

# Plug-in Electric Vehicle Pilot Programs

E2Tech

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**CENTRAL MAINE  
POWER**

# Requirement of MPRP Stipulation

“... will include a process for pilot projects to facilitate the increased use of hybrid and electric cars in Maine, and **to promote the storage of renewable and other energy generated off-peak to replace fuels with greater climate impacts.** At least three pilot projects to facilitate the increased use of hybrid and electric cars shall be brought to the Commission for review and approval by the end of 2012.”

# CMP's Approach to Three EV Pilots



- Firsthand EV experience for CMP
- Limited scope
- No 3rd party risk; integrate into I-USA fleet

- Broaden public awareness and PEV interest
- Partner with other progressive organizations
- Implement in 2012

## For example

- Reduce barriers to PEV use
- Foster PEV education
- Support public charging infrastructure
- Pricing - options for PEV charging

# EV Pilot #1

- 2 Chevy Volts (PEV)
- 2 medium duty buckets with PE-PTO (7 more due 2012/13)
- 1 Ford Transit Connect EV
- Level 2 (fast) charging stations installed at CMP facilities
- Employee and Public outreach and education
- EPRI / DOE Chevy Volt evaluation



# Proposed EV Pilot #2

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- Identify highly visible and progressive organizations located in CMP's service territory that are interested in PEVs
- Select 1 organization per month for ten months and award \$15,000 grants as an incentive to purchase or lease a PEV (approximate cost of a standard 2-3 year lease).
- In exchange, organizations agree to co-promote (e.g., signage on vehicles) and to collect vehicle operational data

# PEV Benefits from a Utility POV

- Energy storage for renewable resources
- Reduce carbon emissions from transportation fuels
- Increase rate base with off-peak demand to lower costs for all customers
- Potential V-to-G demand response resource (way down the road)



$$\frac{\text{O\&M} + \text{CAPEX} + \text{ROI}}{9 \text{ B MWH}} = \text{Rates}$$