

of total households will slip to about 18 percent of MSA households.

**\* The role that the County has played in addressing regional issues has varied over time and by issue.** The County's involvement varies over time because of the wide variety of issues and the manner in which different elected and appointed officials, and staff have participated in addressing and resolving these issues. As a general trend, the County's role in addressing regional problems has grown, as the challenges have grown.

Within the Council of Governments, the County has always participated, and in many cases played a lead role in the development of regional solutions. Within the state government, the number and thus the power of the County's elected officials in Annapolis is growing. In addition, some election districts cross County lines, with the elected officials representing residents and interests from more than one county.

One of the challenges facing the County policy makers is how to participate in the various regional arenas. With growing federal mandates for regional cooperation in solving environmental and transportation related issues, for example, the County is likely to increase its activity in regional organizations. The County must choose how its energies will be directed and the particular regional role it wants for itself.

#### **IV. ISSUES THAT NEED REGIONAL APPROACHES**

There are a number of issues which will need regional approaches in order to be appropriately addressed. Some of these were identified in the previous fact sheets prepared for the General Plan Refinement. The following discussion presents these regional issues according to the goal and objective subject areas from the previous work: housing, environment, land use, transportation, community identity, and economic activity. They are discussed in the order in which the goal

subject areas were previously reviewed with the Planning Board.

This section covers some of the more pertinent regional activities before and after the 1969 General Plan for a longer-term perspective and context for the various regional activities of the past two decades.

##### **A. HOUSING**

**\* The Washington, D.C. MSA is one of the ten least affordable housing markets, as measured by affordability ratios by the National Association of Realtors.** Lack of affordable housing is a region-wide problem. The rise in the number of homeless families, difficulty in attracting workers, and increased development in outer areas of the region are all manifestations of the region's affordable housing problem.

**\* In 1972 MWCOG developed a regional Fair Share Program, where local jurisdictions recommended the percentage of federal housing subsidies to go to each jurisdiction.** This program was quite effective until the early '80s, when federal formulas to determine funding allocations changed. The total amount of federal funding for housing also decreased substantially in the 1980s.

**\* Public and private programs have also been established to deal with other regional housing issues, particularly that of producing affordable housing.** In 1989 MWCOG presented a list of housing initiatives, including: inclusionary zoning, employer-assisted housing, developing a common format for housing linkages, and local inventories of vacant land and buildings. Another initiative, a task force to investigate a public/private housing partnership, resulted in the Washington Area Housing Partnership, which serves as a broker in affordable housing development, as an advocate for low-cost housing, and as a provider of technical assistance.

The Metropolitan Washington Planning and Housing Association (MWPCHA), which advocates policies and programs that improve the

quality of housing for low- and moderate-income housing throughout the metropolitan area, created a reinvestment alliance that works to obtain bank loans for affordable housing.

In addition to government agencies, there are grass-roots organizations like the Northern Virginia Fair Housing Coalition, which seek to address regional housing shortages. According to the MWPHA, banks and other private businesses are regional in scope and lending practices, and have considerable influence on the provision of affordable housing. There are also private organizations dedicated to providing affordable housing, such as the Montgomery Housing Partnership.

\* **Montgomery County has several successful housing programs that also tend to serve the regional housing market needs.** One is the Moderately-Priced Dwelling Unit program, which requires a certain percentage of housing units in a new subdivision to be affordable for moderate-income families. Another success is the County's Housing Opportunities Commission. Among its activities are a mortgage subsidy program, building and operating housing for lower-income families and elderly people through a variety of programs, and issuing revenue bonds locally.

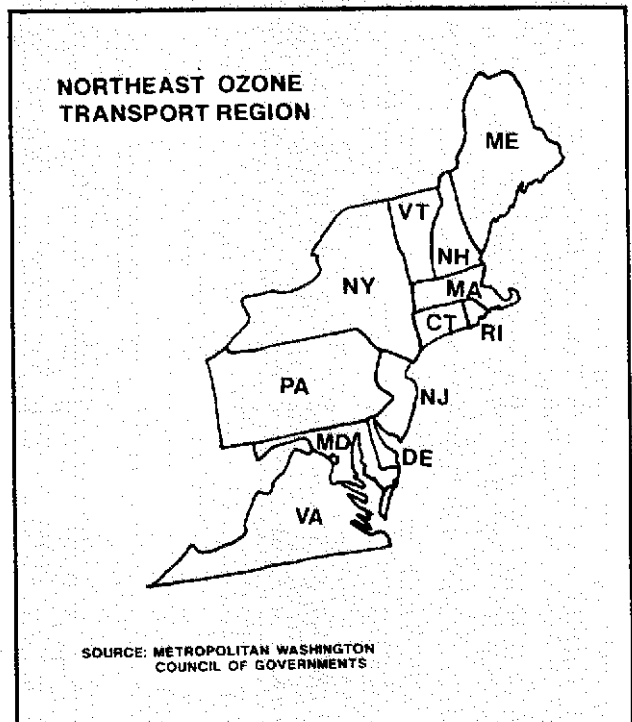
## B. ENVIRONMENT

### 1. Air Quality

\* **The Clean Air Act Amendments of 1990 require that areas of "serious non-attainment" such as the Washington, D.C. region achieve federal ozone standards by 1999 and carbon monoxide standards by 1996.** Air quality knows no political or regional boundaries yet is strongly affected by what happens or does not happen in various regions. In the 1970s and early 1980s, various programs, such as the Vehicle Emission Inspection Program, were established regionally as elements of State Implementation Plans for Air Quality that were adopted at that time in response to previous federal Clean Air legislation. The 1990 Clean Air Act Amendments require that by 1996, ozone production must be reduced by 15

percent, and then three percent each year until attainment is reached. In addition, the Baltimore and Philadelphia MSAs are "severe non-attainment" areas, due in part to emissions from the Washington region.

