



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, Secretary & CEO
Luisa Paiewonsky, Administrator



November 18, 2010

Executive Secretary, Timothy Carroll
Town of Chilmark
P.O. Box 119
401 Middle Road
Chilmark, Massachusetts 02535

Dear Mr. /Ms. Carroll:

This letter serves as a follow-up to an on-Island meeting of October 6, 2010 concerning the future maintenance of state highways on Martha's Vineyard. Copies have been sent directly to the Chairs of the Board of Selectmen, Town Administrators, and Highway Superintendents of the six Towns represented on Martha's Vineyard.

MassDOT has approximately 36 miles of highway distributed between the six Island municipalities. In recent years, much of the scheduled highway maintenance activities have been addressed by contracts. These Contracts have enabled MassDOT to conduct operations such as traffic line painting, catch basin cleaning, drainage improvements, street sweeping, mowing, tree trimming, and small sign repair. It is our understanding that the Vineyard towns may also be contracting out many of the same specialized services, in some cases through a regional bidding process.

Our interest is improving customer service, the District has initiated a discussion of expanding the role of local agencies for these scheduled maintenance activities. It is envisioned that more timely delivery of state highway services could result if the scheduling were coordinated and prioritized by the local communities. It may also be possible that the increased bid quantities could result in competitive advantages over separately bid contracts (town/state). We anticipate that any operations under this partnership would not commence until spring 2012 (in preparation for the 2012 tourist season). MassDOT would continue to employ staff to respond to daily incidents, address unscheduled maintenance actions, assure consistency on state highways, and supervise winter operations.

Please understand that MassDOT would remain responsible for any major reconstruction, resurfacing, or rehabilitation projects, as we are not proposing to discontinue ownership of the highways. Rather, we are proposing a partnership where the towns would be in a position to exercise increased control over the scheduling of maintenance operations. MassDOT would enter into agreement to reimburse each community for eligible expenses. A recent review of the last three years indicates that the combined average annual cost of this work is approximately \$155,000. We believe that such a partnership could allow for increased flexibility in scheduling operations between local roads and state highways, increase efficiency by reducing redundant ferry trips by contractors, allow latitude for adjusting work schedules to meet local priorities, and reduce the potential for traffic impacts related to operations. The District is seeking your input. It is requested that this initiative be considered and your questions or suggestions be forwarded to 1000 County Street, Taunton Massachusetts, 02780

Martha's Vineyard is a unique location with unique challenges. This tailored approach has been crafted to address some of the specific concerns which have come to our attention. Please advise if your community is interested in pursuing this type of agreement.

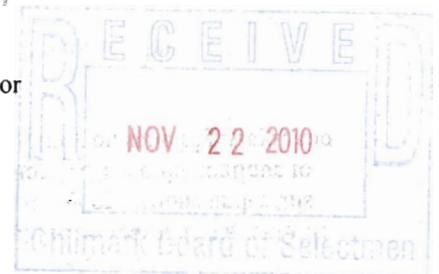
Sincerely,

Bernard McCourt
District Highway Director

DAP/dap

035-218715

CC: BEM, RPF, Chief Engineer, Files



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