

## Comment Summary and Handling of Comments Received on the Draft CCSC Climate Change Report (DRAFT June 25, 2008)

Comment Number	Commenter	Comment	Response	Page Number**
	<b>Comments Requiring Policy Decisions</b>			
1	Andrea McGimsey	On Page 23 We mention that the volume of electricity imported into the region will increase as we cap our power plants. Therefore, we need to include working with other jurisdictions, as users, we have a responsibility for their greenhouse gas emissions.	Added and highlighted proposed text.	40, 46
2	Paul Ferguson	p.28, State Climate policy and p.24, <i>Localities Are Expanding Their Purchase of Green Power</i> . As you know, I would like to see some specific targets here rather than just say <i>Potential Advocacy Positions</i> . Possibly to address concerns from the Mayor Davis from Greenbelt and possibly others, we could suggest that 20 % be the goal of all localities participating but acknowledge that due to budget constraints, some localities may not be able to reach this goal.	Added and highlighted as proposed edit that requires committee approval, didn't delete old text.	45
3	Gerald Connolly	On page 27, change "Evaluate feasibility and cost of setting regional green power utilization goals for local governments" to "Establish goal of 20% green power purchase by 2015 by local governments." Fairfax recently signed a contract to increase our wind power purchase from 5% to 10%. With a larger purchasing pool I believe it would be feasible to double that purchase in the next round of contract negotiations, particularly because of the expanding supply of wind power in our region.	Added and highlighted as proposed edit that requires committee approval, didn't delete old text.	45

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4	Gerald Connolly	On page 28, change "Examine feasibility of expanding RGGI to DC and Virginia" to "Advocate for adoption of RGGI by DC and Virginia." Last year the Fairfax County Board of Supervisors endorsed a Board Matter of mine that added advocacy for RGGI to the County's legislative agenda, and I have communicated my support for RGGI to the Governor.	Added and highlighted as proposed edit that requires committee approval, didn't delete old text.	46
5	Gerald Connolly	On page 27, under "Reduce Energy Consumption/Demand Management," add "Advocate for adoption of Cool Schools by local school boards" to the text referring to partnership with school systems. Cool Schools is a program NVRC developed in partnership with Fairfax, and it has been adopted by our School Board.	Added proposed text.	46
6	Gerald Connolly	On page 36, change "Consider developing specific targets for shifting modes from SOV to transit, walking, and bicycling" to "Develop specific targets for shifting modes..." There is ample literature from the US and abroad on mode splits that can be achieved with the proper infrastructure; we should set specific targets based on global best practices.	Added and highlighted as proposed edit that requires committee approval, didn't delete old text.	56
7	Jo Anne Sorenson	Page 35 Delete the ... "Conformity" Process for Greenhouse Gas Emissions' section and replace with  Regional Transportation Planning Process for Greenhouse Gas Emissions <ul style="list-style-type: none"> <li>• Collaborate with TPB to make greenhouse gas reduction a stated goal of regional transportation planning activities,</li> </ul>	Change not made. To be discussed by Committee. Staff alternate language proposed.	55

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		<p>including the newly launched multi-stakeholder Greater Washington 2050 Initiative, poised to generate additional growth scenarios, a growth compact, and quality growth strategies.</p> <ul style="list-style-type: none"> <li>Collaborate with TPB to develop a process to assess how regional transportation planning activities may achieve Greenhouse Gas Reduction goals.</li> </ul>		
8	Gerald Connolly	On page 35, under "Conformity Process...", add "quantify projected greenhouse gas emissions from major new transportation projects, taking into account induced sprawl." The Board recently directed staff to conduct a pilot project on this topic; it would be valuable to undertake this effort more systematically across the region.	Added and highlighted as proposed edit that requires committee approval.	56
9	Rick Rybeck	Page 35 - " <i>Conformity' Process for Greenhouse Gas Emissions</i> " Some members of the Steering Committee and others have suggested a language change for this section. DDOT supports the <u>existing</u> language because a process similar to the existing air quality conformity process would require mandatory action if GHG emission reduction goals are not met.	Change not made. To be discussed by Committee. Staff alternate language proposed.	55
10	Gerald Connolly	On page 35, change "Consider establishing Transit Oriented Development as the region's preferred growth strategy" to "Establish TOD as the region's preferred growth strategy." Given TOD's ability to reduce VMT, ghg, and congestion, I don't understand why we would not have this as our preferred growth strategy.	Added and highlighted as proposed edit that requires committee approval, didn't delete old text.	56

