Woods Hole, Martha's Vineyard
and Nantucket Steamship Authority

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TERENCE G. KENNEALLY
General Counsel

Approved – _____

Report Issued under Section 15A of the Authority's Enabling Act
on the Proposed 2027 Operating Schedules of the
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Introduction

Section 15A of the Enabling Act of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("the Authority") requires the Authority to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket, and New Bedford all its proposed schedule changes at least sixty (60) days prior to their effective date. St. 1960, c. 701, §15A. Accordingly, the Authority placed advertisements of its proposed 2027 Operating Schedules for the period from January 6, 2027, through January 7, 2028, in the following newspapers between May 27, 2026, and May 29, 2026:

- *Vineyard Gazette;*
- *The Martha's Vineyard Times;*
- *The Inquirer and Mirror;*
- *The Cape Cod Times*; and
- *The* (New Bedford) *Standard Times*.

The Authority also placed an advertisement concerning the online availability of its proposed 2027 Operating Schedules for the period from January 6, 2027, through January 7, 2028, in the *Falmouth Enterprise* on May 29, 2026.

The Authority's Enabling Act also provides that, if the Authority receives a petition within thirty (30) days of the advertisements that is signed by not less than fifty (50) persons who are residents of any of those communities requesting a public hearing on the proposed schedule changes, the Authority is to conduct a public hearing within fourteen (14) days of receiving the petition. On June 29, 2026, the Authority received an email with an attached petition objecting to the "5:30AM freight boat scheduling from Vineyard Haven to Woods Hole and 5:30AM freight boat scheduling from Woods Hole to Vineyard Haven…." One hundred and fifty-eight (158) names and addresses were appended to the petition, with most of the names listing addresses within the Town

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of Falmouth. A copy of the petition, including the list of names and addresses, is attached to this report as **Appendix A**.

The Authority advertised the notice of hearing on its website and in the *Falmouth Enterprise*, the *Vineyard Gazette*, and the *Martha's Vineyard Times* during the week of June 28, 2026, advising that a public hearing on the proposed 2027 Operating Schedules via the Zoom videoconferencing platform was scheduled for Thursday, July 9, 2026, at 2:00 p.m.

The July 9, 2026, Public Hearing on the Proposed Schedules

On July 9, 2026, the Authority conducted a hearing with attendees appearing via the Zoom videoconferencing platform concerning its proposed 2027 operating schedules between Woods Hole and Martha's Vineyard. The hearing began at 2:00 p.m. and concluded at approximately 3:20 p.m. The Authority's General Manager Alex Kryska, its General Counsel Terence Kenneally, its Director of Shoreside Operations Alison Fletcher, its Chief Operating Officer Mark Amundsen, and, serving as the Zoom videoconferencing facilitator and moderator, its Communications Director Sean F. Driscoll attended the hearing. Ted Gavin, the Authority's Martha's Vineyard Board member, and Robert Ranney, the Authority's Nantucket Board member, also attended, but did not participate at the hearing. Approximately ninety (90) people, including Authority staff members, were in attendance.

The Authority recorded the hearing and obtained a transcript (**Appendix B**). A copy of the hearing video can be viewed on the Authority's YouTube webpage - https://www.youtube.com/@SteamshipMA.

Receipt of Written Testimony Regarding the Proposed Schedules

In addition to conducting the hearing on July 9, 2026, the Authority encouraged additional public input by including the following statement within its scheduling notices: "The Authority will consider the testimony given at the public hearing when deciding whether to maintain the original proposed schedule changes or to make modifications thereto. It will also consider written testimony that is submitted regarding the proposed schedule changes, which testimony can be submitted electronically to schedules@steamshipauthority.com or in writing addressed to General Manager Alex Kryska, Steamship Authority, 228 Palmer Avenue, Falmouth, Massachusetts 02540." Copies of the written testimony received by the Authority are included herein as **Appendix C**.

2027 Operating Schedules

Following its receipt of the July 9, 2026 hearing testimony and the written comments submitted to schedules@steamshipauthority.com, the Authority focused its review upon the scheduling of daily 5:30 a.m. freight trips from Woods Hole to Vineyard Haven and from Vineyard Haven to Woods Hole.

As advertised, the Authority's proposed 2027 freight operating schedules between Woods Hole and Martha's Vineyard would be very similar to the freight schedules that the Board approved for 2026, 2025 and 2024, which was a change from the freight operating schedules the Authority ran in 2018, 2019, 2021, 2022, and 2023 when it operated five (5) vessels during its summer schedules.

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For 2027, the Authority once again proposed operating a 5:30 a.m. freight trip from Vineyard Haven with various vessels arriving in Woods Hole at approximately 6:15 a.m. For 2027, the Authority is also proposing to operate a 5:30 a.m. freight trip from Woods Hole only during its late spring and summer operating schedules with the *M/V Monomoy*, *M/V Barnstable* and/or the *M/V Aquinnah* from May 18th through October 20th.

Section 15A of the Enabling Act states, in part, the Authority shall "issue a report either maintaining its original proposed schedule changes, or making modifications thereto, and explaining their reasons therefor." St. 1960, c. 701, §15A.

Discussion

A. The Authority will continue to operate its 5:30 a.m. freight trips between Woods Hole and Vineyard Haven during its 2027 Summer and Fall Operating Schedules.

Fifteen (15) years ago, in September 2011, the Authority operated a revised schedule for the *M/V Governor* on a trial basis with the vessel's first trip departing Woods Hole at 5:45 a.m. instead of 7:30 a.m. through the remainder of its Late Summer Operating Schedule. At their meeting on October 18, 2011, the Authority's members reviewed management's proposed 2012 Summer and Fall Operating Schedules for the period from May 21, 2012, through December 31, 2012, noting that that the proposed schedules would provide the same level of service the Authority had been providing in 2011, except for two (2) changes to the Martha's Vineyard route. One of the proposed changes for the Martha's Vineyard route included operating the *M/V Governor* the entire summer schedule, berthing overnight in Woods Hole, and its first trip from Woods Hole would be at 5:30 a.m. instead of 7:30 a.m. This proposed scheduling change allowed the Authority to distribute its early morning trips from Vineyard Haven so that the trips departed at 6:00 a.m., 6:30 a.m., and 7:00 a.m. This change also eliminated the *M/V Governor*'s 9:50 p.m. trip from Woods Hole and its late-night 10:50 p.m. return trip from Vineyard Haven.

Since its approved scheduling in October 2011, the Authority has consistently operated its 5:30 a.m. freight trip departure from Woods Hole during its Summer and Fall Operating Schedules ("Trip 201") largely because its allows the Vineyard's inbound freight trips to operate earlier in the day and affords them better accessibility to the island's businesses and communities before other vehicle traffic builds throughout the busy summer and early fall days (on or before Columbus Day, typically). Since 2016, the Authority has not operated Trip 201 during its Winter, Spring, and Fall Operating Schedules

Over the years, in direct response to concerns from Falmouth residents, the Authority engaged with the community to address their concerns. As reported in the past, Trip 201 only carries trucks that are less than forty (40) feet in length (or 3 Car Equivalent Units, commonly called spaces), which are invariably "multistop" trucks that carry food stores and other perishables that require daily delivery to Martha's Vineyard. By limiting the size of the trucks on Trip 201, the Authority minimizes the amount of early-morning noise in Woods Hole, even though the prohibition of larger trucks on Trip 201 has effects on the operational flexibility of the Authority's ferries scheduled later in the operating day (although moving the smaller and quieter trucks to Trip 201 opens spaces for larger trucks later in the day).

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The Authority also eventually created the Woods Hole/Falmouth Noise and Traffic Mitigation Working Group ("the Working Group"), which held its first meeting in August 2020. The Working Group was a collaboration between the Authority, Vineyard, and Falmouth residents and the trucking companies serving the island with a goal of addressing operational concerns in Woods Hole. The collaboration within the Working Group led to the development and implementation of the following operational changes, which the Authority continues to enforce:

- Truck drivers are prohibited from idling their trucks' engines at any of the ferry terminals for more than five (5) minutes in compliance with chapter 90, section 16A, of the Massachusetts General Laws.
- Trucks are not to be backed up on terminal property except when necessary to stage them for boarding or to load them onto a ferry, with the permission of the Terminal Agent. In addition, when trucks are being backed up on terminal property, their back-up alarms may not be excessively loud and should be adjusted to the extent possible so that they are only loud enough for their intended safety purposes.
- When driving to or from any of our ferry terminals, truck drivers are required to obey all posted speed limits and all other traffic laws, signs and restrictions, including stopping when required at all pedestrian and bicycle crossings. Truck drivers also should always drive in a safe and courteous manner towards other drivers, bicyclists, and residents of our surrounding communities.
- When driving on Woods Hole Road, drivers should reduce their speed well in advance of curves and downhill stretches so that they can minimize using their engine compression brakes (Jake brakes).
- Truck drivers may not stop or park alongside highways or roads where it is illegal to do so, such as alongside Woods Hole Road.
- If a freight carrier has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's engine compression brakes or due to the truck's age and/or lack of proper maintenance, freight carriers may not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck.

During its summer operating schedules, the Authority has restricted truck access to its Woods Hole terminal prior to 6:30 a.m., except as follows:

- Trucks with reservations for the 5:30 a.m. trip may not arrive before 5:10 a.m.
- Trucks with reservations for the 6:00 a.m. trip may arrive beginning at 5:30 a.m.
- Trucks with reservations for the 6:30 a.m. and 6:45 a.m. trips may arrive at the terminal beginning at 6:00 a.m.
- Trucks with reservations for the 7:00 a.m. trip may arrive at the terminal beginning at 6:15 a.m.
- Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations.

The above expectations, along with the approved arrival times, are detailed in a letter that is sent to all Authority freight carriers. Truck arrivals are recorded by the Authority's Operations Center and shippers that have trucks arriving before their allowed time are notified. A freight carrier that

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receives multiple violation notices can have future reservations cancelled for not following the Authority's stated arrival policy.

Despite these operational changes, Falmouth residents continued to express concerns, particularly about noise, with the Authority's early morning operations at its Woods Hole Terminal. In October 2022, the Town of Falmouth commissioned a transportation noise study along Woods Hole Road to study early-morning freight traffic noise. The study's six noise monitoring locations measured hourly noise levels that were below Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC), which sets the limits of acceptable highway traffic noise based on specific activities. See 23 CFR Part 722.

During the Authority's July 9, 2026, hearing and within written comments submitted to the Authority, commenters provided their recollections of the Authority's scheduling of Trip No. 201. Several commenters stated that the Authority had previously committed to removing Trip No. 201 from its schedules if it became problematic for port communities. Another commenter stated that on the morning of the hearing, they observed the loading of the vessel before its 5:30 a.m. departure and confirmed "how quiet it is." A review of the board meeting minutes of October 18, 2011, reveals that one of the Authority's members cautioned that if excessive noise was created at either the Woods Hole Terminal or the Vineyard Haven Terminal then Trip No. 201 "may have to be discontinued." The collaborative work of the Working Group and the resulting operational changes employed by staff have led to effective measures of abating early morning noise at the Woods Hole terminal as evidenced by firsthand accounts and, more pointedly, by the results of the October 2022 noise study commissioned by the Town of Falmouth.

With these positive operational developments and after reassessing its statutory mandate to serve the transportation needs of the islands, the Authority is not eliminating Trip No. 201 from its 2027 Summer and Early Fall operating schedules. As detailed and set forth in **Appendix D**, Trip No. 201 ships a significant number passengers and vehicles from Woods Hole to the Vineyard during the early morning of the Authority's operational day.