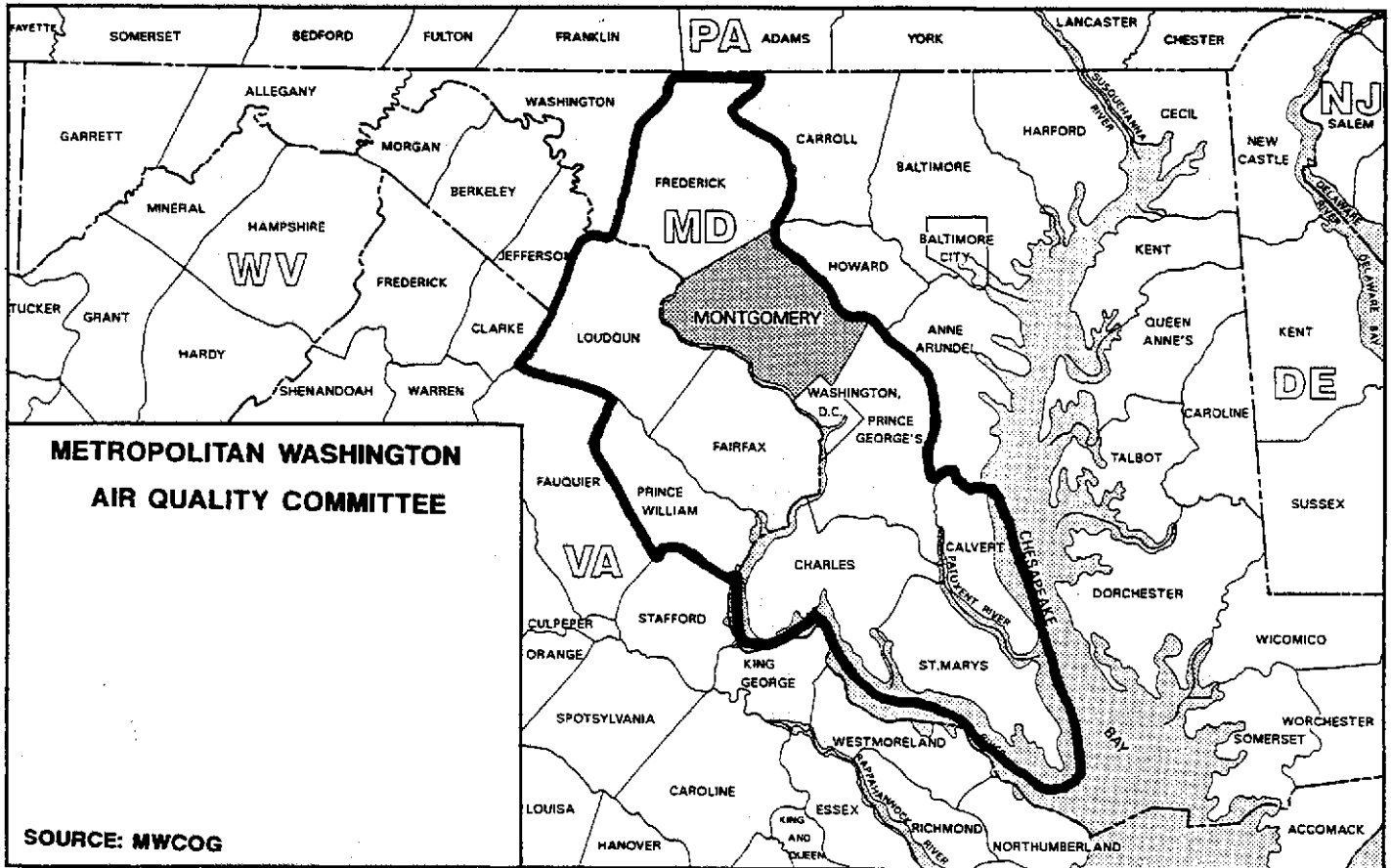
\* **Another regional entity associated with the air pollution issue is the Northeast Ozone Transport Region, stretching from Virginia to Maine, of which Maryland and Montgomery County are part.** That multi-state regional agency was created in conjunction with the 1990 Act to address the interdependent actions affecting air quality in the northeast. Due to prevailing weather patterns, the air pollutants tend to be transported from one metropolitan area to the next area, increasing its ozone levels.



\* **The Metropolitan Washington Air Quality Committee (MWAQC) was formed in March 1992 to coordinate efforts to improve air quality in conformance with the 1990 Clean Air Act Amendments in a region larger than that of MWCOG.** MWAQC membership is comprised of the members of the MWCOG plus Charles and Calvert Counties in Maryland and Stafford County in Virginia, as well as the State

air quality agencies, the transportation departments of Maryland and Virginia, and the District of Columbia.

\* The Interstate Commission on the Potomac River Basin was formed in 1940 to coordinate clean-up efforts and the use of the



## 2. Water Quality

\* The water quality of the Potomac River and the Chesapeake Bay is affected by activities in a region that covers several states. Activities in Montgomery County affect its streams and lakes; the Potomac, Patuxent, and Anacostia Rivers; and the Bay.

\* Maryland, Virginia, Pennsylvania, Washington, D.C., and the Chesapeake Bay Commission signed the 1987 Chesapeake Bay Agreement to provide comprehensive guidance for minimizing the negative impacts of land development activities in the Chesapeake Bay drainage region. The agreement provides specific goals for improving the Bay such as a 40 percent reduction in nutrient pollution by the year 2000.

**Potomac's water.** The water quality in the Potomac River was quite poor but has improved dramatically since 1970. The Potomac River drains parts of Maryland, Virginia, Pennsylvania, West Virginia and all of Washington, D.C. The expanse of this drainage basin and the number of jurisdictions involved is a particular challenge in managing impacts. Stringent controls required by federal, state, County, and local regulations on point source and non-point source pollution in tributary streams have helped improve the Potomac's water quality. In addition, the Commission coordinates clean-up efforts for the Anacostia River, which is a tributary of the Potomac.