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	<b>All other Comments</b>			
11	Gerald Connolly	On page 26, under the heading "Energy Conservation and Efficiency," add "Develop regional program for utilities to pay for home weatherization and recoup investment costs through utility bills."	Done	44
12	Gerald Connolly	On page 28, under "State Climate Policy," add "Support establishment of and funding for statewide farms to schools programs."	Done	46
13	Gerald Connolly	On page 28, switch "revise local building codes" from local to state action. In Virginia, localities administer but do not write the building code; the state Building Code officials write the code and it is adopted at a statewide level.	Done	46
14	Gerald Connolly	On page 39, change "Coordinate with the Statewide Farms program" to "Coordinate with statewide Farms to Schools programs." This is a textual correction.	Done	60
15	Nancy Floreen	Emission impact chart, p.48. need to include in Executive Summary.	Done	11
16	Nancy Floreen	Prioritize measures by low-hanging fruit, "best bang for buck"	Report refers to need for further evaluation of mitigation options.	see 8, 35, 74
17	Nancy Floreen	McKinsey abatement curve—put it on separate page, enlarge p.21	Done	36
18	Nancy Floreen	Connect CC Report to Best Practices. Include links to local government programs.	Done	43, 53
19	Nancy Floreen	Need quick action list. Need to add options to the Individual Actions list.	Several additional options were added.	31
20	Nancy Floreen	Need separate section on Financing Mechanisms.	Done	63
21	Nancy Floreen	In Financing Section, Recommend examination of feasibility of establishing carbon offset fund (not done by ctte).	Financing section includes discussion of offset fund.	65

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22	Roger Berliner	Identify cost effectiveness from homeowner improvements	Added note about energy efficiency providing cost savings to the consumer.	8, 31, 35, 38
23	Roger Berliner	More focus on taking action in Transportation section—increased focus on mass transportation.	No changes made.	See 48-58
24	Roger Berliner	p.33: Important to focus on alternative modes of transportation.	No changes made.	See 48-58
25	Roger Berliner	Transportation section recommendations (p.35): give Reduce VMT actions highest priority.	No changes made.	See 48-58
26	Zach Dobelbower	Add industrial processes and manufacturing (e.g., DC wastewater treatment) - opportunities for EE.	Added text in energy section.	39
27	Zach Dobelbower	Add more information on carbon sequestration and carbon sinks, tree canopy.	Information is included.	27-28, 38, 57
28	Jack Werner	Separate section on Outreach & Education.	Done	67
29	Jack Werner	In Energy section, provide more information on specific sectors and link actions.	Added new language in energy section.	39-43
30	Jack Werner	Provide more details on Clean Energy options (biomass, waste water treatment, methane capture, wood waste, geothermal, recycling, composting).	Added new language in energy section.	39-43
31	Tad Aburn	Discuss Cost of Inaction.	No changes made. Awaiting input from MD contacts.	-
32	Tad Aburn	Discuss economic benefits from energy efficiency.	Added text.	8, 31, 35, 38
33	Tad Aburn	Consider incorporating recent UMD report on local impacts.	Report not yet incorporated.	-
34	Mark Rawlings	To Transportation Section Recommendations, add Location Choice.	Done	31
35	Various	Commit to periodic reviews -- 3 years.	Added and highlighted proposed text.	75
36	Mercury T. Payton	Page 6 needs to reference the fact that there is competing credible scientific evidence that disputes some of these findings; however, it is the view of the committee that measures must be taken to protect	Added and highlighted proposed text.	17

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		the environment.		
37	Mercury T. Payton	Page 8 (It says page 5 at the bottom) I respectfully disagree with the concept of Global Warming. We have had a cooler spring than usual this year for example. It needs to be stated somewhere that the earth's temperature is cyclical.	Added and highlighted proposed text.	17
38	Mercury T. Payton	I generally agree with the draft that you sent me. As you know, I am somewhat skeptical of the entire Global Warming concept, while I agree that government entities should do all they can to protect the environment and conserve energy.	No changes required.	-
39	Patrick Leibach	Regarding the short/medium/long-term carbon dioxide emission reduction goals, what is the means by which MWCOG will encourage member jurisdictions to meet these targets? Is this going to be a recommendation that each jurisdiction adopt programs/policies to help reduce CO2 and help reach this goal, or will MWCOG recommend that each jurisdiction explicitly embrace/legislate these targets? May need to be clarified. (p. 17)	No changes.	-
40	Patrick Leibach	What role does MWCOG foresee for itself in the mass marketing campaign described on p. 18? Is there another such regional campaign in place elsewhere that MWCOG can sign as an example of what we should attempt to achieve?	No changes to text, COG to have lead role to organize outreach campaign	-
41	Patrick Leibach	On page 26, the report suggests that local governments "identify best practices to support reducing overall local government energy use by 15% by 2012." As with question 1, it would be helpful to clarify whether MWCOG means to put this specific reduction target forward as its recommendation as a policy to be adopted by each local government.	No changes to text, work program in coming year to address.	-
42	Patrick Leibach	On page 32, the report states that "The region's VMT declined by	Fixed	51