In 2023, the Authority shipped approximately 11,000 passengers and 2,872 vehicles on Trip 201 from May 2023 through October 2023 with an earned gross revenue of approximately $488,000.

In 2024, the Authority shipped approximately 10,000 passengers and 3,116 vehicles on Trip 201 from May 2024 through October 2024 with an earned gross revenue of approximately $549,000.

In 2025, the Authority shipped approximately 10,000 passengers and 2,824 vehicles on Trip 201 from May 2025 through October 2025 with an earned gross revenue of approximately $584,000.

Eliminating Trip 201 from 2027 Summer and Early Fall operating schedule would result in the routing of thousands of passengers and vehicles to later in the operating day during the Authority's busiest season. The significant number of rerouted passengers and vehicles will cause more traffic in the village of Woods Hole and traffic in the Town of Falmouth later in the day, very likely into the late afternoon and early evening hours.

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Operating Trip No. 201 has obvious benefits to all interested stakeholders because, by virtue of being on this trip, freight trucks travel at times when traffic congestion is less, which leads to more operational efficiencies, safer streets and communities, and lower transportation costs for customers.

The Authority remains committed to its partnerships with the Massachusetts State Police and local police departments, including the Town of Falmouth, to address traffic concerns and related issues. In 2025, the Authority spent $445,000 on state and local police details dedicated to safe and secure operations at its Woods Hole Terminal. The Authority encourages interested parties and local residents to continue to report traffic concerns to the Authority by sending an email to whtraffic@steamshipauthority.com.

B. The Authority should modify the operation of its 5:30 a.m. freight trip from Vineyard Haven to Woods Hole during its 2027 Winter, Spring, and Fall Operating Schedules.

Like the review of the issues concerning Trip No. 201, staff examined operational issues with the Authority's 5:30 a.m. trip from Vineyard Haven to Woods Hole ("Trip No. 200") in response to the petitioners' requests. Again, moving early morning traffic from the Vineyard and the streets of Falmouth promotes less congestion and traffic during peak travel times later in the day. The availability of early-morning trips from the Vineyard allows its residents to attend medical appointments, shop at local stores in Falmouth and surrounding communities, and commute to jobs off the island, amongst a multitude of other reasons.

In examining the early morning freight trips from the Vineyard, the Authority considered its operational experiences between January and March 2025, and between December 2025 and May 2026 when it did not operate Trip 200 due to construction at its Vineyard Haven Terminal. The Authority also reviewed bookings of Trip 200 in 2023, 2024, and 2025 from its Vineyard Haven Terminal, which are also detailed in Appendix D.

In 2023, the Authority shipped approximately 13,000 passengers and 7,010 vehicles on Trip 200 with an earned gross revenue of approximately $1,000,000.

In 2024, the Authority shipped approximately 11,000 passengers and 5,677 vehicles on Trip 200 with an earned gross revenue of approximately $831,000.

In 2025, the Authority shipped approximately 15,350 passengers and 7,852 vehicles on Trip 200 with an earned gross revenue of approximately $1,100,000.

Consistent with its operation of Trip 201 from Woods Hole, staff focused on the bookings of trucks that are greater than forty (40) feet in length (4 and 5 spaces) to determine the impacts of removing them from Trip No. 200 from Vineyard Haven. From operational experience, staff find trucks less than forty (40) feet in length (3 spaces) operate more quietly than larger trucks.

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In 2023, the Authority shipped 675 trucks that are greater than forty (40) feet in length (4 and 5 spaces) on Trip No. 200 between October and May and earned a gross revenue of approximately $219,000.

In 2024, the Authority shipped 518 trucks that are greater than forty (40) feet in length (4 and 5 spaces) on Trip No. 200 between October and May and earned a gross revenue of approximately $167,000.

In 2025, the Authority shipped 612 trucks that are greater than forty (40) feet in length (4 and 5 spaces) on Trip No. 200 between October and May and earned a gross revenue of approximately $220,000.

Following its review, staff is recommending prohibiting trucks greater than forty (40) feet in length (4 and 5 spaces) from booking space on Trip 200 during the months between January and May and again from October to December, which should address reports of noise at terminals during early-morning hours and free up space for smaller vehicles that would typically book later in the operating day. For the summer months between June and September, the availability of finding space for the number of potentially displaced larger trucks is greatly diminished, if not impossible. For example, in 2025, the Authority shipped 330 trucks that are greater than forty (40) feet in length (4 and 5 spaces) on Trip No. 200 between June and September. The 330 trucks represented thirty-five percent (35%) of all trucks that are greater than forty (40) feet in length (4 and 5 spaces) shipped on Trip No. 200 during 2025. Finding space for these larger vehicles during the summer months poses significant operational challenges and will cause traffic disruptions not presently experienced by the Authority and the traveling public. Accordingly, staff are recommending that larger trucks be allowed to be booked on Trip 200 during the summer months between June and September.

By eliminating 4 and 5 space trucks from Trip 200 during the months between October and May, staff believe many of these displaced trucks will find space and be booked on trips later in the operating day because available space on Trip 200 will likely, but not assuredly, be booked by smaller vehicles. Staff are also making this recommendation to align the early morning terminal operations in Woods Hole and Vineyard Haven and attempt to mitigate any reports of elevated noise from the terminals. Staff are also considering implementing similar operational changes like the ones developed by the Woods Hole/Falmouth Noise and Traffic Mitigation Working Group at all terminals to address any early morning noise reports.

Staff reiterates that any traffic congestion or related noise concerns should and can be reported at https://www.steamshipauthority.com/about/contact, or via email to whtraffic@steamshipauthority.com.

C. The Authority will not schedule a fifth vessel operating between Woods Hole and Vineyard Haven/Oak Bluffs during its 2027 Summer Operating Schedule (June 17, 2027, to September 8, 2027).

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Since 2024, the Authority has not operated a fifth vessel between Woods Hole and Vineyard Haven during its Summer Operating Schedule. Earlier this year, staff proposed reinstating the running of five (5) vessels on the "Vineyard Route" between Woods Hole and Vineyard Haven/Oak Bluffs with the *M/V Sankaty* in addition to the *M/V Nantucket*, *M/V Martha's Vineyard*, *M/V Island Home*, *M/V Barnstable,* and *M/V Aquinnah* (which split operating time during the summer schedule between the Woods Hole-Martha's Vineyard route and the Hyannis-Nantucket route). After further review, staff is recommending dropping the *M/V Sankaty* from the Summer Operating Schedule Proposal because demand is very likely to be met by the operational capacities of the *M/V Barnstable* and *M/V Aquinnah*. As the attached schedules show, the *M/V Barnstable* will operate on the Vineyard Route between June 17, 2027, and July 19, 2027, and the *M/V Aquinnah* will operate on the Vineyard Route between July 20, 2027, and September 8, 2027. With this recommendation, staff seek to avoid the added expenses of operating the *M/V Sankaty* on a full-time scheduled basis, but it should remain available as a stand-by vessel.

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APPENDIX A

June 29, 2026

Dear Steamship Authority Board of Governors:

We, the undersigned, are writing to renew our continuing and strenuous objection to the Steamship Authority's 5:30AM freight boat scheduling from Vineyard Haven to Woods Hole and 5:30AM freight boat scheduling from Woods Hole to Vineyard Haven. We oppose the proposed Woods Hole/Martha's Vineyard freight operating schedules for 2027 as announced by the SSA and demand that you revise them immediately.

When the Steamship Authority initially changed the schedule to add the 5:30AM freight boats, you stated that this was temporary and subject to change. (i) Despite this statement and despite the community's objections, the SSA continues to schedule the 5:30AM freight and makes no meaningful effort to address the concerns of your port community in Falmouth that is significantly negatively impacted by your decision.

We object to (1) the daily 5:30AM freight trucks scheduled from Vineyard Haven to Woods Hole, and to (2) the daily 5:30AM freight trucks scheduled from Woods Hole to Vineyard Haven and the related and numerous deleterious impacts on port communities and residents.

We request that you conduct a public hearing to be held within 14 days of receipt of this petition, per Section 15A of the Steamship Authority's Enabling Act.

We seek to address the following topics during the public hearing and demand immediate action as requested:

1. As an impacted port community significantly harmed by the actions of the SSA, we request that the SSA revise its proposed freight schedules for 2027 to eliminate the

5:30AM freight trucks scheduled from Vineyard Haven to Woods Hole, and the 5:30AM freight trucks scheduled from Woods Hole to Martha's Vineyard.

Failure of the Steamship Authority to address the health and safety impacts of the continuing increase of the Steamship Authority's freight truck traffic borne by Falmouth residents; those impacts include noise (ii) but are not limited to noise; other impacts include other forms of air pollution, increased threat to public safety, a deterioration in quality of life for Falmouth residents, overuse of Falmouth roadways, and related and unnecessary costs borne by residents and the Town of Falmouth through misuse of non-SSA property.

The Falmouth Select Board has repeatedly requested that the 5:30AM scheduling of freight trucks through Falmouth be eliminated.

2. As impacted port communities we respectfully request that the Steamship Authority launch or license a meaningful off-Cape marine freight service to the islands.

Failure of the Steamship Authority to take steps in a sustained way to shift non-time-sensitive Vineyard freight (landscaping materials such as gravel/rocks/mulch, demolition, construction materials, etc.) to an off-Cape port as an alternative to increasing freight capacity through Cape Cod port communities. (iii)

The single-trip-a-day license issued to 41 North is not meaningful.

In the words of a SSA Board member, the SSA has demonstrated only "lip service" for launching an off-Cape freight route to the islands.

3. As impacted port communities we demand that the Steamship Authority consolidate its freight schedules to the islands given that the SSA now has larger freight capacity vessels in comparison with earlier years.

Failure of the SSA to adjust the 2027 schedule to take into account the fact that the SSA has recently begun operating new freight vessels with 25% larger deck capacity than the freight vessels they replaced.

The SSA has not consolidated any of its freight schedules for 2027 in order to reflect the larger carrying capacity of those newly acquired freight vessels.

4. As impacted port communities we demand that the SSA negotiate an agreement to limit the number of freight trips through the Town of Falmouth.

The Town of Barnstable has had such an agreement in place to limit the number of freight trips through Barnstable since 1997. (iv)

A supplemental off-Cape port such as New Bedford could provide freight trips to and from the Vineyard and reduce the need for the current number of SSA trips to and from Woods Hole (56 trips per day in summer between Woods Hole and Martha's Vineyard).

5. As impacted port communities, we believe the Steamship Authority is engaging in mission overreach as it carries freight trucks in the pre-dawn hours between Vineyard Haven and Woods Hole.

The SSA's Enabling Act states that the SSA is "to provide adequate transportation of persons and necessaries of life for the islands of Nantucket and Martha's Vineyard." (v)

As an example of how pre-dawn truck freight deliveries appear not to be essential, during two recent extended period between January and March 2025, and then again between January and May 2026, the Steamship Authority did not provide 5:30AM freight service from Vineyard Haven to Woods Hole. No essential freight deliveries appear to have been missed.

In summary, the consistent failure of the SSA to consider the impacts of its freight schedules on the people of the Commonwealth, including Falmouth residents, is unacceptable.