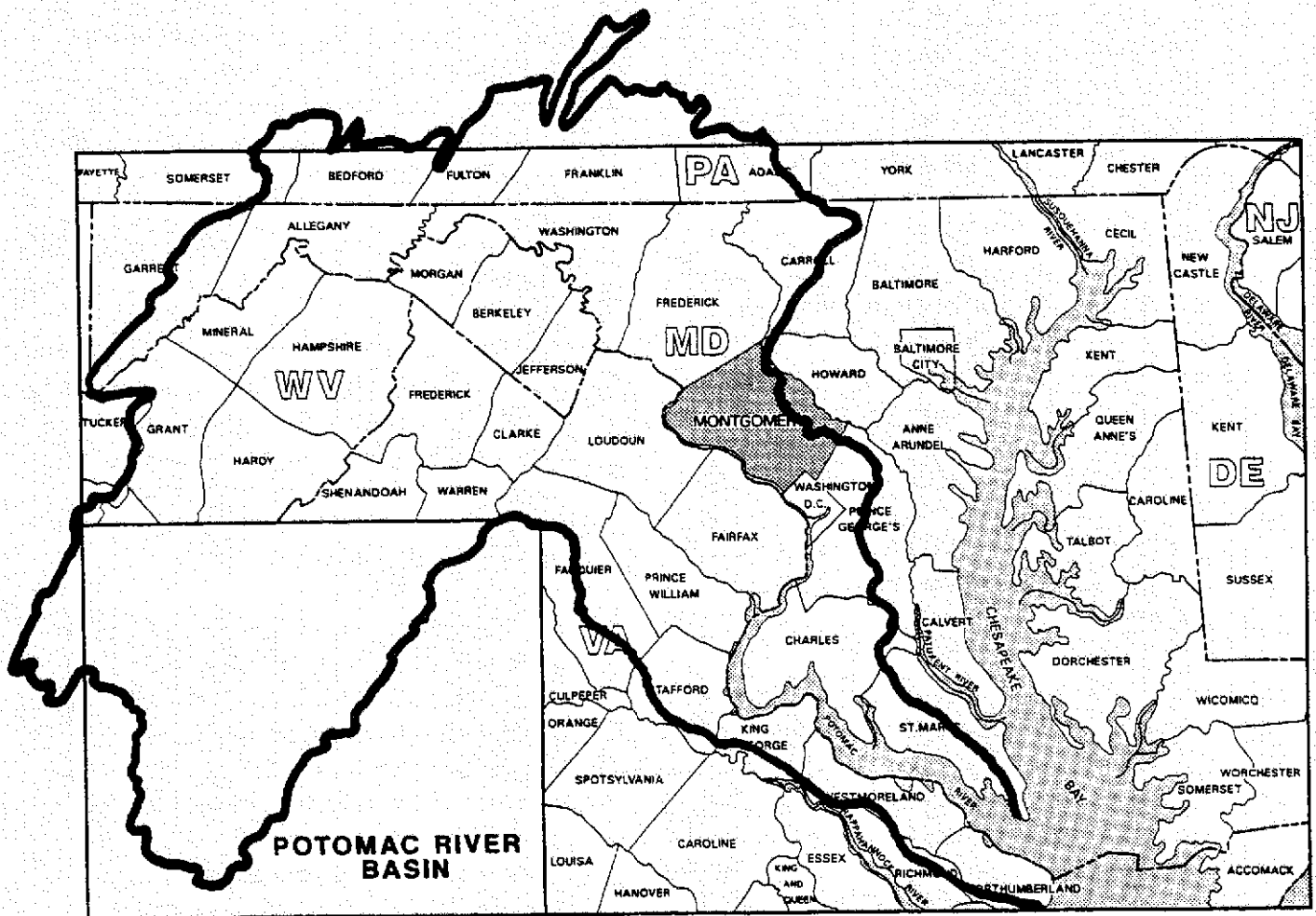
\* Regional agreements control the use of the water in the Potomac River during low flow conditions. Many jurisdictions including Montgomery County use the Potomac River as their primary supply for drinking water. Since the total demand has the potential to be greater than the supply of water in the river during drought conditions the Potomac Low-Flow Allocation Agreement was signed in 1978. This agreement determines how much water each jurisdiction may draw from the river in order that a sufficient flow is maintained.

### 3. Water and Sewer Service

\* The Washington Suburban Sanitary Commission (WSSC) was formed in 1918 by the state

of Maryland to provide water and sewer service to the Washington Suburban Sanitary District (WSSD). The WSSD now covers Montgomery and Prince George's Counties. The six member commission is comprised of three representatives from each county who are appointed by the respective County Executive and confirmed by their County Council.

\* The WSSC estimates that additional water supply may be needed by 2015. As demand for water approaches the level at which the Potomac and Patuxent Rivers can supply raw water, alternative sources, from somewhere in the larger region, will be required. The WSSC also estimates that additional water treatment capacity will be needed by 2005—



**\* The lack of sewage treatment or transmission ability has been a factor in limiting growth at different times.** The rapid suburbanization of the 1960s resulted in inadequate sewage treatment and transmission capacity in the early 1970s in many parts of Montgomery and Prince George's Counties. The State Health Department imposed a moratorium on new development approvals until sewage treatment and transmission capacity were improved by WSSC.

**\* Specific agreements have been signed by constituent governments allocating sewage treatment capacity of regional facilities to serve activities in those jurisdictions.** The Blue Plains Intermunicipal Agreement allocated regional waste-water treatment capacity to Washington D.C., Montgomery, Prince George's, and Fairfax Counties along with some of the municipalities in those counties. It was approved in 1973 and amended in 1985. Approximately 169 million gallons per day (MGD) of the 370 MGD ultimate regional capacity of Blue Plains are allocated to the WSSC.

The Bi-County Sewage Treatment Agreement, signed in 1983, indicates that the Rock Run waste-water treatment plant in Potomac is the next scheduled increase in treatment capacity for the Blue Plains service area. The WSSC operates the Damascus and Seneca Creek waste water treatment plants in Montgomery County. The Town of Poolesville is served by its own waste-water treatment plant. Other rural areas that are not served by WSSC are served by private septic systems.

**\* The WSSC, along with agencies of Montgomery and Prince George's counties, has begun to prepare the WSSC's Strategic Sewerage Plan.** The objectives of this study are to determine the long-term (40 years) waste water treatment and transmission needs within the Washington Suburban Sanitary District, to develop alternatives to meet these needs and to identify staging strategies.

**\* Multi-jurisdictional facilities continue to create conflict.** For example, Washington, D.C. is proposing to charge suburban users of the Blue Plains sewage treatment plant \$3 million. Montgomery, Prince George's, and Fairfax Counties object. As with other regional conflicts, resolution is being sought at the next level of government above the participants; in this case, the U.S. Congress.

### C. LAND USE

**\* While land use planning decisions are made by local governments, and implementation is done by the private sector, many effects are felt at the regional level.** The regional impacts of individual land use decisions can be both obvious and subtle. Land use patterns can impact water quality, air quality, transportation and other public facilities. Often these impacts are not felt in the jurisdiction that experiences the growth but in those that are downstream, downwind or along highways that are miles away from the source. The recognition of these impacts has led to the creation of a number of regional efforts, discussed in this fact sheet.