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		50% between 2004 and 2007 because of teleworking.” Is this true? My understanding is that VMT has risen significantly over the past few years.		
43	Patrick Leibach	On page 35, the report suggests as a means of reducing VMT “consider establishing transit-oriented development as the region’s preferred growth strategy.” We would recommend that the report be a bit more forceful on this, and simply “establish transit-oriented development...”	Strengthened recommendation proposed in text.	56
44	Wyatt Shields	The COG Board Climate and Energy Policy Committee should consider and recommend action steps to help individual jurisdictions meet the regional goals, including: <ul style="list-style-type: none"> <li>• A regional standardized reporting mechanism for baseline emissions data, on a jurisdictional basis,</li> <li>• Voluntary agreement by individual jurisdictions for targeted reductions,</li> <li>• Annual report to COG of progress toward the declared reduction targets by individual jurisdictions.</li> </ul>	Included as a recommendation.	72
45	Andrea McGimsey	My largest concern lies with the introduction of the overall issue. I have done a great deal of reading on the subject, and I think the introduction is missing a sense of urgency. The report makes the argument well about why we need to reduce emissions, but a sense of timing is missing.  Yesterday, in their closing remarks on the Climate Security Act, Senator Lieberman said, “The Senate is fiddling, while the earth burns.” That’s political, and I know this is a policy document, but	Text added to give sense of urgency in opening section of report.	1

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		<p>somehow I want to include more of a sense of urgency for us to act now.</p> <p>Senator Lieberman referred to a new report by the Environmental Defense Fund. Here are my notes:</p> <p>Environmental Defense Fund report: Each two year delay in starting doubles the annual rate at which we have to reduce emissions to ward off global catastrophe.</p> <p>Perhaps we could find that report and include those statistics to create the necessary sense of urgency. I want to emphasize the need to start action a.s.a.p.</p>		
46	Andrea McGimsey	<p>My other general comment on the introduction is that it needs a bit more narrative to engage the imagination and interest of the readers. Just a few sentences could make the difference. Three examples:</p> <p>1) My note on the section on the Chesapeake Bay, p. 9 was, "Crabs are our polar bears." Perhaps we could add a sentence about the crab population and its import to our local culture and economy in the third paragraph of page 9, where the Bay is discussed. Also in that paragraph, there are points a) and c), but b) seems to be missing.</p> <p>2) Another example to spice up the report is to add examples of "vector-borne diseases" with a phrase "such as malaria, West Nile virus, and xxx." When Pfisteria is mentioned on page 10, explain briefly what it is and impact on human health.</p>	<p>Added text.</p> <p>Added sentence on potential for increase in storm intensity and wind damage. Did not add new section in wind damage.</p>	21, 22, 23,

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		3) In discussion of potential impacts, we should include wind damage – high winds in general, hurricanes, and tornadoes. That impact seems to be our biggest, most regular problem, in this region, and I don't think I saw it in the report. Electrical outages, blocked roads, damage to homes – I saw a lot of that yesterday. Family home was damaged by one-foot thick oak branch. Roads were closed in Arlington as of last night. Crossing signals were out, and traffic was terrible.		
47	Andrea McGimsey	<p>Other notes: I noticed typos here and there – not sure the best way to give you that feedback, beyond sending you my copy. I would be happy to do a final review of the report, looking for typos, because I want to read it again.</p> <p>I assume the report will be in color; otherwise, color references in Figure 5 need to be dealt with somehow.</p> <p>Wherever Celsius temperatures are referenced, we should include Fahrenheit as well, e.g. page 5.</p> <p>There seems to be a missing chunk of text between pages 19 and 20.</p>	Many editorial changes made. Additional corrections/additions will be made as identified.	-
48	Andrea McGimsey	<p>Page 22 We mention that gas prices may decline in the near future. If we are going to say that, I think we should also mention concern of peak oil. The market is clearly expecting oil to keep going up overall. Or you just might want to cut out any guessing about this issue by cutting</p>	The report states that price declines are not anticipated. There is a brief mention of peak oil considerations.	38, 59

