

GREATER WASHINGTON 2050
COMMENTS RECEIVED

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Oct. 1, 2007

David Robertson,
Executive Director
Metropolitan Washington Council of Governments

Dear Mr. Robertson:

The Chesapeake Bay and Water Resources Policy Committee (CBPC) wishes to express its support for the overall goals of the Greater Washington 2050 initiative as outlined in the “Greater Washington 2050 Discussion Report” of Aug. 22, 2007.

The committee has been briefed on this proposal and had the opportunity to examine several of the discussion drafts.

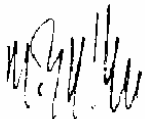
In particular, we concur with the recommendation of Action 3 that representatives from a number of policy committees, including the CBPC, be included in the group formed to oversee this initiative. However, we think it is critical that this oversight body report directly to the COG Board of Directors rather than through the Metropolitan Development Policy Committee, as the discussion report appears to recommend.

We concur with the inclusion in Action 6 of water-related measures of effectiveness to supplement the traditional focus of long-range planning on land use and transportation issues. The term “water quality” in the draft should be changed to “water resources,” to reflect the need to look at water quantity as well as water quality issues.

Finally, we suggest that water resources is another of the issues that should be addressed when examining the opportunities afforded by the anticipated reauthorization of the federal transportation funding bill in 2009, per Action 10.

We commend the Board and the Metropolitan Development Policy Committee for their work in moving this initiative forward and we look forward to providing input into the future development of this effort.

Sincerely,



Martin Nohe, Chair
Chesapeake Bay and Water Resources Policy Committee

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The compact needs to research and address aging issues in the region now and in the future.

Dr. Jacqueline Brown
Prince George's County Government
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Paul:

I have read the draft 2050 proposed work plan.

I understand that the geography for this project is the Baltimore-Washington-Richmond region. How are the Baltimore and Richmond regional planning agencies / MPOs engaged in this proposal? Do you have preliminary buy-in from them?

Does this project tie in with your climate change goals? Are there complimentary goals here?

Also, it makes sense that you plan to build on the local and regional planning work that is already in place as was a suggestion during the EGW discussions.

Please keep us informed as to progress on this initiative. Thanks.

Bob

Robert Grow
Director, Government Relations
Greater Washington Board of Trade
1725 I Street, NW, Suite 200
Washington, DC 20006

September 29, 2007

I strongly endorse the proposed Work Plan for *Greater Washington 2050*. I am writing in two respects. First, as a member of the Citizens Advisory Committee of the Metropolitan Development Policy Committee; and second, as the Chair of the nationwide Regional and Intergovernmental Planning Division of the American Planning Association.

MOST SALIENT AND POSITIVE FEATURES OF THE WORK PLAN FOR GREATER WASHINGTON

1. Extending the time horizon to 2050 because:

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-- In the development of any metropolitan region of substantial size, so many of the decisions on the basic components affecting the physical growth of that region are already fixed for the next 10-20 years.

-- By looking at a 40 -year horizon, or 2050, we can best assure that the major development decisions over the next 1-10 years are fully examined in the context of their long-range impacts, whether 20, 30, or 40 years from now or even longer into the future;

2. Undertaking this effort through two components: one which looks both across the jurisdictions in the traditional COG planning region, and then another which looks at the larger urbanizing region which stretches from Richmond on the south to Baltimore on the north;

3. Fully involving all of the policy components of the Council of Governments, the Transportation Planning Board, and the Metropolitan Washington Air Quality Committee as well as other related policy boards and committees; and,

4. Dealing with all of the components of metropolitan growth including newly emerging and very important components such as climate and energy.

SUGGESTIONS FOR YOUR CONSIDERATION

A. Expand Area to Be Studied to the West and East as Well as to the Baltimore and Richmond MPOs: While I heartily agree that this effort should include the Baltimore and Richmond MPOs, every bit as important is the need to look at the rural and exurban areas to the west and east that are rapidly urbanizing such as the middle and upper Shenandoah Valley, the panhandles of West Virginia and Maryland, and Calvert and St. Marys counties to the east, and even parts of the Eastern Shore.

B. Expand Measures of Effectiveness Under Action 6 to Include Impacts on Local and Regional Capital Facility Costs: I strongly agree with the suggested additions to the measures of effectiveness when looking at the alternative scenarios under the RMAS. In addition, I suggest that the potentially most effective measure needs to be added: that is the long-term capital facility costs of alternative scenarios to local general purpose units of government, special purpose districts, and subregional governmental agencies. Such capital costs should include not just those for transportation, but also for schools, general government facilities, and parks and open space.

Pioneering work was done in this respect by the well-known Envision Utah. In fact, some feel that the testing of alternative regional growth scenarios against future local capital costs was the single most important factor in making Envision Utah a highly successful regional visioning and planning effort.

C. The Greater Washington 2050 Committee Should Over a Two-Year Period Transition into an Effective Metropolitan Development Committee That Has Some Clout And Effectiveness: It is essential that Greater Washington 2050 Committee transition into an MDPC that has some clout. Presently, it has relatively little authority and effectiveness. As an organizational alternative, it may be that, in the future, the MDPC should be subsumed under the Board of Directors and then the Board would take on the responsibilities of the MDPC. But it is most certain, three to four years from now, that if the MDPC or its possible successor organization still has no authority, then the Greater Washington 2050 effort will have become nothing but a wasted planning exercise.

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On a related note, the MDPC's Citizen Advisory Committee also needs to be strengthened. Over the past dozen years or so, I have continuously been a member of either the TPB CAC, the MWAQ AQPAC, or the MDPC CAC. While not perfect, the TPB CAC and AQPAC have evolved into reasonably effective CAC's and have definitely had a noticeable influence on their respective Transportation Planning Board and Metropolitan Washington Air Quality Committee. Unfortunately, this is not true of the MDPC CAC.

In short, if the Greater Washington 2050 planning exercise is to have effective and continuing long-range strategic regional planning effectiveness, then its now parent MDPC simply must be strengthened. And as an ancillary action, the MDPC CAC must also be strengthened.

These are my comments. I very much appreciate the opportunity to comment. Again, let me again say, I strongly endorse the Work Plan for Greater Washington 2050. It is a good one.

Lee Schoenecker