The SSA is not following Section 6 of its own Enabling Act:

"The exercise of the powers granted by this act will be in all respects for the benefit of the people of the Commonwealth … and for the improvement of their health and living conditions." (vi)

Respectfully submitted,

1	Alessandro Bocconcelli	64 Nobska, Woods Hole MA 02543
2	Alexandra Robb	36 Needles Ln, North Falmouth MA, 02543
3	Alice Rushforth	74 Haynes Ave, Falmouth
4	Amy Cody	4 Pondmark, Chilmark
5	Andrea B. Rugh	37 Gosnold Rd. Woods Hole 02543
6	Andrew D Bowen	256 WOODS HOLE RD
7	Andrew Solow	44 Quissett Ave Woods Hole
8	Ann Renshaw	58 Leslie Street Woods Hole, MA 02543
9	Anne Clarkin	272 Woods Hole Rd. Falmouth
10	Anne D Halpin	319 Woods Hole Road
11	Anne Densmore	37 Penzance Rd Woods Hole

12	Anne L Reed vine	33 ocean Ave. east Falmouth ma 02536
13	Anne Macaulay	25 Meadow Lane, Falmouth MA 02540
14	Annie Sutherland	12 Hilton Avenue Woods hole MA 02543
15	Ariela Buxbaum Grice	416 Woods Hole Rd Woods Hole MA 02543
16	Athena Aicher	38 Whitman Road Woods Hole, MA 02543
17	B J Atwood-Fukuda	41 High Street, Woods Hole 2727 Palisade Ave, Bronx, NY
18	Bob Johnston	12 Bea Lane West Tisbury, MA 02575
19	Brian Switzer	6 Quissett Ave Woods Hole
20	Bronwen Prosser Polloni	24 Sumner street Woods Hole MA 02543
21	Carissa April	448 Woods Hole Rd
22	Carol Lee Rawn	15 Penzance Rd. Woods Hole MA
23	Carolyn Burr	89 FR Lillie Rd Woods Hole
24	Catherine Cetta	315 Hatchville Rd Falmouth, MA 02536
25	Christine Uljua	181 Hayway Rd. East Falmouth MA 02536
26	Colleen Breitbord	28 Eldona Ave Falmouth
27	Cynthia Rankin	82 Siders Pond Rd Falmouth, MA 02540

28	Damien Kuffler	49 Gosnold Rd, Woods Hole, MA 02543
29	Daniel Robb	P.O. Box 186 Woods Hole MA 02543
30	David Hastings	18 Spencer Baird Rd Woods Hole, MA 02543
31	David Kabat	98 Quissett Ave. Woods Hole, MA, 02543
32	David Kessler	21 High Street Woods Hole, MA 02543
33	David Martin	10 Buzzards Bay Ave
34	Deborah Coulombe	5 Buzzards Bay Ave Woods Hole MA 02543
35	Deborah Siegal	50 Friends Way West Falmouth
36	Dennis Giaya	28 Lawrence Farm Rd Woods Hole, MA
37	Diana Roth	52 A Kirk Street North Falmouth, MA 02543
38	Dorothy Grice	416 Woods Hole Road Woods Hole MA 02543
39	Douglas Amon	8 Quissett Ave Woods Hole 02543
40	Douglas C Brown	199 Old Main Road Unit B North Falmouth MA 02556
41	Dr. Bernhard Glaeser	11 High St. Woods Hole MA 02543

42	Ed DeWitt	116 Pin Oak Way Falmouth, MA 02540
43	Elena Trumbull	11 Church, Woods Hole
44	Elizabeth Brett	53 FR Lillie Rd Woods Hole, MA 02543
45	Elizabeth Egloff	41 Fern Lane Woods Hole, MA 02543
46	Elizabeth Makrauer	267 Quissett Avenue
47	Elizabeth OConnor	PO BOX 5128 Edgartown MA 02539
48	Elizabeth Sheehy	22 Millfield Street Woods Hole, MA 02543
49	Elliot Glist	272 Woods Hole Rd, Falmouth
50	Emily Kellndorfer	152 Two Ponds Rd Falmouth MA 02540
51	Eugenie Kuffler	49 Gosnold Rd, Woods Hole 02543, MA
52	Fuortes, Laurence J	402 Woods Hole Rd.
53	Gail Stetten	6 Brooks Rd Woods Hole, MA 02543
54	Gary Belowich	29 Old Colony Place Falmouth, MA 02540
55	Gordon Thomson	18 Millfield Street Woods Hole 02543
56	Hannah Coppola	40 Eric Clauson Lane Falmouth, MA 02540
57	Henry Nieder	30 NORTH WILLIAMS ST Vineyard Haven. MA

58	J Nicholas Newman	1 Bowditch Rd Woods Hole
59	James D. Sullivan	22 Scraggy Neck Road Cataumet Mass.
60	James Mavor	19 Standpipe Hill Rd, Woods Hole
61	Jane Evelyn ATWOOD	13 Square de Port Royal Paris 75013 FRANCE & Woods Hole
62	Jane Naylor	10 Kings Highway West Chilmark, MA
63	Jean snd Lewis Stern	49 Loop Rd, Falmouth, Ma 02540
64	Jennifer (Jen) Hastings	18 Spencer Baird Woods Hole
65	Jessica L. Andrews	54 Waterview Road Oak Bluffs, MA 02557
66	Jim Newman	5 Buzzards Bay Ave, Woods Hole MA 02543
67	Joan Lederman	11 Leslie Street, Woods Hole MA. 02543
68	Joan Tweedell	41 Wilson Road, Woods Hole MA 02543
69	John Woodwell	Church Street, Woods Hole MA 02543
70	jonathan and Nicole Goldman	12 Sidney Street WOods Hole 02543
71	Jonathan Chatinover	30 Simpsons Lane Edgartown, MA 02539

72	Jonathan Freed	530 Woods Hole Road Woods Hole, MA 02543
73	Judith Day	55 Larches way Woods Hole Ma 02543
74	Judith Dowling	106 Random Road Falmouth MA
75	Judith Fenwick	18 Mill Road, Falmouth MA 02540
76	Judith Laster	Lawrence Farm Road, Woods Hole
77	Julie Rosen	413 A Dedham St
78	Karen Kabat	98 Quissett Ave Woods Hole 02543
79	Karen Mareb	61 Central Park Ct
80	Karen Olcott	141 Fay Road, Woods Hole
81	Karen Toner	19 Fern Lane Woods Hole, MA
82	Katherine M Jansen	36 Waquoit Farms Drive, East Falmouth, MA, 02536
83	Kathleen Denham	31 Buzzards Bay Ave. Woods Hole. 02543
84	Kevin Thompson	Club Valley Drive. East Falmouth
85	Kit Hoyerman	26 Gray Rocks West Rd North Falmouth, MA 02556
86	Klem Klimek	8 Quissett Harbor Rd
87	Kristin Alexander	101 Cumloden dr Falmouth

88	Laela Sayigh	64 Nobska Road Woods Hole, MA 02543
89	Laura Hastings	18 Spencer Baird Rd. Woods Hole, MA
90	Lauren Hoyerman	351 woods hole road
91	Linda Levu	349 Middle Rd Chilmark MA
92	Lore Loftfield DeBower	16 Wilson Rd
93	Lorraine Towle	44 turner rd east falmouth 02536
94	Louie Kerr	678 County Road Pocasset, MA 02559
95	Lynne Browne	36 RIDDLE HILL Rd Falmouth MA 02540
96	M Kathryn S Brown	90 Teaticket Path E. Falmouth, MA 02536
97	Maia Porter	36 Needles Lane Falmouth, MA 02556
98	Margaret Hannemann	47 High Mark, Chilmark, MA 02535
99	Margaret McCormick	44 Quissett Ave Woods Hole
100	mark koide	33 fern lane woods hole, ma
101	Mary Connelly	36 Richards Road Falmouth, Ma 02540
102	Mary Musacchia	12 Wilson Road Woods Hole, MA 02543
103	Mary Revelle Paci	5 Little Harbor Road Woods Hole, MA 02543

104	Matthias Bossi	1 Wilson Road Woods Hole, MA 02543
105	Michael Lambert	30 Davis Road
106	Michele Hagan	533 woods hole rd c102 woods hole
107	Molly Cabral	185 Sandpiper Ln Vineyard Haven MA 02568
108	Molly garrett Bang	43 Drumlin Rd
109	Myla Kabat-Zinn	46 Buzzards Bay Ave. Woods Hole, MA 02543
110	Nan W. Schanbacher	14 Cowdry Rd Woods Hole, MA 02543
111	Nat Trumbull	11 Church St., Woods Hole
112	Nawrie Meigs-Brown	PO Box 33 Woods Hole 16 Butler Street
113	Nicole Goldman	12 Sidney Street, Woods Hole, MA 02543
114	Olivia Briley	175 Old Kings Hwy, Wellfleet
115	Pamela Stark	9 Little Harbor Rd Woods Hole, MA 02543
116	Patricia Keoughan	80i Riddle Hill Rd. Falmouth, MA 02540
117	Penelope Mcgill	8 QUISSETT HARBOR RD FALMOUTH, MASSACHUSETTS 02540
118	Peter Mayer	20 Menemsha Gate Chilmark, MA 02535
119	Peter Shile	25 Gardiner Road Woods Hole, MA 02543

120	Philip Logan	482 woods hole road, Woods Hole MA
121	Rachel Cox	33 High St Woods Hole MA 02543
122	Rachel Gore Freed	530 woods hole road Falmouth ma
123	Ralph Herbst	121 regis rd, falmouth, ma
124	Rebecca Lash	15 High Street Woods Hole, MA 02543
125	Robert Hannemann	47 High Mark Chilmark, MA 02535
126	Robert Morris	45 Quissett Ave Woods Hole
127	Robin Bierstedt	20 Menemsha Gate Chilmark, MA 02535
128	Robin Saitz	7 Leslie St. Woods Hole, MA
129	Ronald Zweig	8 Fay Road Woods Hole
130	Russell G Murphy	5 Bowditch Rd
131	Ruth Alice Fitz	141 Gardiner Road Woods Hole, MA 02543 and 46 Gunning Point Ave Falmouth, MA 02540
132	Sally Houghton	82 Sam Turner Rd East Falmouth MA 02536
133	Sarah Leary Church	533 Woods Hole Rd, Unit C101, Woods Hole, MA 02543
134	Sari Friedman	15 Fern Ln, Woods Hole, MA 02543

135	Carol Wagner	526 Woods Hole Road Woods Hole, MA 02543
136	Stephen Wagner	526 Woods Hole Road Woods Hole, MA 02543
137	Stephen Gillooly	10 Sycamore St Teaticket, MA 02536
138	Stephen Laster	58 Two Ponds Rd Falmouth
139	Steve Bernier	9 Hammett Rd. Chilmark MA 02535
140	Sumner Saitz	7 leslie St, Woods Hole, Ma
141	Susan Laster	8 Lawrence Farm Road Woods Hole, MA 02543
142	Susan Shup	8 millfield street, woods hole
143	Susanna Elizabeth McKenna	90 Woods Hole Rd, Falmouth, MA, USA
144	Susanne Goodman Hallstein	36 South Road Falmouth,MA
145	Suzanne Boyer	3 Clay Pit Lane Aquinnah
146	Suzanne Kuffler	49 Gosnold Road Woods Hole, 02543 MA
147	Tamara Takoudes	6 westmoreland drive
148	Tessa Lineaweaver	410 Woods Hole Rd Woods Hole
149	Theresa K McKee	264 Sippewissett Road
150	Thomas Mountford	87 Braeside Rd Falmouth, MA 02540
151	Thomas H. Renshaw	58 Leslie Street Woods Hole, Mass 02543

152	Timothy Lineaweaver	410 Woods Hole Road Woods Hole, MA 02543
153	Tony Green	75 Clinton Ave Falmouth 02540
154	Trina Novak	19 Standpipe Hill Rd Woods Hole, MA 02543
155	Sue Fuortes	402 Woods Hole Rd Woods Hole MA
156	Megan Zottoli	812 Carriage Shop Road East Falmouth MA
157	Walt Schanbacher	14 Cowdry Road Woods Hole, MA 02543

(i) When a 5:30AM freight schedule was first proposed from Woods Hole to the SSA Board, the October 2011 Steamship Board meeting minutes state: "Mr. Hanover … cautioned that there should not be any excessive noise in either Woods Hole or Vineyard Haven, observing that if the Authority's operations begin to cause problems at that time of the morning, the early trips may have to be discontinued." The Falmouth Port Council member voted against the 5:30AM freight scheduling.

