

**Smart Grid Rulemaking
Electric Vehicles Workshop
CPUC Auditorium
July 15, 2009**

Opening Remarks of Commissioner Rachelle B. Chong

Good morning. Thank you to everyone for coming to today's Smart Grid workshop.

Joining me today is Carol Brown, Chief of Staff to President Peevey. Representing the California Energy Commission is David Hungerford, Advisor to Commissioner Art Rosenfeld. I am also joined by Laura Manz, Vice President of Market & Infrastructure Development at the California ISO. Thank you all for coming.

Today's workshop is the fourth of five in the Smart Grid rulemaking. Our focus today is on plug in electric vehicles.

The widespread use of electric vehicles presents a major opportunity to cut greenhouse gas emissions from the transportation sector. In 2003, the transportation sector accounted for 27% of total US GHG emissions, reports the EPA. Transportation GHG is growing at a faster pace than any other economic sector.

Electric vehicles can be highly efficient. They also take advantage of an electrical system that is becoming greener and greener. The environment, consumers, and utilities all stand to benefit.

The time for electric vehicles has come because Californians are committed to tackling climate change.

Electric vehicles are hitting the roads soon. At least 10 to 15 new electric vehicle models are expected to enter the California market by 2015.

Electric vehicles are getting serious national attention too. In March, President Obama toured Southern California Edison's Electric Vehicle Technical Center. While there, he announced a goal to put one million plug-in hybrid electric vehicles on America's roads by 2015. He also said that he's looking to California to lead the way. Based on what I know so far, if we want to lead the way, we have a lot of work to do together.

Electric vehicles are unlikely to be successful unless consumers can easily and conveniently refuel them. Charging infrastructure needs to be available and easy to use, both at their homes and in public places which are easily accessible.

Systems are also needed to properly bill customers wherever they happen to be charging their vehicles.

We also need to address cost issues. Who should pay for electric vehicle infrastructure?

These are some of the interesting issues we will examine today.