



U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

James L. Oberstar
Chairman

John L. Mica
Ranking Republican Member

October 1, 2009

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

The Honorable Deval Patrick
Office of Governor Deval Patrick
Massachusetts State House
Room 360
Boston, MA 02133

Dear Governor Patrick:

The Committee on Transportation and Infrastructure continues to closely oversee the implementation of transportation and infrastructure provisions of the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (Recovery Act), to ensure that the funds provided are invested quickly, efficiently, and in harmony with the job-creating purposes of the Recovery Act. Throughout development of the Recovery Act, I emphasized the importance of transparency and accountability and ensured that the transportation and infrastructure provisions are subject to the most rigorous transparency and accountability requirements of the Act.¹

In August 2009, almost six months after enactment of the Recovery Act, I sent letters to the best and worst performers in putting to work Recovery Act highway funds. Since then, we have watched many States move aggressively to use these funds to create and sustain family-wage jobs, contribute to our nation's long-term economic growth, and help the United States recover from the worst recession since the Great Depression.

Regrettably, Massachusetts is not among these States. Based on the State progress reports submitted to the Committee in September 2009, Massachusetts has fallen far behind other States in putting to work its Recovery Act highway formula funds. According to submissions received from all States and the District of Columbia, your State ranks 49 out of 51,² based on an analysis of the percentage of Recovery Act highway formula funds put out

¹ See P.L. 111-5, § 1201. In addition to the statutory reporting requirements of the Recovery Act, the Committee has requested and received transparency and accountability information on implementation of the transportation and infrastructure provisions of the Recovery Act from Federal agencies, States, metropolitan planning organizations, and public transit agencies. Those recipients have reported regularly to the Committee. The Committee has also held five oversight hearings on implementation of the Recovery Act.

² These rankings include the 50 States and the District of Columbia. The rankings do not include the Territories.

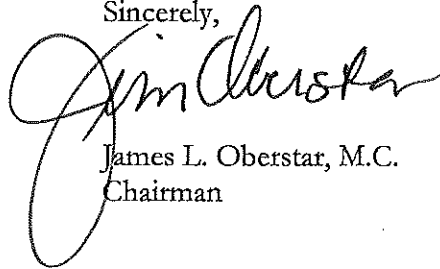
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to bid, under contract, and underway.³ As of August 31, Massachusetts had begun construction of projects totaling only 23 percent of the State's funding.

I strongly urge you to refocus your efforts to implement the Recovery Act and use the available funds to create and sustain family-wage jobs. These jobs are critical to Massachusetts' and the nation's long-term economic growth.

Thank you for your efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Oberstar". The signature is fluid and cursive, with a large loop at the end.

James L. Oberstar, M.C.
Chairman

³ According to the State's submission, as of August 31, 2009, 44.4 percent of Massachusetts' Recovery Act highway formula funds are out to bid, 22.6 percent of funds are under contract, and 22.6 percent of funds are underway. Nationally, 65.2 percent of Recovery Act highway formula funds are out to bid, 48.9 percent of funds are under contract, and 42.7 percent of funds are underway.