(ii) When large Steamship Authority-related trucks pass through Falmouth, the noise level rises to 76-78 dB. The noise from trucks scheduled on 5:30AM boats occurs at a time of day when most Falmouth residents are sleeping. The daily pre-dawn noise from the Steamship Authority-related trucks represents a public health concern in terms of sleep deprivation.

Such noise is regulated as air pollution in the Commonwealth of Massachusetts: “Noise is a public health concern that falls within the scope of Massachusetts Department of Environmental Protection (MassDEP) authority as a form of regulated air pollution (M.G.L. Chapter 111, Sections 142A-M provide statutory authority for MassDEP's Air Pollution Control Regulations, 310 CMR 7.00, and the MassDEP Noise Policy,” according to MassDEP. According to 310 CMR 7.00, air pollution is defined as: “…. the presence in the ambient air space of one or more air contaminants or combinations thereof in such concentrations and of such duration as to: (a) cause a nuisance; (b) be injurious, or be on the basis of current information, potentially injurious to human health or animal life, to vegetation, or to property; or (c) unreasonably interfere with the comfortable enjoyment of life and property or the conduct of business.”

Massachusetts requires mitigation of a “new noise source” specifically when it impacts residences, according to Massachusetts Department of Environmental Protection: “A new noise source will be required to mitigate its sound emissions if they are projected to cause the broadband sound level at a residence or building housing sensitive receptors to exceed ambient background by more than 10 dB(A).”

(iii) The governor's Kass Report in 2001 stated that an offshore freight port must be pursued by the SSA. Yet the SSA has consistently refused to pursue in a meaningful and sustained way a supplementary freight solution. Rather than pursuing supplemental off-Cape freight service to the islands, the SSA has simply increased its capacity and freight truck numbers to the islands through the ports of Hyannis and Woods Hole; at the same time the SSA largely ignores the health and safety impacts of that freight traffic on residentially zoned neighborhoods in Falmouth.

(iv) Memorandum of Understanding Between the SSA and the Town of Barnstable, 1992.

(v) Section 1 of the ENABLING ACT of the WOODS HOLE, MARTHA’S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY (chapter 701 of the Acts of 1960, as amended).

(vi) Section 6 of the ENABLING ACT of the WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY (chapter 701 of the Acts of 1960, as amended).

APPENDIX B

Alex Kryska: Good afternoon. My name is Alex Kryska. I'm the general manager of Steamship Authority, and we're here today to have our hearing on the 2027 schedule, specifically about the 530 freight operations out of Woods Hole and out of Vineyard Haven. I want to thank everybody for joining. This is my first year for this. Before I hand it over to Terrence to do the proper introduction, I just want to welcome you all here. I'm looking forward to hearing everything, what everybody has to say. I definitely want to take that into account before we finalize our schedule for next year.

I think it is important to listen to our community here, our community over on the island, and our partners in the freight business as well. I appreciate all your comments. Again, I think the focus was the 530 vessels from the island and from Woods Hole, specifically about trucks. I do recognize that people might have other things to talk about, and we're welcome to listen to those, but again, it's mostly about the freight trucks.

I'm here joined with Terence Kenneally, our counselor, Mark Amundsen, our COO, and Alison Fletcher, our director of shore-side operations, and then behind the screens is Sean Driscoll. He'll be manning the phones. With that, thank you again for being here, and I'm going to hand it off to Terry.

Terence: Thanks, Alex. Good afternoon, everybody. For those who don't know me, my name is Terence Kenneally, and I'm the general counsel of the Steamship Authority. We're here to conduct a public hearing pursuant to Section 15A of the Authorities Enabling Act concerning its proposed 2027 operating schedules. As folks may know, Sean is making an audio and video recording of today's hearing. The hearing is being conducted by staff and not conducted by the board, and therefore, board members may be in attendance virtually, but they won't be deliberating on any proposed schedule changes today or otherwise responding at this time.

Today's recording of the hearing will also be available on our YouTube page and linked from our website so that everyone can view it on the website, or from the website, I should say. At this time, well, I'll continue on. The Authorities Enabling Act requires the authority to post and advertise in newspapers with general circulation and balance possible. Martha's been in Nantucket and New Bedford. All of its proposed schedule changes at least 60 days prior to their effective date. This past May, the authority placed newspaper advertisements of its proposed 2027 operating schedules for the period from January 6th, 2027, through January 6th, 2028.

The Authorities Enabling Act also provides that if the authority receives a petition within 30 days of those advertisements that is signed by not less than 50 persons who are residents of any of those communities requesting a public hearing, under proposed schedule changes, the authority shall conduct a public hearing within 14 days of receiving the petition. On the 29th of June, the authority received a petition with respect to its proposed 2027 operating schedules between Woods Hole and Martha's Vineyard. That was submitted by 157 individuals who are predominantly residents of the town of Falmouth.

As a result, we're affording all those interested in proposed operating schedules the opportunity to be heard at today's meeting. Today's hearing, excuse me. We'll listen to comments on the proposed schedule to gain the benefit of the views of those people affected. The authority will also consider written submissions concerning the

proposed schedules. We ask that writing to be submitted as soon as possible after today's hearing to ensure that they are timely considered. During this hearing, we will not be accepting comments or questions via the Zoom chat feature, which has been turned off so we all can be listening to those people who are writing comments today.

If there are any additional comments or questions anyone wishes to submit in writing, please email them. Written submissions can be emailed to schedules@steamshipauthority.com. In their petition, the petition is subject to the authority's proposed 2027 operating schedules between Woods Hole and Martha's Vineyard as announced in the authority's newspaper advertisements. It's also posted on our website. As advertised, the authority's proposed 2027 operating schedules between Woods Hole and Martha's Vineyard would be essentially the same schedules that were approved for 2026, as well as the same operating schedules that were run in 2018, 2019, 2021, 2022, 2023, 2024, and 2025.

We're also approved for 2020, but we didn't run those schedules because they were modified as a result of the COVID pandemic. For 2027, the authority's proposing to operate a 5:30 AM freight trip from Vineyard Haven with various vessels arriving in Woods Hole at approximately 6:15 AM. Also for 2027, the authority is proposing to operate a 5:30 AM freight trip from Woods Hole only during its late spring, summer, and late summer operating schedules with the motor vessels Monomoy and Barnstable or Aquinnah from May 18th through October 20th.

The authority intends to continue to enforce its protocols with respect to early morning truck arrivals at its Woods Hole terminal, including limiting the size of the trucks that it carries on its 5:30 AM freight trips from Woods Hole to trucks that are less than 40 feet in length, which has been our practice since 2018. After compiling all the information provided through this petition and hearing process, staff will prepare one or more draft reports detailing recommendations to our board and board council members about the 2027 operating schedules.

The report will explain the reasons for the recommendations, summarize all the information that we receive, and include all the written submissions received. When the draft report is prepared, we'll forward it to our board and board council members, and it'll also be posted on the authority's website. We'll publicly announce the availability of the report and provide copies to individuals who have provided their email addresses through their written submissions or if they email us later asking for a copy. Again, all the requests should be sent to schedules@steamshipauthority.com.

We'll now open the hearing to the folks who have joined us via the Zoom conference app. Because the petition objects generally to the Authority's proposed 2027 freight operating schedules between Woods Hole and Martha's Vineyard, Mr. Nat Trumbull, who submitted the petition on behalf of the petitioners, will be afforded an opportunity to provide his comments first. Please note that this is a public hearing, and we would like everyone who wants to comment today to have a fair opportunity to speak.

Therefore, everyone should provide comments on the proposed schedules and not deviate from the purpose of the hearing. If something comes up after today's

hearing, please submit your comments as soon as possible, again, to schedules@steamshipauthority.com. Do I see Mr. Trumbull there?

Alex Kryska: Yes.

Terence: Mr. Trumbull, if you can click the raise your hand icon on your Zoom screen or press star nine on your phone, that would be great.

Sean Driscoll: He's here.

Terence: I see he's muted there.

Sean Driscoll: It's takes a second

Terence: Okay.

Nathaniel Trumbull: Oops.

Terence: Hello, Nat.

?Alex Kryska: Hi, Nat.

Nathaniel: Good afternoon.

Terence: Would you like to go first today, Nat?

Nathaniel: I have a very brief statement I'd like to make.

Terence: Okay, sure. Go right ahead.

Nathaniel: Section 15A hearings are the only opportunity citizens have to directly challenge the Steamship Authority. Residents of minority voting port communities like Falmouth, which is only 10% on the Steamship Authority board, are limited to 15A hearings in terms of communicating our concerns. On the freight schedule, those concerns have been summarily dismissed each year. The basic purpose of hearings is to ensure that there are citizen checks on the unrestrained powers of the Steamship Authority. That purpose has vanished.

The proposed schedule for next year symbolizes the relationship of the Steamship Authority to its port communities. The annual rejection of the concerns of those communities, the ritual of dismissal of community proposals is, one, disrespectful, two, defeats the legislative purpose behind 15A hearings, and three, violates the Steamship Authority's statutory obligation to operate in the best interests of the people of the Commonwealth.

With the arrival of a new general manager at the Steamship Authority, we at Southeast Massachusetts Regional Transportation Citizens Task Force approached this hearing in good faith, hoping that the Steamship Authority will finally hear our concerns and change next year's schedule for the benefit of the people of the Commonwealth, including Falmouth and Woods Hole residents.

Terence: Okay.

Alex Kryska: Eric is around.

Terence: Thanks, Nat. Is that it? Okay, great. If anyone else would like to participate in today's hearing, please click on the Raise Your Hand icon on your Zoom screen, or if you're joining by phone, please press star nine on the telephone. I see people are queuing up there, Sean.

Sean Driscoll: Do you want to do Doug Brown first? He's in the **[unintelligible 00:10:24]**.

Terence: Sure, we can let Mr. Brown go first. Sure. It's fine. Hi, Mr. Brown. Are you there, sir?

Doug Brown: Yes, I am.

Terence: Okay, great. You can go ahead, please.

Doug: If I can unmute and start my audio and my video here.

Terence: Great.

Doug: I know you guys started this boat about 2015, and I got to say one of the problems, I think, right out of the gate was that it was no notification given to the town or the residents. I want to make a quick analogy. We had a wind turbine issue where we put up a wind turbine, and we didn't advise people that they were going to hear it. They were aggravated. There was no way to turn it back. We ended up having to take the wind turbines down. It's not as directly correlated to this, but that's what happens when you do things and you don't communicate with people.

You got off to the wrong start to the beginning. Within a couple of years, these people were complaining to the select board over the course of many months, and ultimately, the select board in 2017 sent our first letter requesting that you discontinue the 5:30 AM boat. The select board, and I've been on the board the whole time, every couple of years, every year we come to these meetings and I remind you or another board member reminds you that we've got this standing letter, but not only that, every few years or every two or three, we write a new letter and reinforce our position so you won't think that we don't feel that way.

