

*The Commonwealth of Massachusetts*  
*General Court*  
*State House, Boston 02133-1053*

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August 11, 2009

His Excellency Deval L. Patrick, Governor  
Executive Office  
State House, Room 360  
Boston, Massachusetts 02133

Dear Governor Patrick:

We write to request your immediate attention to an epidemic of mismanagement at the Commonwealth's Executive Office of Transportation and Public Works.

Over the past eight months there have been a series of decisions and actions taken by your Secretary of Transportation that have been shortsighted, fiscally imprudent, and in some instances have risen to a level of gross negligence that have jeopardized the safety of our Commonwealth's citizens. We believe this situation must be addressed prior to the formation of the state's new Department of Transportation on November 1.

When you ran for office you promised to change the culture of state government. You argued that we must all come together and eliminate the cynicism that permeates state government, in order to solve the difficult challenges facing our Commonwealth. The actions of Secretary James Aloisi have undermined that effort, and returned our state to the petty infighting that has long paralyzed meaningful reform. Your leadership is needed to raise the level of debate, and it is imperative that your administration emulate the standards you set forth during your campaign.

The lack of leadership and effective oversight from this executive office has been consistent throughout your tenure as Governor. Those failings have risen to a critical level following your appointment of Secretary Aloisi this past January. Given his prior history at the Executive Office of Transportation and the Massachusetts Turnpike Authority as a key architect of the Central Artery/ Third Harbor Tunnel project and also as the author of the funding scheme that is now crippling our state's finances we believe his selection was an error in judgment.

The following are just of portion of the ill-advised decisions made by Secretary Aloisi since his appointment:

- Failed to adequately monitor the Massachusetts Turnpike Authority's fast lane contractor resulting in 113,940 Fast Lane overcharges last year, for a total of \$190,441 in improperly tolled charges against turnpike motorists.
- Ordered that the distinctive lights on the Leonard P. Zakim Bunker Hill Memorial Bridge be turned off at a savings of less than \$5,000 a month, despite the willingness of interested parties to make donations to ensure that the decorative lights remained illuminated.
- Ordered that staffing levels for toll booth operators be cut to below minimum acceptable standards for periods of high traffic resulting in dangerous traffic gridlock on Easter Sunday, which unnecessarily and

knowingly placed public safety in peril for the distinct purpose of creating public support for your gas tax increase proposal.

- Pursued a plan to implement a big brother like tolling procedure whereby the RMV would continually track motorists and bill them for vehicle miles traveled.
- Reprimanded Massport officials for proposing a \$1 parking fee increase after voting as a Massport board member to designate the power raise/lower parking fees to Massport administrators, while at the same time proposing a \$2 "carbon fee" that would have been added to Logan parking rates.
- Advocated for and implemented a plan at the Registry of Motor Vehicles to significantly increase license, registration and records fees.
- Instituted a policy at the RMV eliminating extended and weekend hours of service.
- Instituted a politically charged plan to close approximately one-third of the Registry service centers without doing a cost-benefit analysis, or an analysis to determine if service levels can be maintained within a streamlined RMV

In addition, the Secretary through his role as Chairman of the Board for both the Massachusetts Turnpike Authority and the Massachusetts Bay Transit Authority has overseen and orchestrated attempts to enact massive toll and fare hikes. Most recently, the Secretary, despite the appropriation of an additional \$160 million by the Legislature, pushed ahead with a dramatic fare increase not currently necessary to maintain the MBTA's fiscal solvency.

Most troubling however, has been the Secretary's consistent pattern of misinformation and fabrication exemplified with his dealings with the former General Manager of the MBTA these past few weeks. Is it or is it not the administration's proposal to raise MBTA fares? The email correspondence between the General Manager and the Secretary would seem to indicate, quite clearly, that the administration is the driving force behind the proposed increase and not MBTA administrators as the Secretary stated Thursday evening. Additionally, the Secretary took the unprovoked tact to publically insinuate that the General Manager was unavailable and often absent in an effort to tarnish the General Manager's character following a National Transportation Safety Board investigation, which found that human error was the direct cause of two horrific transit accidents.

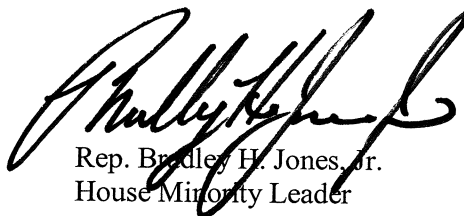
In light of these decisions, as well as his temperament and trustworthiness we have no confidence that Secretary Aloisi will be able to productively manage the massive overhaul of the state's transportation bureaucracy starting November 1. The leadership necessary to effectuate the changes in culture and practice will not be achieved by a person who can only be described as the "ultimate insider." The cost savings that may potentially be achieved as part of the transportation reform are vital to the long-term viability of our transportation infrastructure system and require all of state government working cohesively to tackle the challenges foreseen and unseen.

To that end we respectfully request that you call on Secretary James Aloisi to resign his office, or in the alternative if that may not be accorded, that you terminate him effective immediately for the negligence he has shown the taxpayers of the Commonwealth. Transportation reform will only be achieved with strong leadership, cooperation and continued vigilance. We hope that we may work together to see this goal accomplished.

Sincerely,



Sen. Richard R. Tisei  
Senate Minority Leader



Rep. Bradley H. Jones, Jr.  
House Minority Leader