

Climate Action Plan Advisory Group Meeting Summary

Meeting Date: October 3, 2007

Prepared by: Kevin Afflerbaugh

Members present: Jim Wilson, Pam Milmoe, Henry Mueller, Adriana Raudzens Bailey, Ann Livingston, Francoise Poinsette, Amy Ellsworth, Michael Reid, Paul Norton, Craig Eicher, Jeff Fiedler, Jim Hill, Moe Tabrizi

Members absent: Gwen Farnsworth, Howard Geller, Brian O'Neill, Dan Powers, Blake Jones, Joe McDonald, Carol Tombari

Staff present: Sarah Van Pelt, Yael Gichon, Kevin Afflerbaugh, Drew Bascue, and Beth Powell

Agenda:

1. Approval of minutes
2. Updates from Staff
3. Transportation Strategies
4. Residential Program Highlights

Notes:

Sarah Van Pelt Updates:

- Introduction of Moe Tabrizi who is replacing Paul Tabolt as the CU rep
- Attachments for upcoming meetings will remain on web
- Sarah and Yael will present to Council on Oct 16 to update on CAP
- Would CAP AG be interested in coordinating letters to editor/guest opinions for discussion on CAP & tax?
 - Amy – people could write letter to editor those that had audits
 - Adriana – had audit but difficulty reaching contractor
 - Craig – need someone to write string letter & other members of group can sign.
 - Need volunteer to write
 - Sarah – would it be helpful to draft talking points?
 - Adriana – yes
 - Francoise – Don't be too self promoting – Daily Camera wants letter to take a stand or have position on specific/relevant issue
 - Craig – We could issue challenge to do something. 60% voted for it – what are we doing?
 - Francoise – International comparison to see what other country's footprints

- Craig – We can't invest in high cost solutions until people have taken individual action
- Jim Hill – Take individual steps – he got a prius – create more awareness of choices they can make
- Sarah – Looks like interest is there. We'll prepare some talking points or even draft a letter for use.

Update from Drew on the Transportation Sector

Drew outlined the various options and questions regarding reducing VMT and increasing the use of alternative fuels transportation piece. Discussed how VMT is calculated.

Offered three ways to reduce the carbon impact in transportation sector: drive less, drive more efficiently, use alternative/renewable fuels. Posed these questions to the group:

- Focus solely on quantifiable measures to reduce GHG emissions?
- What, if any, policy directions should we pursue to get transportation GHG reductions?
- What other program ideas are there?
 - Michael – No way to tailor VMT numbers to Boulder # which may have higher percentage of Hybrids than the rest of the state.
 - Henry – Can we use a polling company to determine what kind of vehicle people have?
 - Craig – What if county added something to there record keeping so we knew what cars are registered in the county to get an accurate representation?
 - Ann – still trying to see if possible to add this option for the county.
 - Adriana – What is the master plan to reduce VMT?
 - Drew – The Transportation Master Plan is city's guide to improve VMT, and covers issues such as FasTracks, NW Rail project, etc. Go Boulder is the implementer of TMP.
 - Francoise – Are transportation options in CAP focused on fuels or working with Go Boulder?
 - Drew - We are working on both but there is an emphasis on fuels and improving fuel efficiency in the CAP.
 - Jim Wilson– Can we dial in projected reductions if we implement California tailpipe emissions, or the State's clunkers project, or RTD's plans for increased ridership? Could there be some backlash for pushing alternative fuels? There are definitely water/food/energy trade-offs and if we promote biofuels we could get backlash.
 - Drew – We agree that biofuels are not perfect but it is a transition fuel and that is the message we are trying to send.
 - Jim Wilson – We need to be transparent and clear.
 - Ann – Land use planning plays into VMT. Does VMT ever play into land use decisions?
 - Drew – We don't know, OEA is not involved with land use decisions at this time but we're going to pose that to GO Boulder and transportation department.
 - Francoise – Do we need to bring up growth because denser living reduces carbon footprint?

- Moe – Good point regarding E-85 as transitional fuel as that could impact car sales because buying a car long term – will E-85 fuel be there in ten years, I tend to buy cars on ten year cycles?
- Drew – from everything we've seen, it appears that flexible fuel vehicles and the E85 fuel they can run on will be available for some time to come. But there is no certainty to that.
- Jeff – In regards to Drew's presentation, we need to include efficiency as a component in our planning even though anecdotal because it still has real world relevance and it is important; Zero emissions for corn ethanol is bad idea and we should account for life cycle.
- Pam – Can we apply the information regarding the life cycle emissions of ethanol forward rather than back in terms of fuel emissions?
- Sarah – No because it is key that our data is consistent.
- Pam – There is still a way to apply it to reductions and reduce our assumptions forward in regard to how ethanol will help us.
- Paul – Wheel to Well tests shows that ethanol has only 20% fewer GHG emissions.
- Jim Hill – voiced concern with promotion of this fuel given the tradeoffs.
- Francoise – We are setting ourselves up for criticism based on stats of fuel and the idea arable land is going to fuel not food. We need to be careful about promoting ethanol.
- Jeff – Promoting is dangerous and make sure we are accounting for it properly
- Amy – What are more aggressive policy measures we should take? We can probably only go so far with volunteers?
- Pam – Feebate is good idea, NECO pass is great idea, can city support a card swipe system for bus?
- Drew – we can open a dialog with GO Boulder about doing that on a Hop bus, since these are contracted by the city and not owned by RTD.

Update on Residential Programs by Yael

Looked at costs and budgets for 2007 and 2008. Did not want to present information on cost per ton because very hard to get an accurate number due to life of retrofit and energy cost savings differing for various programs and some programs include administrative costs. She was not sure whether this was a good measure of program effectiveness.

- Jim Wilson – Can we do a present value analysis of the improvements? Might speak better to the improvements which is better than cost per ton
- Sarah – We'll try to noodle it around and maybe include in updated implementation plan.
- Pam – County has Econergy doing an analysis of energy efficiency strategies. We should see what information comes from this report as it could be extremely helpful for the group.
- Moe – Why isn't there more Xcel DSM info besides just lighting?

- Yael – The evaporative cooling rebate is the other major rebate for the residential sector and we didn't know if was the evap cooler was added or replacing AC. So we did not look at that option.
- Henry – If we require audits on additions – need more qualified auditors
- Yael– We actually have just finished Home Performance with Energy Star training for a number of contractors.
- Amy – The CRC is working to expand the REAP and apply subsidies to auditors who are not part of REAP.
- Francoise – How we following through when customers get an audit?
- Amy – We are changing the structure to add phone call from the CRC when the homeowner gets the report
- Amy – How are we tackling the rental community?
- Francoise – if RECO is right thing to do – Let's do it
- Henry – Can we have energy disclosure for rental market?
- Amy – Lease renewal requires free energy audit then handhold in the process to get something implemented
- Jim Hill – It will be hard to reach our goal if we aren't reaching rental market.
- Yael – The program analysis does look at penetration into the rental market.