bus and other partners to develop incentives to use idle reduction technologies and measures in the region. (non-financial)

Completion Date: Ongoing
Responsible Party: CKC3 Staff

5. Communicate the Clean Cities message to the public. Include specific outreach activities, target audiences and anticipated outcomes.

Develop Local AFV Success Stories: Package local success stories, such as the City of El Dorado that uses a variety of AFVs/ATVs, City of Wichita that uses Hybrid and flex fuel fleet vehicles, Pittsburg State University that uses and makes its own biodiesel, and others, and use them as examples to demonstrate the benefits of being a CKC3 stakeholder.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, MEC

Participate in Education & Outreach Activities: Attend and participate in association meetings and workshops addressing alternative fuels and the benefits of CKC3 membership.

Completion Date: Ongoing (3 over three years)
Responsible Party: CKC3 Staff

Celebrate Stakeholder Success Stories: Give current stakeholders recognition. Make it attractive for others to sign on.

- Press releases
- Success Stories on the web site and in CKC3 newsletter
- Links to stakeholder web sites
- Publicity through the various events
- Nominations for awards

Completion Date: Ongoing
Responsible Party: CKC3 Staff, MEC

Organize Stakeholder Success Story Presentations to the Public: Arrange speaking engagements for CKC3 stakeholders to make presentations on experiences with alternative fuels, AFV/ATVs, and other Clean Cities technologies at Stakeholder meetings, other group meetings, forums, workshops and conferences.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, Key Stakeholders

Collaborate with Technical Community and 4 year Colleges for AFV/ATV Training:

Assist the region's technical community colleges in developing and promoting training classes and programs on AFVs/ATVs and other Clean Cities technologies. Training should include mechanic certification programs. Work with Cowley and Butler County Community Colleges on certifications for mechanics and technicians at Cowley Community College and first responder training with Butler Community College.

Completion Date: Ongoing

Responsible Party: All Committees, Cowley County Community College, Butler County Community College

Maintain and Update Metropolitan Energy Center Website: Create a new CKC3 tab within the Metropolitan Energy Center web site and keep information on site current.

Completion Date: Ongoing

Responsible Party: CKC3 Staff, Web Designer

Produce and Distribute E News: Produce and distribute electronic newsletter to all CKC3 stakeholders.

Completion Date: Ongoing

Responsible Party: CKC3 Staff, MEC

Update Educational Materials: Update materials and other handouts for distribution at meetings, conferences, demonstrations and through the mail.

Completion Date: Ongoing

Responsible Party: CKC3 Staff

Provide AFV Information to Media Outlets: Increase public awareness of benefits and availability of AFVs/ATVs by establishing and maintaining a strong working relationships with key media staff. Feed the media ideas for stories on a regular basis. Issue press releases on key events and stories. Arrange and/or conduct interviews as requested.

Completion Date: Ongoing

Responsible Party: CKC3 Staff, MEC

Participate in Regional Public Events: Continue participation in community events such as major area Chamber of Commerce Events, Earth Day events, employee health fairs, holiday parades, etc. to educate the general public.

Completion Date: Ongoing

Responsible Party: CKC3 Staff, MEC

Organize Celebrations of AFV Successes within the Region: Plan and participate in celebrations of conversions of fleets and fuels throughout the region in order to influence decisions of others.

Completion Date: Ongoing
Responsible Party: CKC3 Staff

Promote AFV/ATV Education within the Regional School System: Work with the Air Quality Improvement Task Force staff and others to educate teachers and students about air quality issues and solutions including AFVs/AFVs, Fuel Economy measures, Idle Reduction programs, etc. Continue working with these entities to encourage schools and other institutions to erect Idle Reduction signs.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, MEC, AQITF Members

Update AFV Station Location Websites: Make fleet managers and the public aware of fueling opportunities by sending updates to the DOE Alternative Fueling Station Locator and other mapping tools as new fueling and recharging stations come on line in the region. Link to the Station Locator from the MEC website.

Completion Date: Ongoing
Responsible Party: CKC3 Staff and Committees

Conduct a Media Event to Celebrate the CKC3 Clean Cities Designation: Apply for and obtain Clean Cities designation. Plan a media event with DOE and stakeholders to celebrate designation and to spread the Clean Cities message.