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		that sentence.		
49	Andrea McGimsey	<p>Page 28 Under Federal Climate Policy:</p> <p>Organize a consortium of local governments to lobby for the grants? The funding is not available yet for application.</p> <p>In the cap-and trade point, we should include something about lobbying for local governments to be a recipient of funds – Climate Communities has good language for this. Barbara Boxer talked about local governments several times in her closing comments.</p>	Added text.	46
50	Andrea McGimsey	<p>Page 29 Population and VMT growth are discussed. Percentage of growth should be used for VMT, to make the point clearly that VMT has outpaced the % growth of population.</p>	Currently popln growth is 11% and VMT is 9.5%. No changes made.	49
51	Andrea McGimsey	Tone should be hopeful.	Done	Various
52	Andrea McGimsey	Define acronyms p.48, Table 7.	Done	82
53	Andrea McGimsey	Make sure jurisdictions are properly represented in Table 7.	Done	11, 77
54	Andrea McGimsey	Scrub the numbers (50% reduction in VMT due to teleworking??)	Fixed 50% teleworking error.	51
55	Rick Rybeck	Please add a very strong Executive Summary that very concisely captures the topic-related issues, challenges and our recommendations.	Done	4
56	Rick Rybeck	Page 18 – List of Individual/Household Actions to Reduce GHG Emissions can be extremely valuable in our efforts to inform decision makers and the public what choices they can make to help reduce GHG emissions. List should be expanded at a minimum to also include the following:	Done	31

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		<ul style="list-style-type: none"> <li>- Add under Transportation:               <ul style="list-style-type: none"> <li>• Combine trips when possible (trip chaining);</li> <li>• Consider walking or biking for short trips.</li> </ul> </li> <li>- Re-label “Households” to “Households and Businesses”</li> <li>- Add under “Households and Businesses” the following:               <ul style="list-style-type: none"> <li>• Locate your household in close proximity to work, schools, shopping, recreation and transit</li> <li>• Locate your business in close proximity to employees, customers, and transit</li> </ul> </li> </ul>		
57	Rick Rybeck	Page 21 – Costs of meeting targets – This section should be expanded to include additional measures such as “land use” “parking fees” and “congestion pricing” that can be used to help reach GHG emissions goals.	Covered under recommendation 10 on page 55.	35
58	Paul Ferguson	Emphasize working to facilitate connections like the VA Tech, Pepco Energy, Hannon Armstrong (exact name?) so that organizations who don’t have capital can make energy retrofits.	Included in recommendations section.	42, 45
59	Harriet Tregoning	Note throughout report: this is a period of uncertainty. Mode of transportation being affected by market, not sure how people will respond to higher energy prices - recent data shows declines in VMT.	Added suggested text in report.	38, 48
60	Harriet Tregoning	Show a wider range of VMT reduction in the report.	Done	33
61	Harriet Tregoning	Consider dividing the Climate Change Report into two phases. The first phase would include the background information and goal setting (Sections 1 through 6, 11 through 14). The second would	Report was reorganized into sections.	See Table of Contents

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		include the Mitigating Actions/recommendations structured into a work plan, reinforced with additional research and information.		
62	Harriet Tregoning	<p>Several key sections of the Climate Change Report will be particularly valuable at this stage to establish baseline knowledge of the issues and impacts of climate change on our region, and achieve regional buy-in on agreed-upon goals for emission reductions. However, I have concern regarding the inclusion of the laundry list of mitigating actions/recommendations in sections 7, 8 and 9 and the coordinating summary table on page 48. The somewhat equivocal or vague language of many of these actions and lack of information regarding responsible party, prioritization and their potential impact on the bottom line dilute the value of the recommendations and the document, and may lead to misinterpretation of responsibilities and next steps.</p> <p>For example, a recommended action to <i>Increase Fuel Efficiency</i> is "Identify locations of significant recurrent congestion and prioritize investments to reduce congestion" (page 34). This could be interpreted as a need to widen key arterials which is likely to conflict with regional goals to reduce VMT. Another recommended action on page 27 is to "encourage participation in Cool Capital Challenge" but it does not indicate the level of importance of this action compared to others, or who is primarily responsible for gaining participation.</p> <p>The first phase of the report clearly establishes baselines and targets for moving forward as a region. It may also be appropriate for the next steps section of the first phase of the report to include some of the research actions or other initiatives that can inform development</p>	No changes made to text, work program in coming year to address.	-

