

The Chilmark Preschool

8 State Road, P.O. Box 425
Chilmark, MA 02535

508-645-2562 x214

April 25, 2011

Dear Friends of the Chilmark Preschool,

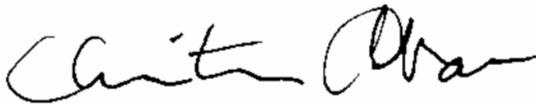
After a lot of deliberation and with much regret, I'm writing to submit my resignation as Director of the Chilmark preschool for reasons of health.

I'm pleased to report that, medically speaking, all my treatment has been 100% successful, but the recovery from radiation is unpredictable, so I wouldn't want to jeopardize the program in any way. I've missed being in touch with the Board, but, as I'm sure you know, I've been keeping current by meeting regularly with Heather. I had a four hour meeting with her the other day, as well as a good phone conversation with Alicia. I feel that the Preschool is on very solid footing in terms of the quality of the program (and its reflection of the Board's vision for the school), the teaching staff, and reputation. Now – on to Phase II, making it work In Reality (surely not my forte!!).

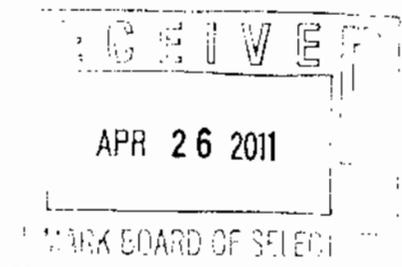
I hope to continue to be as much of a resource as possible in any way that I can and any way that's needed.

Finally, I'd like to express my appreciation to the Board and the Town for the vision, experience, and support over the years that made this program possible.

Sincerely,



Christine Abrams





MARTHA'S VINEYARD
REGIONAL TRANSIT AUTHORITY

April 19, 2011

Mr. Richard Davey
Administrator Rail and Transit Division
Mass DOT
Ten Park Plaza
Boston, MA 02116-3969

MAR 26 2011
MASS. BOARD OF SELECTORS

Dear Mr. Davey,

The Martha's Vineyard Regional Transit Authority (VTA) is writing in response to the pending RFR: *Beyond Boston - A Transit Study for the Commonwealth*. The VTA supports the positions outlined in the comment letter prepared by MARTA. Without reiterating those points, please consider the following additional comments from the perspective of the Martha's Vineyard locale.

Even casual observers of the MBTA and the RTA's would report that paratransit and human services offer the largest room for improvement. While changes to paratransit services are agency policies, the changes in human service transportation will require a true Statewide effort including our Governor, Legislators, multiple Secretariats and the RTA's.

With cuts in vital State funding to our organization looming for the foreseeable future, it is difficult to endorse \$400,000 for a study with the implication that the present structure must change, as stated in the RFP's Task 6. The language used leaves little doubt to potential consultants about what types of conclusions are expected by MassDOT. Rather than an objective study, the RFR as written appears to be seeking an expert consultant's endorsement of agency consolidation. Those supporting this notion solely are willfully ignoring the logic behind our enabling legislation.

MGL 161B established RTA service areas with cities and towns, which created efficiencies in a geographically diverse state. The RTA's run lean administrative and operating costs. I highly doubt there would be any significant cost savings to consolidation, as each RTA's daily functions would still need to be completed. While lower level jobs may be combined with larger regions, the new entities would create a need for more higher level positions for oversight. There would be no net gain with this re-organization. The detail-oriented work tasks that need to be completed on the ground level still would not change, but how they are completed and managed would likely be less efficient.

Locally controlled transit agencies foster public participation and buy-in, which are integral parts of our transportation decision making. The VTA has listened to the needs of relatively

small customer segments, and unencumbered by bureaucracy, has modified service accordingly. By contrast, larger transit organizations can be ponderous and less nimble to change. This weakness is generally viewed negatively, particularly by their own customers, because individual voices do not feel their needs are heard amongst the many. Such sentiment is reflected, fairly or not, almost daily in the press.

When the pooling of resources has been appropriate, the RTA's have actively been doing so already. For example, the RTAs have been working towards increasing interoperability in fare collection and service with each other and MassDOT. We look forward to continuing this work and to assisting MassDOT in identifying areas where efficiencies can be implemented. This work is part of many transit professionals' daily routines throughout the state. This is their passion and their interest. Input from stakeholders and the public are regularly collected in our daily work as part of our mandate. A planning organizational structure already exists both regionally and at MassDOT.

