



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Gerald E. Connolly
United States House of Representatives
327 Cannon House Office Building
Washington, DC 20515

Dear Representative Connolly:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

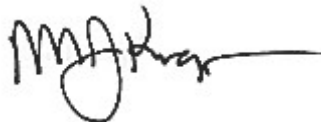
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Frank R. Wolf
United States House of Representatives
241 Cannon House Office Building
Washington, DC 20515-4610

Dear Representative Wolf:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

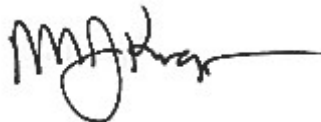
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Steny H. Hoyer
United States House of Representatives
1705 Longworth House Office Building
Washington, DC 20515-2005

Dear Representative Hoyer:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

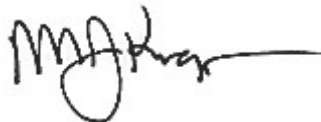
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable James P. Moran
United States House of Representatives
2239 Rayburn House Office Building
Washington, DC 20515-4608

Dear Representative Moran:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Barbara Mikulski
United States Senate
SH-503 Hart Senate Office Building
Washington, DC 20510-2003

Dear Senator Mikulski:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

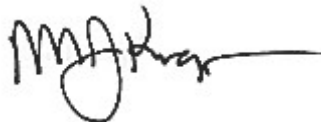
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Eleanor Holmes Norton
United States House of Representatives
2136 Rayburn House Office Building
Washington, DC 20515-5100

Dear Representative Norton:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

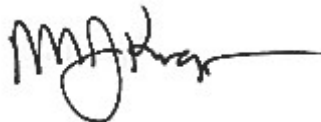
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Christopher J. Van Hollen
United States House of Representatives
1707 Longworth House Office Building
Washington, DC 20515-2008

Dear Representative Van Hollen:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

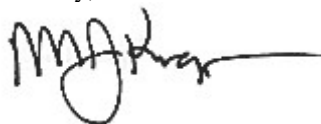
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Roscoe Bartlett
United States House of Representatives
2412 Rayburn House Office Building
Washington, DC 20515-2006

Dear Representative Bartlett:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

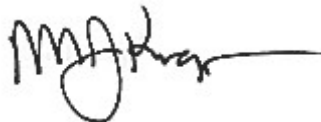
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Ben Cardin
United States Senate
SH-509 Hart Senate Office Building
Washington, DC 20510-2002

Dear Senator Cardin:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

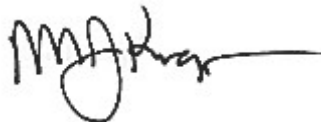
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable James Webb
United States Senate
SR-144 Russell Senate Office Building
Washington, DC 20510-4604

Dear Senator Webb:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

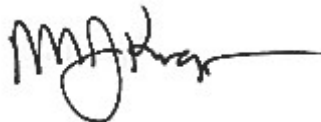
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Robert J. Wittman
United States House of Representatives
1318 Longworth House Office Building
Washington, DC 20515-4601

Dear Representative Wittman:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

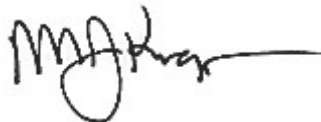
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Mark Warner
United States Senate
B40C Dirksen Senate Office Building
Washington, DC 20510

Dear Senator Warner:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

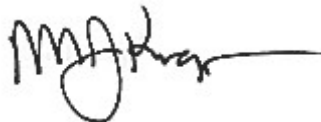
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors



Local governments working together for a better metropolitan region

January 6, 2009

District of Columbia

*Bladensburg**

Bowie

College Park

Frederick

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

**Adjunct member*

The Honorable Donna Edwards
United States House of Representatives
318 Cannon House Office Building
Washington, DC 20515

Dear Representative Edwards:

The challenges facing the 111th Congress, in scope and complexity, are without precedent. National and world-wide crises of climate change, energy, and finance, as well as concerns over security and foreign wars, require urgent action by the new Congress and the new Administration. Perhaps the most immediate need for legislative action is a call for stimulation of the nation's economy. President-Elect Obama has called for the "largest investment in infrastructure since the National Highway System." The Metropolitan Washington Council of Governments (COG) fully agrees.