Ultimately, the effectiveness of regional efforts is determined by the actions of individual jurisdictions and people. Throughout the region, the actual development of most land is a private sector decision. Governments can prevent the land uses they do not want but cannot mandate the land uses they do want.

The coordination and planning of land use has been viewed as a strong prerogative of local governments. There tends to be little willingness to share that authority at the regional level even if local land use decisions or private sector actions have effects in neighboring jurisdictions. Because of the region's tax structure, jurisdictions are more competitive than cooperative with each other. The latest evidence of this is Fairfax County's efforts to attract the Redskins away from the District.

**\* New statewide land use planning laws have been designed to better coordinate the plans of jurisdictions throughout Maryland in the coming years.** The 2020 Report issued by the Governor's Commission on Growth in the Chesapeake Bay Region indicated that then current regional and local efforts would not be adequate to protect the health of Maryland's environment, particularly the Chesapeake Bay, and that changes would need to be made. This report led to the adoption of legislation in 1992 to create statewide accountability in the land use planning process. According to the Maryland Office of Planning, this new bill requires that all County and municipal plans and zoning ordinances be governed by a uniform set of growth policies. It also requires that State plans and public works and transportation projects be consistent with that same set of growth policies.

**\* Municipalities in Montgomery County have their own planning and zoning powers and have independent roles in various regional groups.** This allows these municipalities to create and implement their own plans. One of the major issues of concern is potential inconsistencies between County plans and the plans of municipalities for land that has been annexed into a municipality. In addition, the implementation of road and transit projects in municipalities that have regional functions is also critical to the functioning of the County.

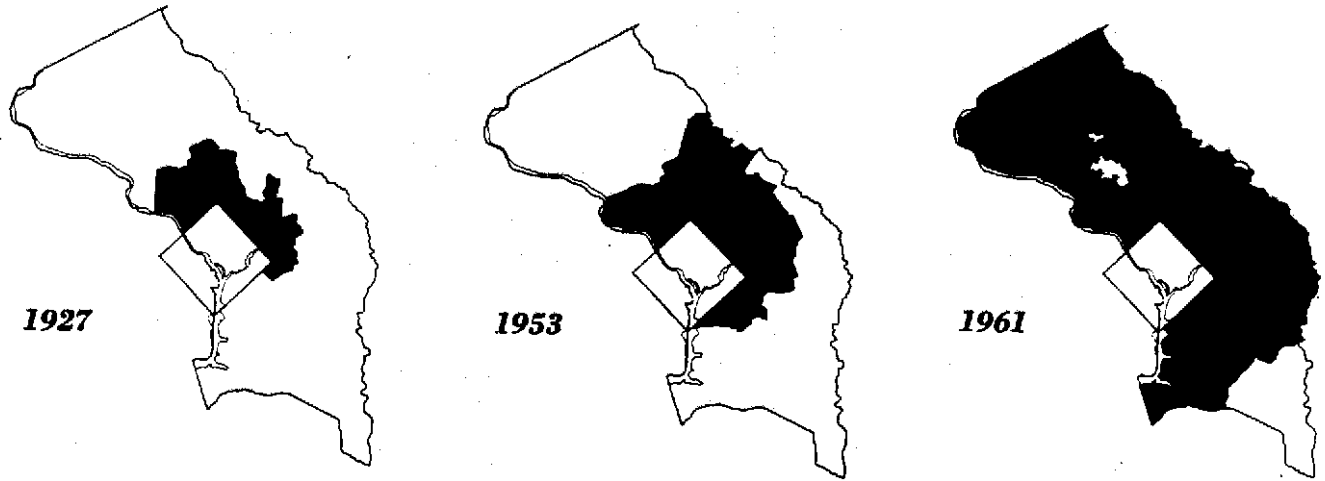
State law requires that the recommended land use of annexed land in a municipality must be consistent with the land use recommended in the county plan for a period of five years after the annexation unless the County Council approves a change. While this provides immediate protection, it does not ensure long term consistency. This is a concern where land in the agricultural reserve is annexed into a municipality and can be changed to any other zoning classification in five years.

**\* There are other regional or subregional entities in the Washington area that have respon-**

**sibilities related to land use planning.** The U.S. Congress recognized the need for planning in the metropolitan area and created the National Capital Planning Commission (NCPC) in 1928. The purpose of NCPC was originally to plan for and review development inside the District of Columbia. NCPC was 'recreated' by Congress in 1952 as "the central planning agency for the Federal and District governments to plan for the appropriate and orderly development and redevelopment of the Nation's Capital." When home rule for Washington was approved in 1974, the planning functions of NCPC were transferred to the District government. As part of that transfer, the primary functions of NCPC were oriented to that of reviewing proposed policies, plans, and programs for federal facilities and preparing a capital improvements program for the location of federal agencies and facilities located throughout the National Capital Region.

**\* The Maryland State Legislature created the Maryland-National Capital Park and Planning Commission (M-NCPPC) in 1927 to plan for the development of the Maryland-Washington Regional District.** Created by the state, M-NCPPC's geographic area of responsibility was that portion of Maryland immediately surrounding and influenced by the District of Columbia, aptly named the Maryland- Washington Regional District. As the suburbs expanded, so did the Regional District. In 1953 it was nearly doubled to 294 square miles to cover newly urbanized areas. In 1957 it was enlarged to 691 square miles, including all of Montgomery County. In 1961 it expanded to the current 1,000 square miles, up from the original 145 square miles. Regional District boundaries now correspond to Prince George's and Montgomery counties, excluding certain municipalities. The growth in the size of the Regional District reflects the early stages of suburbanization spreading outward from Washington, D.C. The suburban growth of the Washington region now extends beyond the city's adjacent counties in Maryland and Virginia and into parts of West Virginia and Pennsylvania.

