



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

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COMMITTEES:

Transportation
Public Health
Community Development & Small Businesses

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Dear Speaker DiMasi:

I am forwarding for your review several documents from the U.S. Department of Transportation, sent to the administration earlier this month, regarding the Commonwealth of Massachusetts' recently-submitted Statewide Transportation Improvement Program (STIP). I want to bring to your attention my concerns about the STIP, which has been rejected by DOT. This impacts the entire Commonwealth as we seek to maintain, repair, and improve our statewide transportation infrastructure, including our roads, bridges, and public transportation networks.

While we as a Commonwealth struggle to address the projected \$15 to \$19 billion transportation shortfall over the next twenty years, the Transportation Bond Bill filed by Governor Patrick is a financially responsible way to address infrastructure needs across the state. This recent news from DOT reinforces the need for taking swift action in the legislature. **I respectfully request the House move expeditiously to take up and pass Governor Patrick's Transportation Bond Bill, and include full funding for the MBTA green line extension and other SIP commitments in order to fulfill our legal obligations.**

As cited by DOT, the STIP's non-compliance is in part due to the failure of the Commonwealth to meet its deadlines under the State Implementation Plan (SIP), which includes mitigation under the Clean Air Act for the environmental impacts of the Central Artery/Tunnel Project. This is also of primary importance to my district, with the MBTA Green Line Extension through Somerville and Medford being one such mitigation project. The Commonwealth has a legal obligation to complete this project by 2011. Due to delays of prior administrations, the Executive Office of Transportation has already indicated that the Commonwealth will miss the 2011 deadline, and has filed a revised SIP with the Environmental Protection Agency looking at a delay of at least three years. Lack of state funding continues to jeopardize the state's commitment to meeting even the proposed new deadline of 2014 currently awaiting EPA approval.

DOT's second reason for rejection is the STIP is not financially constrained. Specifically, the funds have not been passed by the Commonwealth, and we are being urged to move on passage

of the transportation bond bill. Their letter states it is "of the utmost importance that transportation bond legislation be enacted as early as possible in the next calendar year." Failure to pass the bond bill, inclusive of full funding of the green line extension and other SIP commitments, puts the Commonwealth at risk of falling further behind in its legal obligations.

I am more than happy to review these concerns with you and your office, and to provide any additional information that may be helpful to moving this legislation forward.

Sincerely,



Carl Sciortino

cc: Chairman Wagner, Joint Committee on Transportation
Chairman Flynn, Joint Committee on Bonding, Capital Expenditures, & State Assets
Chairman DeLeo, House Committee on Ways and Means