We remind you each year, we send a new letter. We sent one last year. We sent another newsletter this year. It's likely that the board will continue to send letters every year because maybe these hearings aren't enough, so we keep trying. In 2021, the Falmouth Transportation Management Committee did a deep dive into your operation and your schedule, and they identified ways that you could compress your schedule. They found many opportunities in the mid-morning where it was very slack. If you were willing to make some adjustments, you could easily have eliminated that 5:30 boat.

They recommended that you change it to a 6:00 AM boat, a very small change, but it would have been something. At the beginning, when this boat was first introduced, there was comments by one of your board members. I don't know if it was sanctioned by the whole board, but it was that if this was a problem, the boat would be discontinued. That was right at the beginning of all this. This problem has

persisted, and the people continue to complain, and I think it was pretty conclusively proven by the Transportation Management Committee that it's really not a necessity, it's a convenience.

I just want to remind you of all that. Another thing to think about when you make commitments to your partner communities, it's important not to go back on those commitments because your credibility gets hurt. When you guys wanted the third slip, it was going to be for maintenance and for dockage, not to be used as a full-time slip. It was only in place for a year or so when we got the announcement that it was now in full service and that prior commitment was gone. There was no real explanation for why, it was just that was the decision. There was some constraint by the state that was somehow gotten rid of, so it was a commitment.

Another commitment was for a site plan cooperation with the town on the new terminal. Myself, the DPW director, several other officials, and local residents met at the Steamship Authority parking lot, what, four or five years ago before you even got started with anything, and asked to cooperate. We really didn't get any cooperation throughout the whole thing. I know it's not related to the schedule, but it just shows what we've been dealing with, and I want you to understand the level of frustration. You guys went ahead and built your terminal in the middle of the parking lot and said, well, we'll just figure out how the site plan works later, and we'll ask for whatever curb cuts we need.

That's another broken commitment because there was never any cooperation. By the time we got our first meeting with your folks, the contract was already signed. We were pushed off month after month after month to have this meeting, and then we get there only to be told, "Oh, sorry, we just signed the contract last week, nothing we can do. That building's going to go where it's going to go, and we'll have to work around it somehow." You put yourself in this box. I'm sorry, I'm showing a little frustration. I'm trying to be professional. What you guys really need to think about is the number of commitments you've made, including the one that if this boat was a problem, that you would stop it.

Think about the reality of your schedule and your ability to change it if you wanted to. I think you could, and I just think that it's not convenient, so you want to keep doing it. It started off on the wrong foot, and the only way to fix it is to back up and say, "Okay, we made a mistake." If you had given notice, maybe it would never have been like this, but here we are. I'm here to remind you, every single select board that I've served with since 2016, going forward after 2017, I should say, has voted to ask you to stop this boat. The record stands. We hope that someday you guys are going to turn this around.

You've made promises of looking into New Bedford. When that started to look promising, that got killed. That's the real answer to this, is to get that freight working from New Bedford. Collaborate with the town. Admit that you need a subsidy for that. You get subsidized through $15 million in transportation funds to work on your parking lot. You guys are accepting funds from outside. It's not all fair box. If we can all collaborate and request the delegates and legislators to put a subsidy to build the infrastructure in New Bedford, put a subsidy to offset the cost of the extra trip, maybe get some kind of a plan to have cranes bring truck boxes on and keep the drivers off the barge.

Maybe there's a way to make this efficient, but I don't really see any real commitment to the planning for this. I was on the long-range vineyard transportation committee. We were starting to make progress. We were starting to come together with good ideas. Folks in the vineyard and the folks in Falmouth were agreeing on stuff, and all of a sudden, the Steamship Authority decided to pull the plug on the whole committee because they didn't like what they were hearing because we were all cohesively in agreement that New Bedford should be explored. I'm not going to waste any more of your time.

I want to also say that it's unfortunate that these meetings have to happen in the middle of the workday, where we all have to stop and come and do this every year, and we don't get any result. I hope one of these days that some of this stuff's going to sink in and there's going to be a result. My fellow board member, Bob Mascali, is here. I don't know if he is going to want to speak, but he's here to show his support for our position as well. Thank you for your time.

?Sean Driscoll: Thank you.

Terence: Thank you, Mr. Brown.

Sean Driscoll: I didn't see you, Bob.

Alex Kryska: I'm going to jump in quickly. Bob Mascali is going to come up next. I want to say that this is a hearing, so we're here to listen to you. We're not going to necessarily respond to everything that you have say. I know in the past, there's been no response. If people are looking down, it's because we're taking notes, so we're trying to keep track of everything said. I will respond quickly to what Doug was saying, that we are taking another look at New Bedford. That is part of our capital planning committee that we're starting up here very shortly. We are working closely with Peter McConarty on at DPW.

I know it might be a bit late, but we are doing that. We are making the effort. I do appreciate what you're saying, Doug. I totally appreciate your frustration, but we are trying to make efforts to be a partner with the town and with the Village of Woods Hole. With that, I'm going to hand it over to Bob Mascali.

Robert Mascali: Thank you, Alex. The first thing I want to say, and I've said it in public a number of times within the past year or so, we appreciate a somewhat of a change in what we see as attitude on the part of the Steamship Authority and more of a willingness to at least engage with the community. We certainly appreciate that. I certainly reiterate what Member Brown said. Our board on June 1st authorized the sending of a letter continuing our annual objection to the 5:30 freight boat ferry. I think it has been said many times before.

This arrangement, as I understand it, predates my time on the select board. This was supposed to be a temporary fix that has now turned into what seems to be a permanent situation. The instances of negative impact on the welfare and well-being of the residents of the town of Falmouth has been made known many times before. I certainly would hope that there could be some adjustment in the schedule to lessen that impact on our residents of the Town of Falmouth. Thank you.

Alex Kryska: Thank you, Bob.

Terence: Thank you. All right, let's see, Sean.

Sean Driscoll: I'll go first to Ben, and then it'll be John Lubell after that.

[silence]

Terence: Okay.

Sean Driscoll: Hey, Ben, if you want to speak, I do need to make you a panelist. I saw that you declined, so I'm going to try one more time. There we go.

Ben: Got you. Can you hear me?

Alex Kryska: We can.

Terence: Go ahead, sir.

Ben: Hi, everyone. This is interesting to hear. I understand that there are multiple viewpoints regarding this issue. Although I have to say, as a young driver who lives on the vineyard and supports a family, two kids, 9 and 11, and a wife, who I barely get to see as it is, the suggestion of removing the 5:30 and extending my workday, it cuts into my ability to ultimately be with my family. Extending my workday by a considerable amount. I'm not sure what the demographic is of the people in Falmouth that are complaining.

I'm not sure what the number of them are, but I would be curious to know, are they retirees who've already put in their workday and get to spend what time they have left with their family, or are they drivers like myself? My life is a measure of time, and you guys are talking about reducing the amount of time that I get to do things beyond providing for other people. That is absolutely horrifying. I understand it's loud. It's an inconvenience. There are other communities that have trucks that go in and out to provide these things, and people don't complain because they need to eat.

I think we should have a little more empathy about what we're talking about here. There are revisions that can be made, in my opinion. I don't want to hurt the vineyard or the community of drivers or restaurants and whatnot, but I have to tell you, when a tractor-trailer comes off the boat in the morning, on the 5:30, the refrigerator unit is not on. Those are the only ones that would be extra loud. They're not coming off the island with it on. I'll tell you who is coming up. The units that drive forward onto the freight boat in the morning to bring food here are running reefer units and their trucks simultaneously.

That causes noise. I think moving them to perhaps a six o'clock boat or something like that is reasonable. Their day would be when they come on island, they unload relatively quickly, they turn around, they get back on the 9:50 or ten o'clock, whatever it is, and they get to go home. They're done, but when we get off on the 5:30, we don't get back until the 12:20. You guys are talking about moving this stuff to New Bedford. It's going to cut into my life and my ability to be with my family. Not to mention just me. There are many other drivers here my age with young families that are trying to get back to see them and be with them.

We chose a career that soaks up a lot of our time, and now we're talking about reducing my ability to spend time with my family. That's just bothersome to me. Anyways, that's all I got. Thank you for listening. That's it.

Alex Kryska: Thank you, Bob. Appreciate it.

Terence: Thank you, sir. Who do you guys have?

Sean Driscoll: I'll go to John Woodwell, and then Stephen Laster after that.

[pause 00:24:37]

John Woodwell: Okay.

Sean Driscoll: Hi, John.

John: I think we're in business.

Terence: Yes.

John: Very good. Thank you, Mr. Mascali and Mr. Brown. I think Doug Brown and Nat Trumbull's comments especially hit the nail on the head. I'm going to note that there is a long history here. It was the late 1900s when the Steamship Authority affirmatively forbade Johnson from running freight between New Bedford and the vineyard. It was the turn of the century when they killed off another shipping company that wanted to front freight, and cars, and people between New Bedford and the vineyard. That was Seabulk. At that time, all of the board members of the Steamship Authority voted to reduce the freight through Woods Hole to 1998 levels.

Steamship Authority hasn't done anything of the sort. It has roughly doubled the amount of freight through Woods Hole. At the same time that they made that promise, they killed off Seabulk's efforts to ship freight from New Bedford. Then it was Packer who was shipping freight as empty cars between New Bedford and Vineyard. Steamship Authority killed off that as well. Every time you ship an empty car, that is to say every time you put a car in the vineyard for the summer, you eliminate seven round trips.

That is to say if you have somebody come and visit the vineyard and use the same car that the next person comes the next week, then you put the car in the vineyard once, bring it back at the end of the season, and you eliminate seven round trips of cars. In all of the world, that is a step forward except in the minds of the Steamship Authority. These things the Steamship Authority is doing are very effectively not solving the problem, making the solving problem worse. With the 5:30 AM freight truck, boat, that's a problem. It's been a problem for more than a decade.

Every year we say that, but the Steamship Authority carries on with its 5:30 AM boat. After you do it the first time, well, it's inconsiderate the first time, when you do it repeatedly, it's rude. It's just rude. It's time to stop. Thank you very much.

Terence: Thank you, John.

John: Thank you.

Terence: Sean, let's go to Eric Da Costa.

Sean Driscoll: Okay. [silence] Eric Da Costa next.

[silence]

Terence: Is he there?

Sean Driscoll: Yes, he is. Just give us a second.

Terence: Yes.

[silence]

Terence: Mr. Da Costa, are you there, sir?

Eric Da Costa: Yes, I'm here. Can you hear me?

Terence: Yes. Please, go ahead, sir.

Eric: I'd like to touch base on something that was said about being home to your family. We deliver food on the island. I'm speaking for the drivers and why that 5:30 boat is important. The later we get onto the island, the more bridge traffic you're going to catch, and these drivers would have a long day. So long to the point hours of service would become a problem. Not only being home late to their family, but now I can't put them on the road the next day, so they lose money in their paycheck to provide for their family. It's not just about the drivers. The customers also need that early delivery. We have breakfast places.

We have lunch places. They need that product early to start prep. Yes, I know the previous gentleman did bring up being home to his family, but maybe the food service could take the later truck, but they'll also be affected. We have a lot of drivers that go on that island and would lose a day's pay catching that bridge traffic on the way back. Anything we can do to help alleviate noise, all ears, but it would be a negative impact to our drivers and our customers not being able to get onto that 5:30 boat. That's all I really have.

Alex Kryska: Thank you, Eric. Appreciate it.