# Washington-Metropolitan Regional District



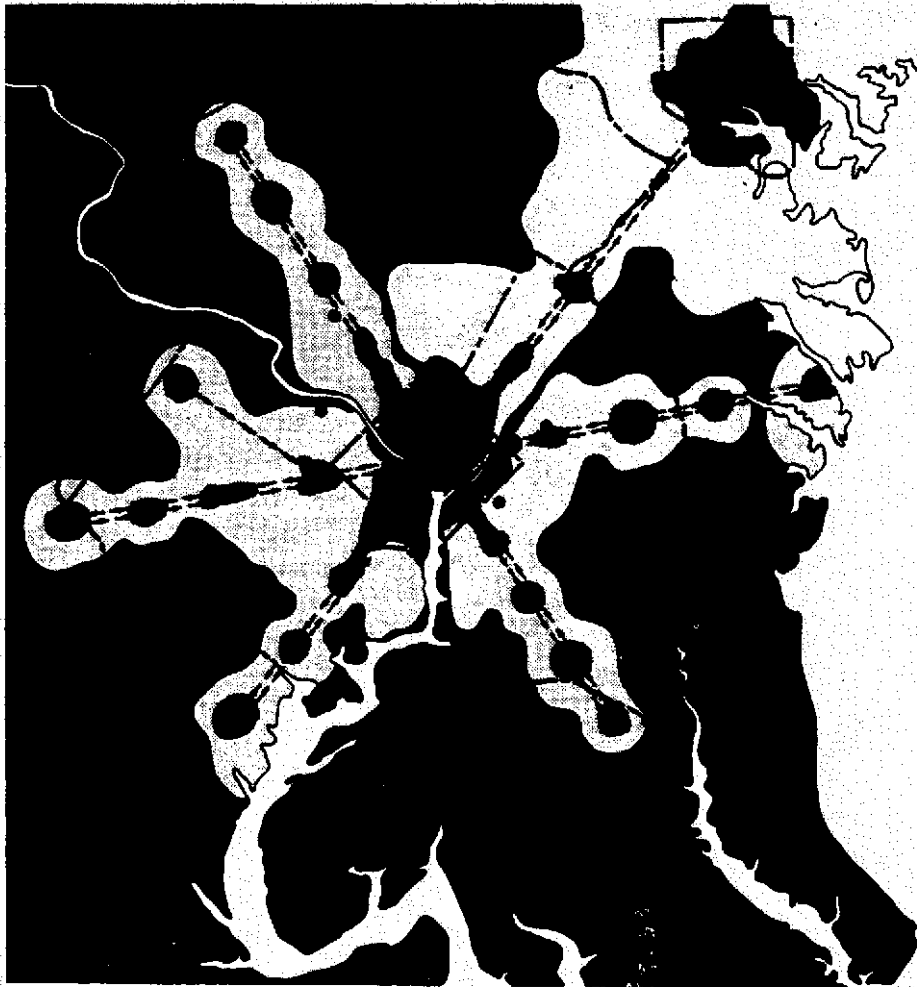
**\* In 1957 M-NCPPC published its first regional plan, *Looking Ahead: A General Plan for the Maryland-Washington Regional District*, which guided the development of the inner suburban areas of both counties. This plan recognized the importance of sound regional planning and that "the job of planning for any area is much more difficult when several planning agencies are involved." While the bulk of the plan is a compilation of then existing area plans, it is continually mindful of the Washington, D.C. region. For example, it recommends several large parks near the suburban fringe "to serve the suburban population as well as the central city, since this outlying territory offers the only available wooded sites for large new facilities to serve the population of congested Washington."**

**\* In 1959 the National Capital Planning Commission and the National Capital Regional Planning Council published the *Policies Plan for the Year 2000: The Nation's Capital*, commonly referred to as *The Year 2000 Plan*. This plan established the framework of the wedges and corridor pattern throughout the larger region. The Plan called for growth to be located along six corridors of urban development. Corridors in Montgomery County are I-270 and the northwestern portion of the I-95 Corridor. The**

Plan advocated that these corridors should be served by rapid transit to connect the entire area with downtown D.C. The areas outside of the corridors were designed to be kept open to contain urban growth and conserve rural resources. Montgomery County has been implementing the Year 2000 Plan through the 1964 and 1969 General Plans, various local area master plans, functional plans, and the implementation of capital improvements consistent with the General Plan.

**\* The 1964 *...On Wedges and Corridors*, and the 1969 *General Plan* were local expressions of the regional "wedges and corridors" radial land use pattern established by the *Year 2000 Plan*. In 1969 the Montgomery County portion of *...On Wedges and Corridors* was updated. The research done for the general plan update was a bi-county project of M-NCPPC. The Prince George's and Montgomery County Planning Boards produced separate updated general plans, with differing land use patterns. The two planning branches of M-NCPPC have evolved from a regional orientation to an individual county government orientation.**

**\* The Washington Metropolitan Council of Governments formed a task force on Growth and Transportation in June of 1990. The purpose of the task force is to:**



*the  
radial corridor  
plan*

New Town Center



Urbanized Area

Sub-center



Controlled Open Space



Main Communication Line



Source: A Plan for the Year 2000: The Nation's Capital, NCFE & NCFPC



bring together the public and private sectors and community interests to discuss and examine the need, if any, for new policies and institutional arrangements or procedures to ensure the more rational and orderly growth of the region, including the provision of needed transportation facilities and services in a timely manner.

The task force wants to avoid a future for the Washington region that has growing traffic congestion, continued environmental degradation, and declining economic vitality. The task force believes that the region can change that picture if state, federal, and local officials work with the private sector toward a new vision. The task force stressed the need for increased cooperation to solve regional issues.

#### D. TRANSPORTATION

**\* Transportation facilities physically connect Montgomery County residents and workers with the rest of the region and the nation.** Interconnections between jurisdictions are particularly important and require close coordination between jurisdictions. At the one level, the interstate highway system is coordinated by the Federal Highway Administration, with the state departments of transportation and the affected local jurisdictions working together to create an interconnected system. At another level, local streets constructed in a subdivision need to be connected with the rest of the road network to reach other parts of the County, region, and state.

The coordination and interconnection of transit facilities is somewhat similar to that of highways although the coordinating agencies are different, such as the Federal Transit Administration, until recently called the Urban Mass Transit Administration. The connectivity and coverage of transit services within the region, however, are more disjointed than highways and do not fully serve the entire region. Some inter-regional serv-

ices, such as AMTRAK, also provide transit service within the Washington MSA.

**\* Regional transportation planning responsibilities are provided by the Transportation Planning Board.** The National Capital Region Transportation Planning Board (TPB) was formed in 1965 to provide for continuous, cooperative and coordinated transportation planning throughout the Washington area. That action was in part in response to 1962 federal legislation which called for such regional entities as a condition of receiving federal transportation funds. Various requirements need to be maintained in order for the region to be certified to receive such funds. Subsequent legislation has termed agencies like these "metropolitan planning organizations."

