

Excerpt from FERC Chairman Wellinghoff speech on electric vehicles and the transmission grid, Detroit Economic Club, October 19, 2010

A Chevy Volt owner in Detroit driving 40 miles a day, roughly the distance the car can go on a charge before gasoline engine kicks in, would pay \$40 a month for fuel. That's a savings of \$116 compared with a car using \$3.25 gas and getting 25 miles to the gallon. A Leaf, if it's driven the 100 miles a day that it can go on its charge, it can save as much as \$350 a month, so you can see that the savings could be substantial at a price of less than a \$1 a gallon equivalent.

Most people are going to be charging their electric vehicles at home, because the infrastructure you need is the plug in the wall. These cars can charge in a 110 volt, charging certainly at 220 will charge them faster- depending upon the size of the battery, you may need 220 versus 110- but you have the primary infrastructure at your house right now. You have the primary infrastructure in many parking garages. You have primary infrastructure in many places. There are at least seven companies competing though to dominate the public charging station market right now, and a trade group representing the electric utility companies of the nation has pledged to aggressively create infrastructure to support full-scale commercialization and deployment of plug-ins.