Sean Driscoll: All right. Thank you, sir.

Terence: Who's next, Sean?

Sean Driscoll: Stephen Laster.

Terence: Yes.

[pause 00:29:47]

Stephen Laster: Are you able to hear me?

Terence: Yes, sure.

Stephen Arajuo: Thank you. I appreciate the opportunity to chat. Alex, I've never met you. People who I trust tell me they really enjoyed interacting with you and meeting you. That's a potential hope of opportunity. Thank you for taking the job and for being here. I've been a CEO, a president of a company, board members of three not-for-profits. I've run teams from 10,000 to 5,000 people, and I've dealt with complex problems throughout my entire career. On and off, I've also been a lifelong resident of Falmouth, and until two years ago, I lived on the Woods Hole Road.

I bought my historic house on the Woods Hole Road 30-something years ago. It was originally built by a fisherman out of Beal Pond. There's been commerce through Woods Hole forever. I'm proud of that. Until Mr. Davis took over the Steamship, the relationship between the village and the Steamship was strong. Sam Cahoon's Fish Market and the Steamship got a long hand and glove. The golf station at the Steamship Authority allowed many of us to fuel our boats. These are things you'll never understand. You weren't here. Mr. Davis changed the relationship.

It became scorched earth. The Steamship had an agenda, growth at all costs. Turn the Grossman's Building into your offices. Buy up open lots throughout Falmouth, North Falmouth, Cataumet for parking. Funny enough, most of your fixed assets outside of the village are underutilized and sit empty. It's shocking that you would take the most congested, precious piece of asset that you have and over-tax it. An asset that is at risk of flood through title change. A LEED-certified building that doesn't work where it is, that will be underwater in 50 years.

New freight boats that are so poorly re-engineered, they push so much bow water, they use extra fuel unnecessarily. Cost overruns, but most importantly, as others have eloquently said, you've set up this antagonistic relationship with the village that wanted you to succeed. Without the negative externalities, your arrogance of your predecessor generated, the Steamship would be a net benefit to the village and the town. Brings in extra commerce. It's helpful. The inability to compromise is mind-boggling. I travel a couple of 100,000 miles a year for my job.

I'd like to be home every night to my family, but I picked a job that doesn't allow me to do it. I have empathy for the truckers who serve an important role to the island. Logistics is highly important, but you see, you're setting up a false dichotomy when you ask Alison to invite them to come and testify. By the way, you forgot to send me my email, or Alison forgot to send me my email asking me to come and testify. Hey, there, any chance you can get letters from some of the shippers stating their support for the 5:30 AM trip? Actions speak.

That was a mistake on your part. Let's stop the insanity of the past decade. You have a fresh start. You're a new leader. You have all the degrees of freedom in your first year to do the right thing. This is not truckers versus Woods Hole. This is not the Steamship unable to admit it made a mistake. You work with the very people who are not able to admit they make a mistake. Be the leader you should, and show them a different way. We could work together. We could ensure that this lifeline service can thrive within the Village of Woods Hole if we work together.

30 minutes is a lifetime when it comes to getting a good night's sleep. At 4:30 in the morning, the walls of my house used to rattle because of your decision to run an unnecessary trip with freight. We're not just talking food. You've got refuge coming

on that trip. You've got fuel coming on that trip. This is not perishable. Sometimes you even had furniture coming on that trip. It's insane. There's no thought for bulk movement of those types of goods, and there's this fixation on 5:30 or nothing at all. I'm optimistic that you're here. I am saddened that you continue to take advice from the very people who caused the problem.

I'm also offended at this format, and I've said this for the past five years. I really think it is anti-community, anti-trust to use the Zoom webinar feature so that we all can't see who's on this meeting, to schedule it in the middle of the workday, and to not offer to meet each other in person, meet eye-to-eye, and shake each other's hands. It just smacks of disrespect. I'm still optimistic. Please do the right thing. Please make the change, and please create an avenue for us all to work together to ensure your success, the Steamship's success, and the well-being of everybody on both sides of Vineyard sound.

It does not have to be divisive, but you hold the next step in your hands, and I hope you do the right thing. I look forward to meeting you face-to-face one day. Thank you.

Alex Kryska: Stephen, I would love to meet you face-to-face. Oh, and I did have a community meeting down in Woods Hole last month where everybody came in, or a lot of people came. I'm happy to reach out and meet you for coffee, walk around our building down there. That'd be great. I would say that was my request to Alison to ask for the truckers' input because I saw the schedule for next year, and I said, "Why do we need the 5:30? Can we just get rid of it?" I'm like, "Ask them. Have the truckers tell me why they think it's important." That was me asking the question.

I was curious to have them tell me why it's important. That was my ask, that was my request, and I will own that. I didn't mean it in a slight towards the community. Absolutely not. It was me actually wanting them to defend it to me. That was my request to Alison to put that message out.

Stephen Arajuo: My only ask is you ask for all opinions next time.

Alex Kryska: I understand. You're absolutely right.

Stephen Arajuo: Let's get a fair and balanced discussion. Problems can be solved when we work together. Your predecessor did not believe in that. Please don't come off that way, and please don't behave that way. I will look you up. We will get coffee. I'm totally up for it.

Alex Kryska: Sounds great. Thank you, Stephen.

Stephen Arajuo: Yes.

Sean Driscoll: Okay, we'll go to Suzanne Kuffler, and then it'll be Damian Kuffler after that.

[pause 00:38:11]

Sean Driscoll: Suzanne, I need to promote you as a panelist so that you can speak. When you get that message, please agree.

[pause 00:38:32]

Terence: Why don't we go to Mr. Kuffler, and then--

Sean Driscoll: She's coming over.

Terence: Oh, there she is.

Sean Driscoll: I see her message **[unintelligible 00:38:49]**. I'm sorry.

Terence: Oh, okay. I know we've got quite the queue. That's why I want to make sure we get people through.

Alex Kryska: Hi, Suzanne.

Sean Driscoll: Suzanne, can you hear us?

Suzanne Kuffler: My video isn't working. I have here a list that I've sent out to a number of people about sleep deprivation. With all due respect to the family life of truckers and their scheduling, the impact of sleep deprivation here is something from Johns Hopkins. Sleep deprivation has very negative effects on how the brain works. Some people need to seek professional help for chronic issues. Some more points to be made. The health effects are poor balance and coordination, mood changes, mental issues, forgetfulness, neurological concerns. There's a huge number of points a medical profession makes. What happens when people who are sleep deprived for a long period of time, the medical costs for those individuals is actually being passed on to the consumers or in the residents of the area. This is almost an area, a situation where the state could help support truckers or some way of balancing out that the cost has just been moved to somebody else, and that Steamship is making income at a time that is actually causing both economic and physical problems for people.

It's extremely important to respect the community and to support the decisions of our government in the town. You are using funds that are actually public income, and they should be directed toward public interest as well, not just one segment of the population. I wish you would honor the original suggestion that the 5:30 vote would not be continued if the community objected.

Definitely, there has to be some way to work this out. More people are benefiting from the presence of your business in our community. This is an opportunity with new leadership to make bold decisions that have not been carried out before, and to set precedent for other communities that are facing similar issues. I strongly urge you to move the 5:30 vote forward and work out the details with as many people as can be included in the conversation. Thank you.

Alex Kryska: Thank you, Suzanne.

Terence Kenneally: Thank you, Suzanne.

Sean Driscoll: Okay. I'm going to turn you over to Damian top priority and you can do both. Damian, you'll go first, but we'll try to turn it over two at a time so we can shorten the interval.

[pause 00:42:09]

Sean Driscoll: Once Damian comes on. Peggy, we're going to take Damian first, if you can hang one second? There he is. Damian, can you hear us? [silence]

Terence Kenneally: Mr. Kuffler, are you there, sir?

Damian Kuffler: Thank you. There we go.

Terence Kenneally: There you are. We got you now.

Damian Kuffler: Thank you. It was just a slow connection. Thank you.

Terence Kenneally: Yes, we got you now. Go ahead, sir.

Damian Kuffler: I have never heard in regard to the justification by the Steamship Authority the 5:30 run. I've never heard valid and pervasive claims why it should be maintained. However, as just stated by Suzanne Kuffler, there are clear certifiable health problems associated due to the Steamship Authority traffic on its runs. There are far more negative impacts than the supposed problems caused by stopping the 5:30 ferry and having people take the six o'clock ferry.

In regard to this recent claim by the truck driver, I have empathy for him. There's no question. We all have to deal with these issues. It reminds me of the statement when people climbed the trucks, were making noise and disruptive, the Steamship Authority publicly stated, effectively, "Tough luck." When you bought your house there, you knew you were on the corridor to Steamship Authority. That's just the way it goes.

Sadly, and I would never want to say this, but should we say to the poor truck driver, "Tough luck"? When you decided to drive a truck from the vineyard to the Cape, you knew what you were doing. You faced the consequences. That's a horrible thing to say. However, that truck driver is one individual, and there are far few truck drivers or other individuals who would be negatively adverse or negatively affected by eliminating the 5:30 boat than the huge number of people along the corridor who are disrupted on a daily basis by the traffic.

There are people who claim, and it's been excused to use by the Steamship Authority, that the 5:30 ferry is critical for patients to make early medical appointments. Is it really possible that they couldn't make a medical appointment half an hour later and take the six o'clock ferry? This is a very one-sided argument that's being presented, accepted, and then propagated by the Steamship Authority.

Another example of what I think is a false argument that was put forward by the Steamship Authority in favor of maintaining the 5:30 boat was the statement in September 7th, 2023, by the former president of the Martha's Vineyard Hospital, who said, "The ferry was essential for getting our employees goods and needs and services to the islands." She was also making her statement that the boat must be maintained in general support of what she felt were the needs of others.

However, those whose behalf she was speaking were never identified, and we never heard their claims. We still have not heard their claims. Apparently, the same

individual later admitted that the statements she made were inaccurate and that they were made because she exceeded to the requests of other people on the island to try and make her argument because we all have to believe the director of a hospital.

It has also been noted when people analyzed the traffic getting onto the 5:30 boat, there were no employees of the hospital who she claimed needed the boat to get to the 7:00 AM shift. In fact, those employees took the six o'clock boat because it's much more comfortable and got them there adequately in time. She had to withdraw her argument because it was completely false she had to make-- was very-- wanted to atone for her sins.

In conclusion, what solid arguments can the Steamship Authority really present that override the vast number of people who suffer on a daily basis due to the massive amount of traffic? Thank you very much.

Sean Driscoll: Thank you, Mr. Kuffler. All right, Amy, you can go and **[unintelligible 00:47:17]** Judy Laster up to be **[unintelligible 00:47:18]**.

Amy Cody: Hi, there.

Alex Kryska: Hi.

Amy Cody: Amy Cody from Chillmark. I'm a full-time vineyard resident, and I'm talking on behalf of this petition because I feel that now is the time for common sense, for compromise, and for these two ports to work together and to go back to a time when we respected and understood the impact that we have on each other's lives. I feel that they are asking for one half hour. They're not asking for more than that. They're not asking for something that the Steamship can't do.

The fact that we promised them, our own board rep promised them that if it didn't work for their lifestyle, for the health of their being, we would discontinue it. Maybe the following year, the Steamship person who was in charge decided, "Well, we're making some money on it. Let's keep going." They presented it to the board, and the board voted for it but it was the wrong decision for the general manager at that time to not listen to the Woods Hole and found the people who we depend on. If it wasn't for them, we wouldn't exist. They are our sister port.