The TPB is affiliated with the Metropolitan Washington Council of Governments (MWCOC). It uses MWCOC facilities for meetings and MWCOC staff to carry out the TPB's Unified Planning Work Program.

There has been conflict on this board, as states' self interests differ.

**\* Developing a regional Long Range Transportation Plan is one of the main responsibilities of the TPB.** The TPB adopted its initial regional transportation plan in 1972. It has been periodically updated and amended since then. A major update is under way to be responsive to requirements of the 1990 Clean Air Act Amendments and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). In order for the implementing agencies, such as the Maryland Department of Transportation (MDDOT), to receive federal funding for their projects, the projects must be elements of the TPB's Long Range Transportation Planning and be included in the TPB's Transportation Improvements Program.

**\* Recent federal transportation legislation will encourage greater regional cooperation and provide more flexibility in the use of federal funds.** The *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) gives more flexibility to

state and local governments to direct transportation funds to various roadway, transit, high occupancy vehicle, ride-sharing, bicycle, and pedestrian projects. Increased cooperation, coordination, and arrangements for intergovernmental sharing of transportation costs at a regional level will continue to be critical to the successful implementation of Montgomery County's General Plan.

**\* Responsibilities for regional transportation planning, decision making, and implementation will continue to be a regional issue.**

ISTEA has provisions that modify some of the institutional responsibilities for selecting how federal funds for implementing transportation projects should be allocated within metropolitan areas from funds apportioned to each of the states. This is causing various changes in procedures related to regional transportation planning activities. ISTEA also has a provision that calls for the establishment of an Interstate Study Commission... "to recommend new mechanisms, authority, and/or agreements to fund, develop, and manage the transportation system of the nation's capital region, primarily focusing on interstate highway and bridge systems..."

As part of recent Maryland legislation enacting the gas tax increase, a study will be conducted by the Maryland Department of Transportation in the summer of 1992 for review by the legislature in the fall "...on the feasibility of establishing a Metropolitan Planning Organization for Maryland's portion of the Washington urbanized area." The effect of this would be to create a Maryland-only focus to the transportation region.

## 1. Highways

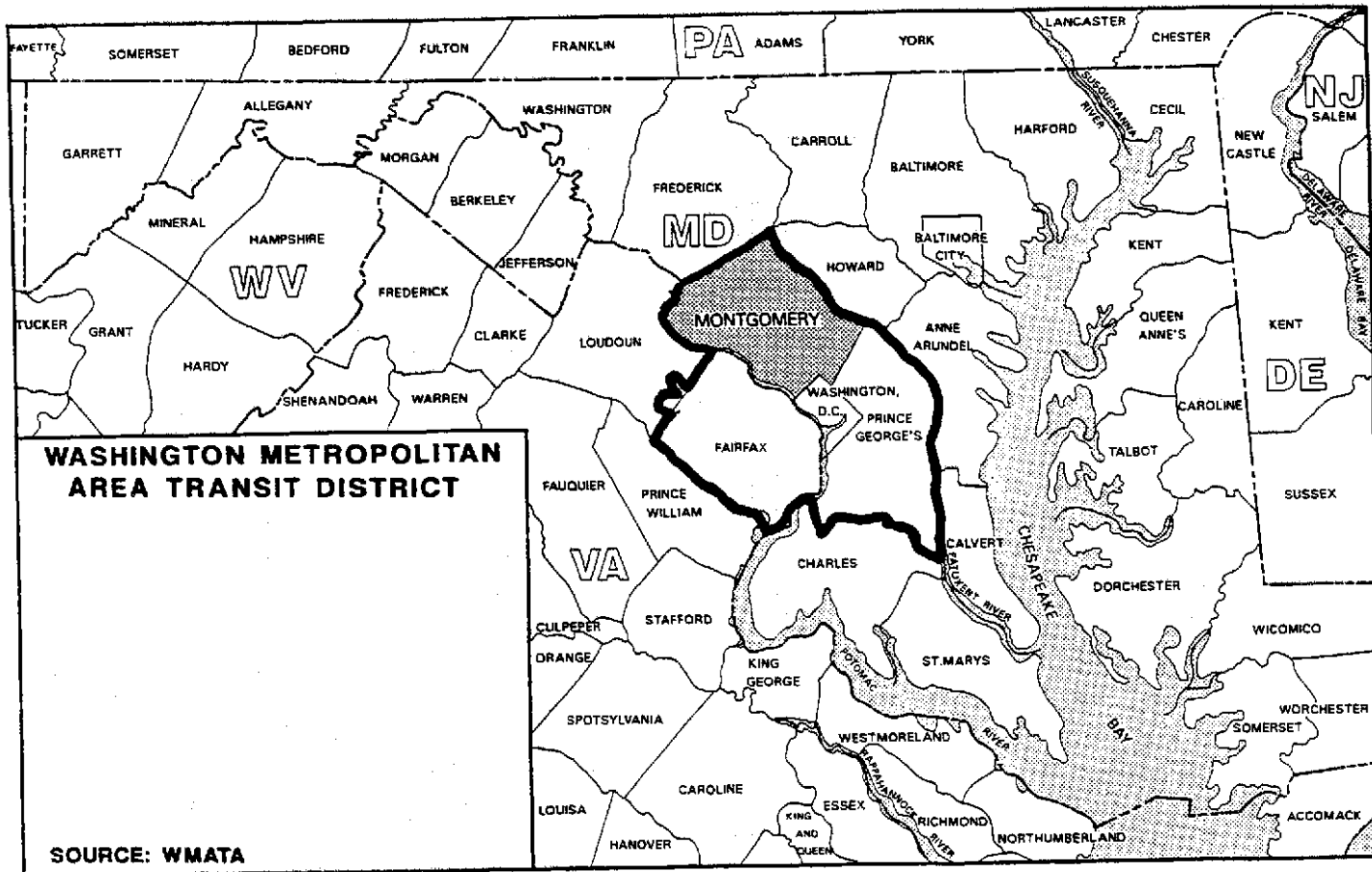
**\* Highways throughout the region are provided and operated in a coordinated intergovernmental fashion with different levels of government having different roles throughout the Washington area.** Highways in Montgomery County are provided and operated by different levels of government primarily based upon the regional travel function of each section of highway. Such intergovernmental arrangements can vary

by county, and definitely vary by state. For example, in Fairfax County the Virginia Department of Transportation funds and implements all roads, including local streets, while in Maryland the counties usually fund and implement local streets.