One of the foregone conclusions implied in the RFP – transferring more decision-making ability - is difficult to justify when viewing MassDOT's recent track record. At times, it has been hard to digest the MassDOT mandates to the RTA's or even understand the thoughts behind them. Most recently, the RTA's have been asked to collectively cut \$3.4 million over 5% from our operating budgets, now that we are seven months into the funding year. The largely seasonal properties have already spent a majority of the fiscal year budgets. Meanwhile, the MBTA is looking at approximately 6.2% of an increase for the same funding year. Please keep in mind that the State funds less the 25% of the RTA's operating expense and approximately 50% of the MBTA's. Where's the equity that all citizens of the Commonwealth deserve?

We do believe that MassDOT staff and staff from the RTAs can continue to improve areas, such as Paratransit and Human Service Transportation. It should be easily recognized that this is where the real cost savings lies. Additionally, we can assist in making the RTA's funding more predictable. The Statewide 5-year plan began this work and would be a template for continuing efforts.

Many thanks for your attention. Please call me at 508-693-9440 ext. 10 with any questions.

Sincerely,

Angela E. Grant 

Angela E. Grant
Administrator

cc: David Mohler—Executive Director, Mass DOT, Office of Planning
John Englert—Acting Deputy Administrator, Mass DOT, Rail and Transit Division
Catherine Lynds—Chief of Staff, Mass DOT, Rail and Transit Division
Senator Dan Wolf
Representative Timothy Madden
VTA Advisory Board
Town Administrators - Local Communities

RECEIVED
APR 26 2011
MASSDOT



Federal Communications Commission
Washington, D.C. 20554

April 14, 2011

CHILMARK, TOWN OF
340 STATE RD
CHILMARK, MA 02535

RE: Compliance with the January 1, 2013 Narrowbanding Deadline

Dear Licensee:

The Federal Communications Commission's database shows that 1 of the Public Safety Pool authorizations for which you are licensee of record contain(s) an emission designator authorizing "wideband" operation with a channel bandwidth in excess of 12.5 kilohertz (kHz). See lead call sign WNNK740. While such wideband operation is currently permissible, this is a reminder that the **deadline** for converting to "narrowband" operation is quickly approaching. You must bring these facilities into compliance with the Commission's narrowbanding rules by **January 1, 2013**, either by migration to 12.5 kHz (or narrower) channel bandwidth or by utilization of technology that achieves equivalent efficiency.¹ The Commission began implementing the narrowbanding rules over ten years ago and set January 1, 2013 as the deadline to give licensees ample time to comply. If you have not done so already, we urge you to take the necessary steps as soon as possible to ensure timely compliance with the January 1, 2013 deadline.

Timely completion of narrowbanding is important because it will ensure more efficient use of the spectrum, relieve congestion, and result in increased channel availability for land mobile radio systems. In addition, after the January 1, 2013 deadline, the Commission's rules will no longer protect unauthorized wideband operations from harmful interference, availability of wideband equipment will diminish or cease, and the Commission may license new narrowband facilities that overlap pre-2013 wideband channels. Unauthorized wideband operation after this date in violation of the Commission's rules may subject licensees to enforcement action, including monetary forfeitures or license revocation. If newly authorized facilities receive harmful interference from unauthorized wideband operations, the Commission may require the non-compliant wideband operator to promptly remedy the interference, which may include cessation of operations, if necessary.

The Commission has information resources available to assist you in the narrowbanding process. For further information regarding the narrowbanding rules, planning for the narrowbanding process, frequently asked questions, and links to technical and funding resources, please go to www.fcc.gov/narrowbanding. In addition, the U.S. Department of Homeland Security's Office of Emergency Communications has recently released a guidance document entitled "A Practical Guide to Narrowbanding," which is available at http://www.dhs.gov/files/publications/gc_1285865538920.shtm. Licensees may also send questions by e-mail to narrowbanding@fcc.gov or by contacting Mr. Roberto Mussenden of the FCC Public Safety and Homeland Security Bureau, Policy Division, Roberto.Mussenden@fcc.gov, or the Commission's Consumer Center at 888-CALL-FCC (888-225-5322).

Sincerely yours,

James Arden Barnett, Jr., Rear Admiral (Ret.)
Chief, Public Safety & Homeland Security Bureau

¹ See 47 C.F.R. §§ 90.203(j), 90.209(b).