We have to collaborate. We have to negotiate, but we also have to compromise. I feel like we don't need a lot of the things that are on that 5:30 boat. The hospital workers can get to their jobs by seven o'clock. We don't need pea stone and lumber and furniture and all of those things that come over.

Anything we can do, the Steamship can do, to show goodwill and to show that you are listening to them, will go a long way in building a better relationship and a healthier relationship and building back trust because nothing they ever ask for they get from the Steamship for year after year after year. I've been on this petition, public hearing, for year after year for a while now, too. As a vineyard resident, I really feel it's important to stop this and to give a little something. Thank you so much for listening. I appreciate it.

Alex Kryska: Thank you, Amy.

Terence Kenneally: Thank you.

Sean Driscoll: Thank you.

Terence Kenneally: We're going to go to Ms. Laster, Sean?

Sean Driscoll: Yes. I'm going to go with Ms. Laster, and then it'll be Margaret after that. Margaret Hannemann.

Alex Kryska: Hi, Judy.

Judy Laster: Hi. Thanks for listening to me. Thanks for having this hearing. I just want everyone to know that this has been an hour out of a very busy day, an hour that I don't have. I'm willing to be here to still participate in the public hearing process because I'm hopeful that at some point, following up on what everybody has said before me, at some point, we will be listened to, and at some point, a decision will be made based on the best interest of the community. At some point, the decision will mean that we are all starting to move in the right direction.

This is a layup for the Steamship. There are so many problems that you have that this community bears the brunt of that this one, if you just changed this, it would be the beginning of a new relationship. I want to go back to, I think it was a month and a half ago, and the Inspector General released his report with substantial criticism of the Steamship Authority.

The state auditor is beginning her audit, albeit it's primarily a financial audit, not an operational audit of the Steamship. I'm sure she will come out with recommendations and conclusions that also have a critical perspective of the operations of the Steamship Authority. There are things that you guys could do without anybody telling you that they need to be done that would completely change the relationship you have with one of your most important port communities.

Nowhere in the Enabling Act does it say that every port community gets to benefit except one. One port community can be belittled, can be disrespected, can be harmed substantially for the benefit of everyone else. You've just heard from somebody from another port community who is saying, "We don't want to do that. That's not our decision. We need Woods Hole. We need Falmouth because the vineyard depends on us."

In an ideal world, Steamship would also say, "Look, we did commit to changing the 5:30 ferry when we started it, and we're going to go back." We realize that it is harmful, so we're going to uphold that commitment to stop that. The Steamship would also say, "We want to create a community council that looks at the variety and the myriad of issues that are also relevant to this community and figure out what is the low-hanging fruit. What can we change now?"

There are some things that are difficult to change, but the harm that is happening, not just with the 5:30 ferry, but all of the traffic issues and the routing of trucks coming off the ferries now, there's a lot that you guys have on your plate. You actually need our help. You do not exist as a monolith. You are part of a community. You may have the legal right to do some of the things that you're doing, or you may

not have the legal right to do some of the things you're doing. I guess that might be decided someday by a court, but I hope not.

I would suggest, Alex, you have the opportunity now, as the new guy, as my brother said, to set a new course. You can set this sailing organization on a different tack, and that tack can be one for success. I see your ads when I'm up at 4 in the morning watching TV because the trucks are driving down Woods Hole Road, sail away-- not sail away from Falmouth. That's what it used to say. Sail away on the Island Queen, but the ads for the Steamship Authority, encouraging people to come here, encouraging people to take the boats.

You want more people to come? You have to make it a place they can come to. It is really confusing. Every day I sit out on Water Street in Woods Hole, and people come along wanting to know where the ferry is, wanting to know where they can park to go to Martha's Vineyard. This is Water Street in Woods Hole. Whatever you're telling these people is not getting through to them. Things need to change. Communication needs to change.

As everyone has said, nobody wants to harm the truckers. The truckers will benefit from any change that can happen that can streamline how they interact with the Steamship, too. You have all this extra property. You can figure out how to do staging. None of this is rocket science. Many other state agencies have done this. Just commit to doing it. Do the right thing. It's that easy. That's all I have to say. Thank you.

Alex Kryska: Thank you, Judy.

Terence Kenneally: Thank you.

Sean Driscoll: Thank you. Margaret?

Terence Kenneally: Margaret, then it'll be a phone in-person with the last, 025, the one after that one. Margaret, if you can unmute yourself?

Margaret Hannemann: There we go. There we go.

Alex Kryska: Hi, Margaret.

Margaret Hannemann: 30 years in technology, and I can't figure out how to unmute. Can you hear me?

Alex Kryska: Yes, we can.

Terence Kenneally: Yes, we can. Yes.

Margaret Hannemann: Thank you. 37 years on this island, it's clear to me that there is both an insatiable demand for the island by people wanting to live on and visit the island. There's also an increasingly insatiable demand for us all to have goods and services beyond what we need. I just want to throw out one thought before I go on to a couple of other things.

When are we going to decide that we need a 4:30 AM ferry? We need more food, and we need more furniture. We will fill any boat that you put out there. I think it's not the Steamship's job to do that, but for you to recognize what are reasonable limits. Then you taking the lead on doing the right thing with doing a schedule that is appropriate for the towns that you're operating in, will encourage those towns to do the right thing in terms of the use of the boat. We all know the vineyard does not bail their garbage. The vineyard does not dehydrate their compost. The vineyard does not organize their demolition.

There's a whole lot that we as the vineyard can be doing. It's not the Steamship's job to make us do it, but if the Steamship limits the boats appropriately, then all of the rest of us will have to live with that, and we'll learn to live with it, and we'll be doing the right thing in addition. You have to think about when is enough-enough.

You're the highway there, and we've run out of lanes. Six o'clock is certainly, I think, overly generous limit to start boats at. Thanks. I would just add to many people's comments. We're thrilled to have Alex with us. We are sad about all of the problems that there are, but he continues to be enthusiastic about having fun and working on them. Thanks, Alex, for your continued work.

Alex Kryska: Thank you, Margaret.

Margaret Hannemann: That's it.

Alex Kryska: Thank you for offering up a 4:30 boat. Sorry, I'm not supposed to **[unintelligible 00:58:11]** like that. I'm kidding. We're not doing 4:30. That'd be crazy.

Terence Kenneally: Okay. Let's not do that. 025454 and then we'll go to Rachel-- I think it says "Freed"?

Alex Kryska: Freed.

Terence Kenneally: Freed? F-R-E-E-D.

Stephen Arajuo: Good afternoon. How are you today? My name's Stephen Arajuo.

Alex Kryska: Hello, Mr. Arajuo. Go ahead.

Stephen Araujo: Well, it's a little frustrating that for the Falmouth residents, for the Vineyard residents, that we have these meetings in the middle of the day. It's a little frustrating that we go through this once a year, but I think people have lost the right picture. This is not a Woods Hole. This is not a Falmouth problem. This is not a Vineyard problem. This is a Cape and Islands problem.

We let the cat out of the bag 30 years ago, and ever since then, it's been growing. I've been doing trucking for 30 years, and I don't believe people understand our job is to move stuff from point A to point B efficiently, pretty much like the Steamship. I've had my differences with the Steamship many times. I've voiced my concerns. I've had my arguments. I empathize with the people of Falmouth. I empathize with the people of Woods Hole.

The fact that I've been in meetings, I've talked to people, I've been on Woods Hole Road and the fact that these new trucks and all the truck drivers that I know are just trying to ease out of Woods Hole and not cause a problem. When you talk about the 5:30 boat and the six o'clock boat, it sounds like a half hour. In the trucker's eyes, not even in his eyes, in his daily planning, it turns into 45 minutes to an hour because you run into more traffic. If you run the boat later, the guys are going to run into more traffic getting to the boat.

I know there's a microphone and camera on Woods Hole Road. I've talked to people and I've asked, "How can you recognize a truck coming out of Woods Hole at 30 miles an hour if it wakes you up and gets you out of bed and you can recognize the door?" I've been told that they set their alarm just to watch the trucks. Like I said, I empathize with the people of Falmouth. I empathize with the people of Woods Hole, but I ask a question. Do any of you guys shop at Walmart, Stop & Shop, Shaw's, any of those? What time do you think their trucks show up, and how do you think their neighbors feel?

I think we need to look at the bigger picture about the Cape being overwhelmed, but pretty much we let the cat out of the bag, and you guys are just scrambling to do anything. I've tried to look at everybody's side of the picture, but it's too late now. We have a service. I've asked people on the Steamship and in Falmouth, I said, "I will take you for a ride and see what our day's like." You guys don't realize what a day in the life of a truck driver is. You don't understand hours of service. You don't understand the log books. You don't understand the inspection reports. You don't understand the DOT.

A lot of guys don't want to be up on the 5:30 boat, but that's the best way to get their day started. The guys who come with the food in the morning, they have to get onto the island and get off of Main Street by a certain time because they have time limits. Like I said, I empathize with the people of Falmouth and Woods Hole, but I think everybody's just missing the point.

I hope to work together. I am willing to talk to anybody. I'm willing to sit down in a meeting and try to hash this out, but a half hour is not just a half hour. I think it's going to take more than us just shutting that truck down for a half hour. What that does, shutting them down for a half hour from 5:30 to 6:00, that means that every truck gets moved back a half hour. Every truck gets moved back a half hour. Soon, you guys are going to be complaining about they're going to be coming down too late at night. This is the case. We let the horse out of the barn. I don't know what else to say. Good luck.

Sean Driscoll: Thank you, sir, [crosstalk] **[unintelligible 01:03:48]**?

Terence Kenneally: That's Stephen Arajuo.

Alex Kryska: Okay.

Sean Driscoll: All right. Then we will go to Rachel Freed, and then I'll also bring over Leon Brathwaite to go after Rachel.

Rachel Freed: Hi. Thank you. I am a resident of Woods Hole Road. I just want to say that this fatalist opinion that was just shared, that it's gone too far, is absolutely not incorrect. The world is changing. We have to reverse the impacts of climate change. We have to reverse the impacts of unfair labor conditions, and we have to protect the lives and health of people in Woods Hole and the greater Falmouth region. All of that is on us. As a government or a head of an organization such as the Steamship Ferry, you have a ton of responsibility and power to do that.

I am both a human rights, environmental justice, and labor rights organizer. It sounds to me like these truck drivers, if they're being forced to work within these constraints and not making the same amount regardless, then that seems like an issue for the trucking company that isn't enabling people to do their job within normal time constraints in order to produce the expectations of their job abilities. I don't absolutely disagree with the last opinion that was shared. That's on that company to enable. If you talk to union-organized trucking companies, you will understand that they do not want those conditions to be set on them.

I will also say as a resident of Woods Hole Road, time and time again, we've seen the truckers or even the Steamship Authority truck buses come barreling through at such high rates that you're afraid for walking on the sidewalk with your dog. It's not just that it's a 5:30 AM. I think the Steamship Authority needs to understand that you're having a major impact on the Woods Hole community and all of Falmouth. By the way, you've taken over the waterfront, the things haven't been kept up down there, that the calves are coming in and out, getting in the way of little kids biking into the city. It has had an enormous impact.

The one thing you can do right now is enable this 5:30 change so that people can sleep through the night and not have their health impacted. The community is not asking a lot. You have a lot of power and authority. I would call on you to use that privilege, not just override a community after they've shared this with you over and over again. Even the people of Martha's Vineyard have spoken on this call and said it is okay. Capitalism is going to force us to want things more and more at all hours of the day. Six o'clock seems reasonable, and having a reasonable evening shutoff time seems reasonable. That's all you're being asked for. Thank you for the time.