**\* Providing for inter-regional truck and passenger car traffic heading north-south through the Washington area is a regional issue.** One of the upcoming challenges that Montgomery County and the rest of the region face is how to attain one or more bypasses of the Washington area. Bypasses have recently been under study by the Maryland and Virginia departments of transportation. The study has evaluated the feasibility of six bypass routes, three that are on the eastern side of Washington and three on the western side of Washington. Two of the potential western routes were shown to enter Montgomery County from Virginia to the west of Poolesville and head north, generally paralleling the border with Frederick County, to join I-70 near Mt. Airy. Montgomery County officials have vigorously opposed such western bypass routes, primarily due to the impact a major freeway would have on the agricultural reserve, an important element of the overall wedges and corridors concept.

## 2. Transit

**\* The establishment of a regional rapid rail transit system required that appropriate regional authorities be established first.** The Washington Suburban Transit Commission (WSTC) was created by the state of Maryland in 1965, in anticipation of a regional transit authority being formed. WSTC provides a means of coordination between Montgomery County and Prince George's Counties and the State of Maryland in providing regional transit services. In 1992, the appointments to WSTC were changed so that the voting members to the Washington Metropolitan Area Transit Authority from WSTC will be appointed by the Governor in return for the State assuming the full share of the operating subsidies going to WMATA and County-operated bus services.



The Washington Metropolitan Area Transit Authority (WMATA) was created in 1967 as the result of an Interstate Compact between Maryland, Virginia, and Washington, D.C. as enacted by the U.S. Congress. WMATA was authorized to "plan, develop, finance and provide for the operation of a rapid rail transit system serving the Washington Metropolitan Area Transit Zone." The area served by WMATA includes the District of Columbia, Montgomery, Prince George's, Arlington, and Fairfax Counties, and the City of Alexandria. WMATA has a twelve-member Board of Directors composed of six voting members and six alternates. Maryland, Virginia, and the District of Columbia each have two voting members.

A plan for the regional system was adopted in 1968 and construction on the Metrorail system was started almost immediately. The 103-mile rapid rail transit system is centered in Washington, D.C. at Metro Center and radiates outward

into the surrounding suburban areas. Specific funding and regional cost-sharing formulas were developed to enable the system to be developed over a long period of time in an equitable manner.

Bus service throughout the region was provided by privately operated companies until 1973. WMATA acquired several privately operated bus companies in 1973 and consolidated them into a regional transit system, called Metrobus. This was done in coordination with the development of the Metrorail system planning and development. That has facilitated the expansion and restructuring of bus services throughout the region as different segments of the Metrorail system have opened for service.

\* Planning efforts are underway to extend regional transit service beyond the 103 mile Metrorail system to meet future demand. Studies of extending the regional transit service have been

underway in Prince George's County, Frederick, Montgomery, and in Fairfax County out to Dulles Airport in Loudoun County. Concerns to be addressed are how to consider these individual extension studies from a unified regional system perspective and how to better involve WMATA in those extension studies. Transit service between the Shady Grove Metrorail station and Frederick County was studied as part of the Corridor Cities Transit Easement Study. That study identified potential routes for a transit system that connects the Shady Grove Metro Station with the City of Frederick. The new transit line would serve the corridor cities of Gaithersburg and Germantown along with planned development in Clarksburg and Urbana. The MDDOT is working on project development and planning for the Shady Grove to Frederick line.

**\* Commuter rail transit service is provided in and beyond the boundaries of the WMATA service area.** MDDOT, through its MARC operations, provides commuter rail service that connects West Virginia, Baltimore, and southern Maryland to downtown Washington. This system will be expanding its service and providing for increased use. A new commuter rail line connecting Manassas and Fredericksburg, Virginia, and Washington, called the Virginia Railway Express, is opened in June 1992.

**\* The regulation of private transit-related activities, including private carriers such as taxis, buses and charter services, is done by the Washington Metropolitan Area Transit Commission (WMATC).** The areas covered by the WMATC include all those covered by the WMATA plus the portion of Dulles Airport located in Loudoun County.

### 3. Ridesharing

**\* Region-wide carpooling and vanpooling services have been provided throughout the region since the mid-1970s.** A region-wide ridesharing and carpooling program is operated by staff of the Transportation Planning Board. The carpooling program is also an element of the State

Implementation Plans for Air Quality which were adopted in the mid-1970s and early 1980s. That program is coordinated with similar local efforts. The 1990 census estimated that 15 percent of commuters in the Washington MSA commute by carpool.

### 4. Aviation

**\* Montgomery County is served by three regional, air carrier airports.** The Baltimore-Washington International (BWI), Dulles International, and Washington National Airports provide scheduled passenger service for the Washington-Baltimore region. All three of these airports are conveniently located for use by Montgomery County residents, business and visitors. In 1987, the percentages of airport users coming from Montgomery County were 11 percent for BWI, 36 percent for Dulles, and 53 percent for National. The 1969 General Plan sought to improve connections to airports in the region.

BWI is operated by the State Aviation Administration (SAA), a component of the MDDOT. Dulles and National Airports are now operated by the Washington Metropolitan Airport Authority (WMAA). The membership of the WMAA is composed of representatives from Maryland, Virginia, and Washington, D.C., with some oversight by a Congressional committee. Prior to the late 1980s, both National and Dulles were owned and operated by the federal government.

**\* General Aviation and helicopter service also have regional aspects.** The Montgomery County Airpark in Gaithersburg and the Davis Airport outside Laytonsville serve the County's general aviation needs. In addition, the Frederick County and College Park airports provide nearby general aviation facilities for some County residents and businesses. General aviation facilities serve private planes and smaller commercial flights, as opposed to the regularly scheduled passenger service from the three regional airports.

\* Recent local area master plans have identified potential locations for heliports to improve connections between employment centers and regional airports. The County's General Aviation Master Plan recommends that helistop/heliport locations be designated in employment center. The County contains a number of limited-use helistops for private helicopters as well as for medical evacuation helicopters at hospitals and the Maryland State Police Medical Unit in Norwood, which serves an area larger than Montgomery County.

