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

Pilot 1
“Firsthand knowledge”

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

Pilot 2
“Get tires on the ground”

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

Pilot 3
“Market catalyst”
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

• 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)
\[
\frac{O&M + CaPex + ROI}{9 \, B \, mWh} = \text{Rates}
\]