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		of a work plan, but the next steps should clearly distinguish COG actions versus actions expected of other entities.		
63	Harriet Tregoning	The second phase clearly sets out strategies, implementation actions and responsible parties. The outcomes of the TPB Scenarios Study and efforts of the Greater Washington 2050 Committee will significantly inform the Climate Change Committee's work. It is recommended that the findings of these efforts (in addition to new research) be integrated into a complete work plan of recommended actions to reduce emissions (the second phase of the report). This work plan should specify the best options for meeting each of the 2012, 2020 and 2050 targets and include more detailed information regarding emission impact, cost and economic benefit and responsible party (summary is included in Table 7).	Report now recommends development of a work plan.	76
64	Harriet Tregoning	Include language for consideration of carbon offset programs	Added proposed text verbatim. May need to be edited.	65
65	Harriet Tregoning	Highlight key statements/concepts in the text (bold, or put into a text box) in sections 3, 4 and 5 such as the following:  Page 7 "to stabilize greenhouse gas concentrations, carbon emissions will have to be reduced by at least 50% and as much as 85% by 2050" etc  Page 14 "total emissions from energy consumption (electricity and fuel use) in the region will increase by 35 percent by 2030 and 43% by 2050."	Done	Various: e.g., 6, 27, 28, 38, 48
66	Harriet Tregoning	Page 16, Table 3. Consider adding the IPCC findings (50-85% by 2050) to the table to enable comparison to regional goals.	Done	29
67	Harriet Tregoning	Page 30, first and second paragraph. It should be made clear that	Added proposed text.	38, 48

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		population growth estimates and employment forecasts are based on historic trends and do not account for potential behavior change (travel behavior and demand for housing) due to increasing energy prices. Recent evidence on reduced VMT and decreased real estate values in outer suburbs should be included to indicate other solutions to the imbalance (such as locating housing closer to existing infrastructure).		
68	Harriet Tregoning	Page 32, paragraph 5 – we think this is just an error, but if not, please provide a reference or support for the statement: “the region’s VMT declined by 50% between 2004 and 2007 because of teleworking”.	Fixed	51
69	Harriet Tregoning	Language and numbering in Table 7 does not match Mitigating Actions listed in the document.	Table updated and should generally reflect all of the recommendations in the report. Numbering added to recommendations to link to Table.	11, 77
70	Harriet Tregoning	<p>Page 13, Section 5 Taking Stock: It is recommended that the heading, charts and tables reflect our carbon “sinks”, the 4.1 MMt of CO2 emissions that are absorbed.</p> <p>Acknowledging and graphically presenting this information will turn up the level of importance trees and open space play in our region, and provide clear opportunity and justification in the recommendations/actions section.</p> <p>Add a paragraph or section on the primary sources of “other” emissions. This should include water and waste management, and other industrial sources.</p>	Notes added to Table.	4, 27, 28

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71	Harriet Tregoning	<p>Page 16, Section 6 Taking Aim:</p> <p>Setting Targets for Reducing Regional Emissions includes strategies on pages 17 – 20 to meet targets. These strategies should be moved and worked into the Taking Action sections to produce a complete list of recommended strategies. In addition, the strategies listed to meet the 2012 targets (page 17) only address modifying individual and household behaviors. However, in the short term, strategies should be included that address energy-consumption from other sources.</p>	<p>No changes made.</p> <p>In the report, recommendations are not the same as recommended strategies. Work to determine cost effectiveness of potential strategies to support recommendations is pending.</p>	11, 77
	<b>Comments from Interested Stakeholders</b>			
72	Dale Medearis	<p>Under Page 26 and the bullet under "Local Governments Leading by Example: Energy Use," or even the "Reduce Energy Consumption/Demand Management," could you add a bullet along the lines of: "Partner with schools, universities, and local governments abroad to find and apply innovative lessons about climate mitigation, renewable energy and energy efficiency."</p>	Added bullet.	45
73	Dale Medearis	<p>It was great to see the reference to European "green" collar jobs best practices on page 38. Might it also be possible to add a similar reference to the "Recommendations for Mitigating Greenhouse Gas Emissions from Energy Consumption / Clean Energy Sources" along the lines of</p> <ul style="list-style-type: none"> <li>- European metropolitan regions such as Stuttgart have model applications of renewable energy from solar, wind and biomass sources that can inform the Washington D.C. region.</li> </ul>	Added bullet.	45