### E. COMMUNITY IDENTITY AND DESIGN

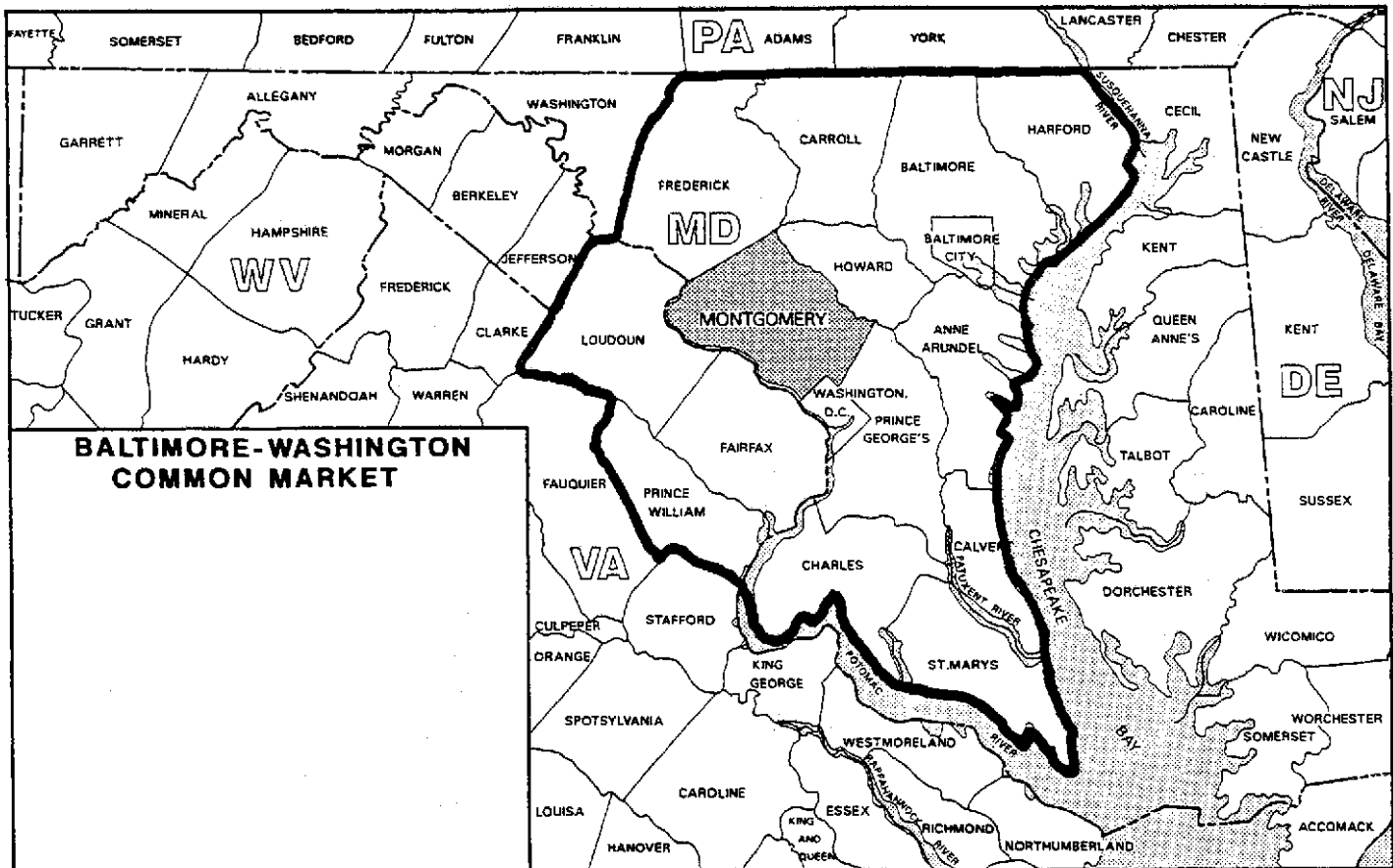
Community identity is the collection of attributes that make a community unique, make it "home," and separate it from other places. Physical, social, ethnic, political, geographic, economic, and other characteristics contribute to our perceptions about our region. A person's perceived com-

munity can range from a neighborhood a few blocks square to the entire MSA, and beyond.

\* Regional identity could become a future issue and area of contention. The expected consolidation of the Washington and Baltimore Metropolitan Statistical Areas will probably raise issues of regional identity. Will we be part of the "Washington-Baltimore" area or the "Baltimore-Washington" area? Which name comes first may affect regional identity. A consolidation has been underway for some time in terms of commuting patterns, housing markets, retail and commercial activities, and many social and cultural events. Politically and institutionally, each area is likely to retain a separate identity, in large part due to the different states involved.

### F. ECONOMIC ACTIVITY

\* The economy transcends boundaries. This morning, you may have read USA Today, a na-



tional newspaper, while eating a banana from Costa Rica, then commuted to work in your Japanese car or in a German bus. This global economy is comprised of regional, subregional, and local economies.

**\* There is a Washington regional market for office space, employees, customers and goods, and business supplies and materials.** Empty office space in Montgomery County competes for tenants with other suburban counties and with downtown Washington. Workers commonly travel from West Virginia and Pennsylvania to jobs in and around the District. When local businesses expand, they often move into neighboring towns, counties, and states.

The Greater Washington Board of Trade is a regional "chamber of commerce," and the Washington/Baltimore Regional Association, which promotes this regional marketplace, covers the Washington and Baltimore MSAs plus St. Mary's County.

**\* The I-270 corridor is a regional economic entity that spans several jurisdictions: Montgomery County, Rockville, Gaithersburg, Frederick County, and Frederick City.** The "I-270 High

Technology Corridor" signs are one symbol of the corridor's identity.

**\* The colleges and universities in the Washington area are known throughout, and draw students from, the region, the nation, and the world.** The ten universities within the Beltway and two of the colleges have formed the Consortium of Universities of the Washington Metropolitan Area as a vehicle for regional cooperation. The Consortium shares resources among the schools, reduces duplication in degree programs, and administers community-based programs.

**\* There is a class of issues outside the normal scope of the General Plan which are regional in nature too.** These include social issues such as homelessness, welfare, job training, public education, public safety and law enforcement. There are various concerted efforts across jurisdictional boundaries to cooperate on some social issues. For example, the police departments from throughout the Washington area have regular coordination meetings at the Council of Governments and have developed agreements regarding police pursuit and fire/rescue responses in adjacent jurisdictions.