Completion Date: 2016
Responsible Party: CKC3 Staff, MEC

6. Achieve coalition financial sustainability

Investigate Grant Opportunities for Coalition Support: Continue to identify and apply for grants for operations and infrastructure through various agencies such as US DOE; TVA; ARC; USDA, EPA, NC DAQ, NC Energy Office,

Completion Date: Ongoing
Responsible Party: CKC3 Staff, MEC

Recruit Sponsors: Identify and secure sponsors for CKC3 workshops and other activities to defray operating expenses. Recruit ongoing operating activities as part of metropolitan energy center energy network. Include fund raising events

Completion Date: Ongoing
Responsible Party: CKC3 Staff

Collaborate with Partners on Joint Grants: Work with partners (e.g., other Coalitions, AQITF, Sierra Club, key stakeholders, etc.) to develop joint grant applications to fund staff and activities.

Completion Date: Ongoing
Responsible Party: CKC3 Staff

Evaluate Holding Fund-Raising Events: Consider fund-raising events such as trade shows, dinners, races and golf tournaments. Work closely with MEC and KCRCCC staff for advice on past events.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, KCRCCC Staff, MEC

Utilize Interns and Volunteers for Operational Support: Utilize College Interns, Energy Enthusiasts etc. to research grant opportunities, conduct fundraising activities and assist in implementing various CKC3 programs to reduce Coalition operational costs.

Completion Date: Ongoing
Responsible Party: CKC3 Staff

Complete Technical Assistance Contracts: Utilize technical assistance and grant writing contracts to support staff and provide a higher level of service to stakeholders. Establish and develop technical assistance skills in staff.

Completion Date: Ongoing
Responsible Party: CKC3 Staff

Collaborate with Groups Regionally to Expand the Clean Energy Economy: Work with private and public entities to expand the clean energy economy in the 109 KS counties. This will provide more opportunities for stakeholder involvement and support as the economy improves.

Completion Date: Ongoing
Responsible Party: CKC3 Staff

7. Educate policymakers about the benefits of the Clean Cities portfolio of technologies

Educate Regional Policy Decision Makers: Make presentations to the Sedgewick County Council Board, other policy boards on Clean Cities technologies, benefits and use in the region.

Completion Date: Ongoing
Responsible Party: CKC3 Staff

Conduct meetings with Local Officials: Meet with local elected officials and senior staff to provide information on activities in AFV and Biofuels market.

Completion Date: Ongoing
Responsible Party: CKC3 Staff

Conduct Clean Cities Technologies Workshops for Policy Makers: Plan and host workshops for policy makers on the benefits of Clean Cities' technologies and Clean Cities Program.

Completion Date: Ongoing
Responsible Party: CKC3 Staff, Appropriate Stakeholders

Promote Petroleum Reduction: Continue to encourage and support local decisions to adopt practices that contribute to the reduction of petroleum consumption in the transportation sector through the meetings noted above and by identifying funding opportunities for the installation of alternative fuels infrastructure and retrofit projects.

Completion Date: Ongoing
Responsible Party: Steering Committee

B. Monitor Program

What role will the Working Groups play in ensuring the coalition's success?

CKC3 and supporting MEC staff will be responsible for monitoring projects and activities and for providing guidance to the parties responsible for implementing the actions required under the plan.

The CKC3 Coordinator will complete the Department of Energy's (DOE) Clean Cities Annual Report each winter. Responses will constitute a comprehensive account of CKC3's petroleum displacement accomplishments and activities for the previous calendar year. The CKC3 Advisory Board will also use this information to measure its effectiveness and its progress toward achieving the goals we set.

The Coordinator and Committee Chairs will provide progress reports at regular meetings, and the Coordinator will participate in monthly conference calls held by our assigned DOE project management coordinator, during which each coalition provides an update on its current activities.

VI. Funding and Sustainability

A. Coalition Funding

The CKC3 is staffed and funded by the Metropolitan Energy Center located in Kansas City and is funded in the following ways:

- Kansas Soybean Commission Biodiesel Outreach & Training Program Grant
- Board members and other sponsorships
- MEC administrative funding

We have successfully used college interns, members of the Board and program grants to help implement our programs. The Coalition currently has a stakeholder dues structure. Several stakeholders have sponsored our education and training events and we have collected registration fees as well for training classes like the Alternative Fuel First Responder Trainings hosted by FS Circle and coordinated by CKC3.

Our sustainability strategy includes securing grants from numerous sources including those listed above. New sources will be investigated including the:

- U.S. Environmental Protection Agency
- Local/regional/state Economic Development opportunities
- CMAQ-related outreach via Wichita Area Metropolitan Planning Organization
- U.S. Department of Agriculture
- U.S. DOE Clean Cities Project Grants
- Clean Cities Coalition Support Contract once designated

We will expand our technical assistance through the Mid-America Green Fleets program. We will increase our efforts to secure event sponsorships and donations. We will explore the feasibility of fundraising events. We will continue to pursue college interns, AmeriCorps members and Energy Fellows if available. The Coordinator and our Steering Committee will be responsible for developing and implementing this sustainability strategy. Depending on available funding, the FY2015-16 budget will be \$30,000 - \$60,000.