America is beginning to understand the consequences of decades, perhaps generations, of inattention to our infrastructure. We've recently witnessed the failure of the levees in New Orleans, the collapse of the I-35W Bridge in Minneapolis, the bursting of a steam pipe that shut down central Manhattan, and a dam collapse in Tennessee. Last week in the National Capital Region the rupture on a large, aging water main caused major flooding, road destruction, stranded motorists, and required several dramatic rescues.

COG is comprised of local and state government officials who are largely responsible for planning, developing, and maintaining much of this region's infrastructure, as well as members of the region's congressional delegation. COG members are acutely aware of the phenomenal number of infrastructure and public works projects that need immediate attention.

As Congress wrestles with the specifics of proposals for stimulus or recovery programs, the vast number of desirable and needed infrastructure projects will present a daunting task. In the National Capital Region alone, hundreds of vital projects – both maintenance and new construction – will compete for attention and ultimate funding. To fully understand the requirement and benefits of each, and to prioritize consideration and funding, Congress should look to the states, localities, and existing regional organizations for assistance – to create an intergovernmental recovery partnership.

Congress should set the criteria for infrastructure and related expenditures based upon several critical needs – both short and long term:

- 1) A minimum two-year funding stream of projects should be considered, based upon the current readiness to commence necessary projects for immediate funding, with other needed projects seeded with planning and engineering moneys for funding in the Second Session of the 111th Congress.
- 2) Immediately stimulate growth and create jobs by maintaining and repairing deteriorated roads, bridges, transit facilities, water and wastewater facilities, and other long neglected infrastructure components. Direct investment supporting public and quasi-public entities will expedite the completion of projects already planned and engineered, and will also prevent layoffs of state and local employees, preserving public jobs as well as those of private sector contractors.

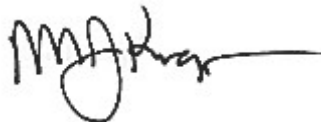
- 3) Where possible, immediate priority should be given to projects which safeguard the environment and foster energy independence. Additional “green” projects in the planning stage should be expedited and be ready for funding next Session.
- 4) Community colleges, union apprentice training programs, and governmental job training programs should be quickly enhanced to ensure development of skilled workers to provide a long term labor force.
- 5) Regional advisory bodies should be utilized to assist federal and state governments in the prioritization of projects and efforts which will provide economic stimulus and maximize employment and will ensure that the selection of projects comport with local and regional planning and development. Metropolitan Planning Organizations, Regional Councils, and regional bodies aiding in the allocation of Urban Areas Security Initiative funds have a history of just such planning and prioritization efforts and can assist in expediting selection, funding, and ultimate construction.

The Metropolitan Washington Council of Governments and all COG officials are prepared to assist you in the development of planning and funding mechanisms. COG desires to be part of the screening process for the National Capital Region, and has demonstrated the capacity to prioritize public actions and commitments based upon regional needs and scarce resources:

- The National Capital Region Transportation Planning Board has effectively and efficiently prioritized regional transportation projects and has forged collaboration and cooperation between the states of Virginia and Maryland and the District of Columbia.
- The Metropolitan Washington Air Quality Committee has prioritized and established local and state government actions to bring the region into compliance with the requirements of the Clean Air Act. Several other COG environmental and energy committees provide regular venues for regional coordination for local governments and agencies responsible for water, wastewater and energy infrastructure.
- COG, working with state legislatures and Congress, has fostered the creation of financial mechanisms for capital maintenance of the Washington Metropolitan Area Transit Authority (WMATA).
- COG’s Chief Administrative Officers Committee (the region’s city and county managers) has assisted the Mayor of the District of Columbia and the Governors of Maryland and Virginia in prioritizing nearly \$300 million of expenditures enhancing the emergency prevention and response capacity of the National Capital Region funded through the U.S. Department of Homeland Security’s Urban Areas Security Initiative program.

COG looks forward to supporting the National Capital Region congressional delegation to address these urgent economic and infrastructure needs. For additional information, or to arrange any follow-up discussions with local officials or professional planning staff, please contact COG’s Executive Director, David Robertson, 202.962.3260 or drobotson@mwkog.org.

Sincerely,



Michael J. Knapp
Councilmember, Montgomery County
Chairman, COG Board of Directors