WPQZ 445



Federal Communications Commission
Washington, D.C. 20554

April 14, 2011

CHILMARK, TOWN OF
BOX 119
CHILMARK, MA 02535

RE: Compliance with the January 1, 2013 Narrowbanding Deadline

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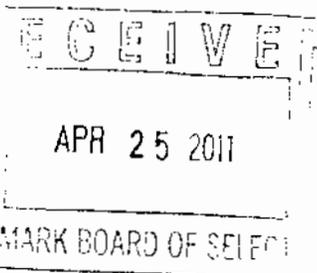
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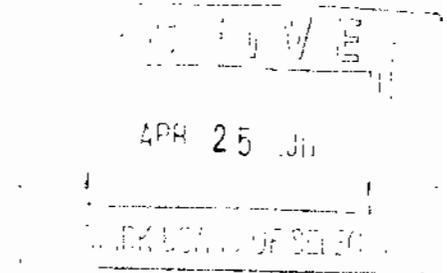
U.S. Department of Homeland Security
99 High Street, 6th Floor
Boston, Massachusetts 02110



FEMA

April 22, 2011

Warren M. Doty
Chairperson, Board of Selectmen
Town Hall
Town of Chilmark
Post Office Box 119
Chilmark, Massachusetts 02535-0119



Reference: Updated Coastal Flood Insurance Study (FIS) and Digital Flood Insurance Rate Maps (DFIRM) for the Town of Chilmark, Dukes County, Massachusetts

Dear Mr. Doty:

On July 6, 2010, your community received updated Digital Flood Insurance Rate Maps (DFIRMs) through the Department of Homeland Security's Federal Emergency Management Agency (FEMA) Map Modernization (MapMOD) initiative. Due to flood map improvements under the new Risk Mapping, Assessment, and Planning Program (Risk MAP Program), FEMA will be updating the engineering analysis along the Massachusetts coastline. This Risk MAP Program restudy will result in updated technical data being incorporated into coastal DFIRMs over the next two years.

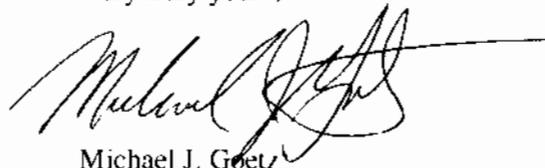
STARR is currently serving FEMA as a Production and Technical Services contractor under the Risk MAP Program. In support of the National Flood Insurance Program (NFIP), STARR is initiating the coastal flood hazard analysis in Dukes County. The current tasks will include: field survey and reconnaissance activities, review of the coastal hydrology, and updates to the hydraulic analysis for the shoreline of the Town of Chilmark. This data will then be utilized to produce an updated Flood Insurance Study (FIS) report and DFIRM panels for the Town of Chilmark.

The field survey and reconnaissance activities will include a visual inspection of the shoreline to identify changes in physical conditions from the previous FIS, determine the condition of shore protection structures and natural barriers, and evaluate potential locations for transects used in our hydraulic analysis. The reconnaissance study will be completed on foot for coastal beaches and by boat for inner-harbor areas and inaccessible coastal areas. Two-person teams of STARR staff will be using hand-held Global Positioning Systems (GPS) and digital cameras to document our findings. STARR anticipates that the field activities will be initiated in the month of April or May 2011. If you should have questions regarding this activity, please contact STARR's Coastal Studies Lead, Brian Caufield, by email at Brian.Caufield@starr-team.com or by telephone at (617)452-6658. STARR field staff will carry photo identification and a FEMA letter detailing the purpose of their activities. The STARR field teams will contact the community police agency prior to starting field activities.

On March 24, 2011, FEMA held a Discovery Meeting at the Martha's Vineyard Regional Transit Authority in Edgartown at which we met with officials from Dukes County communities to discuss the Dukes County Coastal Study.

We look forward to working with the community officials of the Town of Chilmark to ensure that the goals of this Risk MAP project are met. We believe that this project is an important step to allow the Town of Chilmark to continue to administer effective floodplain management programs and communicate the most accurate risk information. If you have any questions, please do not hesitate to contact Kerry Bogdan of my staff. Kerry can be reached by email at kerry.bogdan@dhs.gov or by telephone at (617) 956-7576. You may also contact Richard Zingarelli, NFIP State Coordinator at the Massachusetts Department of Conservation and Recreation, Flood Hazard Management by email at richard.zingarelli@state.ma.us or by telephone at (617) 626-1406.