B. Stakeholder Funding

Metropolitan Energy Center has been very successful in assisting its stakeholders in securing grants to support AFV and infrastructure projects. We see that as a major role of the new Coalition, once established.

We managed or assisted stakeholders with the following grants:

Table - Grant Funding through Fall 2014

<i>Year</i>	<i>Source</i>	<i>Grant Applicant</i>	<i>Amount</i>	<i>Summary</i>	<i>Status</i>
2014	KDOT (CMAQ Funds)	Air Quality Improvement Task Force	\$98,858.20	“Free Fares Project” provided free travel on Wichita Transit during Free Fares Week and on Ozone Alert Days to increase public awareness and use of the City bus system in an effort to reduce on-road emissions of ozone precursors.	Complete, 58,416 rides provided. 15188 rides more than same week in 2013. No Ozone Alert Days able to provide an additional 2 Free Fares days Nov. 28-29: 13,506 rides free rides provided which was 4,479 more than same days in 2013.
2015	KDOT	City of Wichita Environmental Health, Air Quality Improvement Task Force	TBD	Personal vehicle emissions and gas cap testing. Information provided on car emission performance, and air quality.	Ongoing
2015	KDOT (CMAQ funds)	Air Quality Task Improvement Force	\$98,858.00	“Free Fares Project” provided free travel on Wichita Transit during Free Fares Week and on Ozone Alert Days to increase public awareness and use of the City bus system in an effort to reduce on-road emissions of ozone precursors.	Ongoing. Total free rides provided: 60,411. No Ozone Alert Days yet.

If targeted sources of funding fall through or are scaled back, what is the coalition’s fallback strategy for funding ongoing operations?

Describe the coalition’s coordinator succession plan. In the event of personnel turnover, how will the coalition transfer institutional knowledge to the new coordinator?

How will the coalition maintain records and other information regarding operations?

What training will the coordinator pursue over the next 3 years to develop his/her skill set?

VII. Outreach and Education

What is the coalition’s outreach and education strategy? What are the target audiences for the various efforts? How will the coalition follow up the initial efforts?

Does the coalition have a newsletter or e-newsletter? How frequently is it published? Attach a sample and include a link, if available.

Does the coalition have a web site? Does the coalition utilize other social media, such as Facebook or Twitter? How frequently is the information updated? Include a link to online media, if available.

How will the coalition publicize its successes and the benefits of reducing petroleum consumption? How will it build interest and support for coalition activities?

VIII. Appendix

Provide a contact list of Steering Committee and/or Board of Directors in the Program Plan Appendix. You may include this as part of the Stakeholder Contact List or as a separate list.

Provide a stakeholder contact list, including name, title, organization, address, phone(s), fax and e-mail address as Table 1 in the Appendix to the Program Plan.

Table 1 Stakeholders Contact List

CKC3 Advisory Board Members	
Member	Company/Organization
David Johnson	Rental Geek
Tim Hess / Gabe Schlickau	Black Hills Energy
Dennis Brown	Kansas Gas Service
Alan Martin	Propane Central
Mike Coburn	Westar Energy
Dennis Hupe	Kansas Soybean Commission
John Schlegel	Wichita Area Metropolitan Planning Organization
Kay Johnson	Individual
Kevin Doolin	J.F. Electric

Kelly Gilbert	Metropolitan Energy Center
Warren Adams-Leavitt	Metropolitan Energy Center

Table 2 Summary of Alternative Fuel Vehicles, Current and Projected

Current Fleet Counts and Details								
Organization	Total Fleet	AFV Count	EV	Hybrid	Bio diesel	Ethanol	CNG	LPG
Black Hills Energy	152	113					113	
City of El Dorado		15					15	
City of Goddard		5					5	
City of Wichita	1550	34		34				
ICM, Inc.		10				10		
Nicodemus National Historic Site	2	2		1				1
New Bern / PepsiCo (local project, National Clean Fleet)		3		3				
Schwan's (National Clean Fleet) - Colby, KS		79						79
Sterling CNG	3	3					3	
USD 256 Goddard		5						5
USD 259 Wichita	540							
Westar	949	85	50	35				
TOTALS	3191	341	50	73	0	10	136	85