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74	Jo Anne Sorenson	Page 27 Outreach and Education bullet #2. A list is on page 18 but it is not Table 4.	Done	11, 77
75	Jo Anne Sorenson	Page 30 There was a "Jobs Out" Scenario that has had some recognition from the outer jurisdictions that are promoting "work where you live".	No changes made to text; transportation scenario analysis covered on page 53; see also smart growth recommendation (#14) on page 56.	-
76	Jo Anne Sorenson	Page 31 Fuel Efficiency and New Federal Standards. What would the average mpg have to be for cars and light duty trucks to achieve the regional goals? To address the mobile source portion on the regional goals?	Added sentence.	51
77	Jo Anne Sorenson	Page 32 First paragraph. Is COG willing to advocate for CAFÉ standards to apply to heavy duty trucks? It would make a significant difference.	Added to recommendations.	54
78	Jo Anne Sorenson	Page 32 "Telework Is on the Rise" The statement "The region's VMT declined by 50 per cent between 2004 and 2007 because of teleworking." is not correct. Also suggest making sure that "trips" vs. commute trips are clear in this paragraph and the subsequent one.	Changes made.	51, 52
79	Jo Anne Sorenson	Page 33 Last item on the page. Seems like the word "interventions" may not be an effective way to describe the actions that individuals and public and private entities could/would take to achieve goals. There are certainly actions such as purchasing a hybrid car that should be viewed as a positive action on the part of the purchaser rather than something negative he was forced to do.	Changed word intervention to action.	53
80	Jo Anne Sorenson	Page 34 MATOC is being implemented.	Acknowledged.	54
81	Jo Anne Sorenson	Page 36 Alternative Modes of Transportation major bullet #2. "Consider development of specific targets ...non commuting trips." How about giving Commuter Connections credit for having done this?	Added proposed text.	56

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82	Jo Anne Sorenson	Page 36 Land Use Planning. This item addresses new development, but does not acknowledge the complexity of dealing with existing development that is not ripe for redevelopment.	No changes made.	53, 57
83	Jo Anne Sorenson	Page 44 Conclusions and Recommendations. I am pleased to see that the committee is suggesting that the COG Board Climate and Energy Policy Committee include "...state and federal representatives".... as representatives of state air and transportation agencies were not included in the Climate Change Steering Committee. A number of the initiatives will require state and federal executive branch agencies support as well as legislative support from elected representatives at the state and federal levels.	Acknowledged.	72
84	Jo Anne Sorenson	Page 33, 4 <sup>th</sup> sentence under "Recommendations for ..." the word "shirting" should be "shifting".	Fixed	55
85	Jo Anne Sorenson	Page 35 Change "Reduce VMT" to "Reduce Growth in VMT".	Change not made. Report is actually focused on reducing VMT, not just growth in VMT.	55
86	Jo Anne Sorenson	Page 35 1 <sup>st</sup> bullet point under "Reduce VMT" change "...regional goals to reduce VMT by ..." to "...regional goals to reduce VMT growth by ..."	Change not made. Report is actually focused on reducing VMT, not just growth in VMT.	55
87	Tom Biesiadny	On page 35 of the May 23, 2008, draft. The first bullet (Support expanded transit infrastructure....) refers to working with WMATA regarding "expansion of regional transit capacity and peak commuter rail service." As you may know, WMATA does not operate commuter rail service. Therefore, I suggest that at a minimum the region's commuter rail operators, MARC and VRE, be added. Also, the local governments in the region are providing more and more bus service. As a result, I suggest that the bullet be modified to say: "With WMATA, MARC, VRE, and the local transit operators,	Change made.	56

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		evaluate the greenhouse gas reduction benefits of specific incremental expansion of transit capacity and commuter rail service."		
88	Tom Biesiadny	I suggest that the fifth solid bullet on page 35 be modified to read as follows: "Advocate for federal income tax benefits for transit use that equal or exceed the benefits for employer provided/subsidized parking."	Added proposed edit.	57

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