

Janet Creech 11:25 AM
Can we get copies of these slides?

You would like to answer this question live.

Business Climate Leaders BCL 11:24 AM
Have you calculated how a national carbon tax, such as that supported by Janet Yellen (fee and dividend), might impact the benefit/cost calculations that drive (or retard) deployment of these solutions. A \$10/ton carbon fee, increasing annually by \$10, would raise gasoline/diesel prices about a dime a gallon per year.

Robert Perry 11:26 AM
With the coming arrival of Class 8 EVs using both batteries and fuel cells that can discharge at power rates of up to 500KW, would it be possible to create a market for emergency back-up generation (BUG) services to facilities and even entire communities? In this scenario, trucks within a certain radius could converge on an area impacted by an outage. This would enable large amounts (MW+) of energy to move to impacted areas and greatly reduce the need for mass operation of stationary diesel BUG units.

Leslie Alden 11:45 AM
I'd like to hear what the presenters think of using hydrogen instead of e batteries.

Al Chase 11:16 AM
Manufacturing and extractive industries externalize costs, with devastating consequences to the environment. Absent radical change, the manufacture of millions of electric vehicles and the extraction of the raw materials that go into them will continue that devastation. What plans are in place to avoid environmental damage as we transition to electric vehicles?

Alice Sung 11:22 AM
would the existing school bus program also include allowance or incentives for districts that need or simply want new electric buses for both equitable transportation and microgrid integration or resilience reasons?

John Snell West Marin of SF Bay Area 11:24 AM
Tesla co founder, JB Straubel, is recycling EV batteries to extract lithium and other reusable materials.

<https://cleantechnica.com/2020/01/05/battery-recycling-will-be-the-new-new-thing-jb-straubel-kore-power-are-leading-the-way/>

<https://www.redwoodmaterials.com/>

Al Chase 11:25 AM

A rapid transition to electric vehicles will abandon millions of gas and diesel vehicles before the end of their useful life. How to minimize that waste?

Lisa Schmidt 11:35 AM

@Al Chase: Related info on total lifecycle costs of EVs vs gas cars in a nice format here:

<https://www.youtube.com/watch?v=6RhtiPefVzM>

Patrick Carter 11:37 AM

If we are frequently deeply cycling these car batteries in VGI, is that going to have a significant impact on the life of the batteries, or is this something being dealt with in upcoming batteries?

David Kunhardt 11:38 AM

Erika, Time of Use tariffs now put higher value on the evening peak. It is real-time already.

Al Chase 11:39 AM

Worldwide this will require vast amounts of lithium. Might nations go to war to protect their sources of lithium, as we do for oil?

David Kunhardt 11:39 AM

Kurt, which auto manufacturers are on board and friendly to V-2-G use? Can we support them? How is that expanding?

Alice Sung 11:41 AM

that was for Erika

Kevin Morrison (he, him) 11:43 AM

What's the elevator pitch? Is it as simple as "Let's put solar on every roof, EVs in every household, and electrify every schoolbus fleet?"

Bob Kibrick 11:44 AM

My understanding is that the Nissan Ariya's sold in China and Japan will have a Chademo interface but those that will be sold in the US will only be equipped with CCS. Chademo can support V2G today but CCS won't do so for several years. Is there any hope of getting Nissan to offer Ariya's with a Chademo interface for sale in the US?

Larry Bishop, Scrooge 11:46 AM

Are there existing models worldwide that are up and running for V2G integration. Australia comes to mind.

Leslie Alden 11:51 AM

What was the website that was just mentioned? "Charin"?

Kevin Conway 11:53 AM

Are hydrogen fuel cells ever going to be a major player in EV's?

Ash McNeely (she/her) 11:58 AM
FYI re Lyft's EV commitment from July 2020: <https://www.lyft.com/blog/posts/leading-the-transition-to-zero-emissions><https://www.lyft.com/blog/posts/leading-the-transition-to-zero-emissions>

David Kunhardt 11:58 AM
BCL, you make a great point. A carbon fee & dividend in place will cause all manufacturers if Internal Combustion as well as EV manufacturers to pay for the negative GHG impacts of manufacturing... and it will benefit EVs more over their life cycle for sure. In fact, it is the only national policy that internalizes those external negatives that we need to do.

Riitta DeAnda 11:59 AM
Could Erika Myers post her contact information again.

Lisa Schmidt 12:00 PM
Efficient eMobility option: <https://www.aptera.us/>

Lisa Schmidt 12:01 PM
THANK YOU, great topic