Table 3 Summary of Refueling/Recharging Infrastructure

Current Refueling/Recharging Stations								
Operator	Access	Location	Bio-Diesel	CNG	LNG	LPG	E85	Electric
El Dorado City Public Works	Public / Private	El Dorado		1				
Westar Energy	Public	El Dorado						1
U Pump It (Sparq for CNG)	Public	Garden City		1			1	

Hutch's C-Store	Public	Liberal		1				
CNG Energy LLC	Public	Liberal		1				
Express Lane #20 (Shell)	Public	Liberal					1	
Southwest Gas Equipment Co	Public	Liberal				1		
Rash Oil Co	Public	Liberal				1		
Fort Riley	Private- Govt use only	Manhattan	1					
Emergent Green Energy	Public	Minneola	1					
Central Ag Commodities	Private	Plains		1				
Pioneer Natural Resources	Private	Ulysses		1				
Brown Dupree Oil Co	Public	Ulysses					1	
McConnell Air Force Base	Private- Govt use only	Wichita	1					
Hampel Oil	Public	Wichita	1					
CNG Services LLC	Public	Wichita		1				
Pawnee Corner - Sunshine Energy (Shell)	Public	Wichita					1	
Robert J Dole Medical Center	Private- Govt use only	Wichita					1	
Petro America	Public	Wichita					1	
Jump Start (Conoco)	Public	Wichita					2	
Applebee's - (Tesla Chargers)	Public	Wichita						1

Westar Energy	Public	Wichita						2
Westar Energy	Private	Wichita						4
Davis Moore Nissan	Public -Call ahead	Wichita						2
Ferrellgas	Public	Wichita				1		
U Haul	Public	Wichita				2		
Totals			4	8	0	5	8	10

Table 4 Summary of Alternative Fuel Usage

Fuel Type	2014 GGEs	2018 Projections
Biodiesel (B100)		
Compressed Natural Gas		
Electricity		
Ethanol (E85)		
Liquified Natural Gas		
Propane Autogas		

Table 5 Summary of Idle Reduction Activities

Current Idle Reduction Policies and On Board Technologies			
Fleet	# of Vehicles	Technology	Fuel Savings (Estimated GGE Savings)
City of Wichita	1550	Mandatory Policy	279,000
USD 259 Wichita	540	Mandatory Policy	118,800

Westar Energy	949	Mandatory Policy	170,820
City of Derby Police Department	1	Smart Idle-Right	144
Newell’s Truck Plaza (Shorepower – 24 bays)		Truck Stop Electrification	

Table 6 Stakeholder Commitments

Include a table indicating stakeholder commitments during the next 3 years as [Table 5](#) in the Appendix to the Program Plan. (See the sample summary table format provided in [Attachment C](#) to this Guide.)

Memorandum of Understanding

Introduction

The U.S. Department of Energy’s Clean Cities is a voluntary program, locally based, government and private industry partnership whose goal is to expand the use of alternative fuel, accelerate the deployment of alternative fuel vehicles and build a local alternative fuel infrastructure.

The Clean Cities program supports the Energy Act of 1992 and the Clean Air Act and its 1990 Amendments, seeks to reduce national dependence on imported, and promotes the creation of commercial opportunities, new jobs, and new businesses in the alternative fuels industry.

Purpose

The purpose of this Memorandum of Understanding (MOU) is to invite you to participate in Central Kansas Clean Cities Coalition. We are a voluntary public and private partnership, which is dedicated to reducing the region’s reliance on gasoline and diesel fuels and improving air quality.

Choosing to sign this MOU will grant your entity, access to all Central Kansas Clean Cities’ resources as a stakeholder and you will automatically add to our communications list.

Policy

Signed individuals or organizations will actively support our efforts to achieve the specific goals and objectives of Central Kansas Clean Cities and the national Clean Cities program.

Objective

Central Kansas Clean Cities and signatories commits to work together toward reducing petroleum consumption and educating region of CKCC's resources.

Signatories agree to work with Central Kansas Clean Cities in regard to designation. Designation signifies the approval of the coalition by the United States Department of Energy. We want to strength the current alternative fuels market.

The Central Kansas Clean Cities Designation Process follows the guidelines described here:

- Sets forth goals reflecting the planning process and defining what the organization seeks to accomplish and why.
- Creates an organizational structure enabling Central Kansas Clean Communities to effectively carry out its mission.
- Characterizes the AFV market situation by gathering primary information on fuels, vehicles, and infrastructure from members and area AFV market stakeholders.
- Define estimated timetables containing discrete action items, milestones and deadlines for achieving objectives and goals.

Date

Signature, Name/Title of authorized signatory

Company/Entity

Phone

Email Address