Very truly yours,



Michael J. Goetz
Chief, Risk Analysis Branch
FEMA Region I

cc: Jennifer L. Christy, Town Clerk, Town of Chilmark
Brian Cioffi, Chief of Police, Town of Chilmark
Timothy Carroll, Director, Emergency Management, Town of Chilmark
Leonard Jason, Jr., Inspector of Buildings, Town of Chilmark
David Norton, Fire Chief, Town of Chilmark
Richard Steves, Chairman, Conservation Commission, Town of Chilmark
Dennis Jason, Harbormaster, Town of Chilmark
Janet Weidner, Chairperson, Planning Board, Town of Chilmark
Richard Zingarelli, NFIP State Coordinator, Massachusetts Department of Conservation and Recreation
Kerry Bogdan, Senior Engineer, FEMA Region I
Buvana Ramaswamy, STARR Region I



THE COMMONWEALTH OF
MASSACHUSETTS

MASSACHUSETTS EMERGENCY MANAGEMENT AGENCY
400 WORCESTER RD., FRAMINGHAM, MA 01702-5399 508-820-2000 FAX 508-820-1404

DEPARTMENT OF CONSERVATION & RECREATION
251 CAUSEWAY STREET, SUITE 600-700, BOSTON, MA 02114-2104 617-626-1250 FAX 617-626-1449



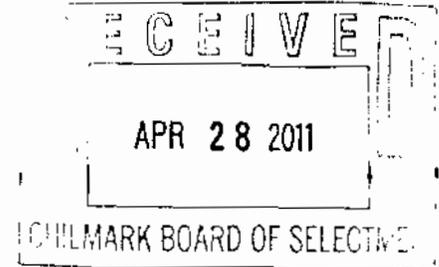
Kurt N. Schwartz
DIRECTOR

Deval L. Patrick
GOVERNOR

Edward M. Lambert Jr.
COMMISSIONER

April 26, 2011

Timothy R. Carroll
Town Administrator
Emergency Management Director
PO Box 119
Chilmark, Massachusetts 02535



Dear Timothy R. Carroll:

This letter is to inform you our records indicate your community's Local Hazard Mitigation Plan will expire on May 13, 2013.

According to FEMA regulations at 44 C.F.R. §201.6(d)(3), a local jurisdiction must review and revise its plan to reflect changes in development, progress in local mitigation efforts, and changes in priorities, and resubmit it for approval within five (5) years in order to continue to be eligible for mitigation project grant funding.

Please be aware your community must have an updated, locally adopted, and FEMA approved Local/Multi-Jurisdictional Hazard Mitigation Plan to be eligible to apply for and/or receive Federal Emergency Management Agency (FEMA) hazard mitigation grants, including, but not limited to; Pre-Disaster Mitigation (PDM) program, Hazard Mitigation Grant Program (HMGP), and Flood Mitigation Assistance (FMA) Program.

To maintain eligibility for these grants, FEMA strongly encourages communities with approved plans to update and resubmit the plan **prior** to its expiration date so that mitigation grant funding will not become compromised.

Hazard mitigation planning and projects grants are a major focus of the Commonwealth of Massachusetts' State Hazard Mitigation Team Priorities. Securing funding for these plans and projects reduces the Commonwealth's overall risks to the population and structures, while also reducing reliance on federal disaster relief funding and the National Flood Insurance Program.

The Martha's Vineyard Commission coordinated the development of the current Dukes County Multi Jurisdictional Hazard Mitigation Plan. The Commission will be applying for funding to revise and resubmit the County Plan. For more information on this update please contact Jo-Ann Taylor, Coastal Planner, taylor@mvcommission.org or 508-693-3453 x19, for more information, or feel free to contact Sarah White with any questions at 508-820-1435 or Sarah.White@state.ma.us.

Sincerely,

A handwritten signature in black ink that reads "Richard Fitzgerald". The signature is written in a cursive style with a large initial "R".

Richard Fitzgerald
Section Chief
Recovery, Mitigation, and Technical Services
Massachusetts Emergency Management Agency

CC: Kevin Merli, Mitigation FEMA Region 1
Jo-Ann Taylor, Martha's Vineyard Commission

TELECOM

LEASE ADVISORS

April 19, 2011

Town Of Chilmark
PO Box 119
Chilmark, MA 02535-0119
WMMA 217

Dear Telecom Leaseholder,

As a direct buyer, Telecom Lease Advisors offers the highest telecom lease payouts in the industry!

If you have a telecom tower or rooftop installation on your property, you are probably aware that Telecom Lease Advisors ("TLA") can turn the lease income into a substantial lump-sum cash payment today.

Telecom Lease Advisors is a direct buyer, not a broker. By cutting out the middleman, TLA consistently offers the highest payouts and can assure you a fast, no-hassle closing process. TLA's team has purchased over 1,000 telecom leases, so let us show you how our industry knowledge and experience can work for you.

Call TLA and let's **Put Tomorrow's Money to Work Today**. Please call us at (877) 41-TLADV or (877) 418-5238 for a no-obligation quote.

Kind regards,



Andrew J. Corkern
Managing Director

P.S. You can also request a quote by visiting us online at www.tladv.com

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APR 22 2011

CHILMARK BOARD OF SELECTMEN

San Francisco