Alex Kryska: Thank you, Rachel.

Sean Driscoll: Thank you. Leon?

Leon Brathwaite: Hi. Can you hear me okay?

Alex Kryska: Yes, we can.

Sean Driscoll: We can, Leon.

Leon Brathwaite: I got up this morning at 5:15 and I actually went to gomv.com and I watched the loading of the 5:30 boat. I think there's what? 15 to 20, 40-foot trucks that look like they're all carrying food to come to the island. The issue that we're talking about is 15 to 20 vehicles and the new boats allow them to drive on and make the turn so they're all driving. They're not backing up so there's no beeping. I just **[inaudible 01:07:21]** they're not bringing lumber at that time, they're not bringing

furniture, they're bringing foodstuffs to be delivered throughout the island. They go back and they start over the next day.

I just think that the issue that we're talking about on the 5:30 boat, we're talking about the 15 to 20 vehicles coming down the highway, the roadway, and since you put them in place, they can't be greater than 40 feet, the noise level is much lower. I heard someone say something about the refrigeration on the vehicles are going-- that's not a high decibel for that type of vehicle.

I understand the concerns of the community and what they're saying, but it's been minimized. Five years ago, they were backing on the boats and making a lot more noise at 5:30 in the morning. Now it's a much quieter operation. I just wanted to let you know what I watched this morning and anybody else could go watch it themselves and see how quiet it is. They just dropped. It's an easy thing to happen. Thank you.

Alex Kryska: Thank you, Leon.

Terence Kenneally: It looks like Mr. Arajuo is back, but why don't we hear from Ms. O'Connor first?

Sean Driscoll: Sure.

Terence Kenneally: We heard Mr. Arajuo already.

Sean Driscoll: Beth O'Connor, I'll bring you over. Then, Mr. Arajuo, I'll get back to you.

[pause 01:08:51]

Beth O'Connor: Sorry. Now you can hear me.

Alex Kryska: Yes, [crosstalk].

Beth O'Connor: Good afternoon. Thank you. Three real quick comments. I don't think one day of getting up in the morning and having to watch a webcam tells you the history of what's happening over there. I discount that. I just want to be clear. The second thing I would like to make note of is a lot of the noise complaints that I have heard are from the outbound vineyard boat, not the inbound, the outbound as those trucks rattle up Woods Hole Road empty. Then obviously they're doing a turnaround.

The third thing I just want to bring to everyone's attention is that I actually pulled a survey that was done, I think, either last year or the year before on the island of Steamship management and board members seeking people to support the 5:30 ferry. I would encourage everyone to look deeply into those surveys because the island support, there was a number of people supporting the ferry that have nothing to do with trucking.

They may have been business leaders, but they had nothing to do-- they had no skin in the game except to put their name on that survey. I do think there's some checkered past here that we need to put aside, we need to move forward, and we

need to think of ways that we can all work together a lot more productively and a lot more honestly, transparently. Thank you.

Alex Kryska: Thank you, Beth.

Terence Kenneally: Thank you. Before we move him, Sean. Again, it looks like Mr. Arajuo is the last person in the queue with his hand up. If people want to comment today, please raise your hand on the Zoom dashboard or press star 9 on your phone. Okay? All right. Go ahead, Mr. Arajuo, you're up.

Stephen Arajuo: I just want to bring something else up. I've been doing this for 30 years, and this is not the first 5:30 boat. I used to run that 5:45 boat 30 years ago out of the vineyard. The same thing, we got a head start on our day. If it comes down to this, you've got to remember, a train came down to Woods Hole. How would you like a train rumbling down your dining seat bike path right now and bringing the stuff? I don't mind sitting in Woods Hole and not disturbing people on Woods Hole Road. Just have the train bring the stuff to me.

We have progressed in this day and age. Like I said before, we let the horse out of the barn a while ago. We are just trying to provide a service. We are not trying to hurt the people of Falmouth, not trying to hurt the people of Woods Hole. Like I said, these newer trucks have such a tolerance for emissions and noise that I don't-- I can't agree with everything I say, everything that's said and I hear.

I live on Old County Road. I live probably 100 yards away from the state highway, which I have yet to say that that's a state highway coming down from Falmouth. As a trucking company, truck driver, there's highway use tax that all these trucking companies pay for the use of that road. If you start messing with affecting commerce, I think that's when you start affecting what gets put out on the roads.

Like I said, getting back, I live 100 yards away from state road, and there's trucks to go to the 5:30 boat in the morning, and unless I'm out in the outside shower, I can't hear them trucks go by. It's hard for me to believe about the rumbling and stuff. Maybe it is. I will come over and visit anytime, but I think, like I said before, this is a Cape thing. I think we let things get to us. I think everybody's looking at their point of view, and that's it. I hope we can work together. Thank you.

Alex Kryska: Thank you, sir.

Terence Kenneally: Thank you. Yes. I'm not seeing anybody. Oh, there's a hand. There's a quick hand. Good.

Alex Kryska: Myla?

Terence Kenneally: Myla? Yes. Looks like Myla.

[pause 01:13:59]

?Speaker: [inaudible 01:14:04]

?Speaker: [inaudible 01:14:11]

Terence Kenneally: Are you there, Myla?

Myla Kabat-Zinn: Yes, I'm here. I'm just trying to--

Terence Kenneally: Yes, we see you.

Myla Kabat-Zinn: Hi.

Terence Kenneally: Go ahead. We can hear you well.

Myla Kabat-Zinn: Yes.

Terence Kenneally: Go ahead.

Myla Kabat-Zinn: Hi. I'm a Woods Hole resident. I don't live on Woods Hole Road, but I have been listening year after year after year to residents describing their experience and the suffering that they experience from the noise, the pollution, the vibrations of the trucks going down the road. Woods Hole Road is a very narrow, small road to carry that load of all of this stuff coming to the vineyard. That's why we have been trying for years to get at least the freight to go through New Bedford.

These are very real issues that I just really hope you will not minimize because for years and years and years, people have expressed these feelings and these experiences, and we have been met with silence, with nothing happening. I really want to start feeling a responsiveness from the Steamship for the first bloody time. There have been so many issues that we've been concerned about, and we've been met with silence and very-- I just hope that this will not be yet another one of those meetings where everybody pours their heart out. Everybody talks about their experiences, and then it's like, "Hmm, it's all the same."

That's all I want to say. I just hope [chuckles] this is the last meeting like this because every year, it's been like this, and it really is-- There are very passionate and very committed residents who have been working on this for years and years and years and getting absolutely nowhere with the Steamship, and I'm hoping under your new leadership, that there will be a sea change. Thank you for listening, and I hope this is a new beginning. I really do.

Terence Kenneally: Thank you.

Sean Driscoll: Thank you.

Alex Kryska: Thank you, Myla.

Sean Driscoll: Anybody else up? Okay. Again, if folks want to raise their hand from the dashboard, press star 9 on the phone. Yes, we got somebody. It is Carol Wagner. Thank you, Carol. We're bringing you over.

[pause 01:16:46]

Sean Driscoll: Carol, are you there? [silence]

?Speaker: [unintelligible 01:17:09] over there?

?Speaker: Carol, you can unmute yourself.

Terence Kenneally: It's muted.

Sean Driscoll: I don't think it's a connection problem.

Alex Kryska: Carol, are you there?

Sean Driscoll: Yes, I don't. Sorry, Carol, if you can't-- I don't think it's part of your video, but I don't see that you're connected to audio, so I don't think there may be a technical issue. [silence]

Terence Kenneally: Anybody else on the attendees list, Sean?

Sean Driscoll: No.

Terence Kenneally: Carol, if you're having a hard time connecting, you can always send an email to us at schedules@steamshipauthority.com. That segues into-- I guess I'm going to wrap up a little bit here. I don't see anybody else on the list here unless we want to raise their hand again or star 9.

Alex Kryska: Maybe I'll do a quick recap or a quick closing before you do?

Terence Kenneally: Yes, sure. Yes, that's fine.

Alex Kryska: Before Terry does the official closing, I want to say again, this is Alex Kryska, I'm the general manager. I do appreciate what everybody's been saying, both pro and con and off-topic as well, I think it's all valuable, super valuable. I do appreciate it. Again, I've met a lot of you in person, some one-on-one, some group sessions. If anybody wants to meet me, I'm happy to come down to Coffee O or Pie in the Sky or Coffee O. Coffee O up here have been known to pick the wrong Coffee O at times.

I'm happy to meet with people. I'm happy to chat with people. We do want to find a way to compromise, find an equilibrium. We want to be partners in the community, absolutely, 100%. We do want to look at different options, different ideas. New Bedford is on the plate. Definitely, it's on the plate. We are starting our capital projects, capital planning. I can't remember exactly what the name is. Amy Cody probably will remember. I'll have to look it up.

That will be starting next month. We're going to run through it with the board, and then we'll be starting next month. Definitely, 100%, New Bedford is on the list. Yes, **[unintelligible 01:19:25]** is going to take support from the state, 100%. It's a much more expensive option than just coming out of Woods Hole. We will be looking for support for that. We've got to figure out exactly how to do that, how to make that ask to the federal government, to the state government.

Again, I do appreciate everybody coming. My schedule is at steamshipauthority.com. If there's any comments about this hearing and about the schedule. If you want to reach me directly, it's akyrska@steamshipauthority.com. Happy to meet with people. With that, I'm going to hand it off to Terry.

Terence Kenneally: Yes, just to reiterate, I think a lot of the folks on call have experienced this process before. Again, we're just going to take all the community input, all the input that we get from our stakeholders, draft the report, get it up on the website. I encourage everyone, while it's fresh, to get the emails in at Schedules at steamshipauthority.com, and we can start compiling the report and really start to dissect it a little bit more.

Quite frankly, after the last several years of participating in this, I think today was a good back and forth. I think there was a lot of good comments today, and I appreciate the time that everybody took to do that. With that, I guess we'll be ending the hearing. Again, like Alex said, just reach out to us, and we'll be sure to incorporate your comments into the final report.

?Speaker: All right. Thank you.

Alex Kryska: Thank you.

Terence Kenneally: Thank you.

[01:20:55] [END OF AUDIO]

APPENDIX C

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:27 AM
To: schedules
Subject: FW: do not remove the 530 am trips

From: [redacted]
Sent: Friday, May 1, 2026 5:17 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: do not remove the 530 am trips

DEAR SSA,

Please DO NOT get the 0530 trip departing Vineyard Haven. This trip is essential to island businesses and commerce, and traveling to early DR appointments witch I do 12-16 times a year we are already limited enough being on the island without 24/7 access to the real world. This is understandable due to the fact that we are on an island but we do not need to restrict ourselves further due to the ridiculous reasons the opposition is citing. Trucks/cars need to be places at certain times. The fact that the boat has been booked with trucks/cars for years should be a clear indicator of the need. Please note some of the following reasons it is important to get moving early

-Traffic. Lost time due to morning rush hour throughout the cape and beyond.
-School busses. It is obviously safer to get trucks off the cape and up on the highway before school busses and children are present.
-SSA Availability. Generally normal morning hours are busy for car traffic leaving the island and it is hard to get space on these boats. Later start means later return. Trucks need to get back in time to deliver before business hours are over. The sooner they leave the sooner they return.
-Financial burden to island businesses. Delaying start times and putting trucks into higher traffic time zones pushes back their return. They need to make their deliveries to be able to make a trip the following day. Local businesses are now facing paying employees overtime to stay late and handle unloading trucks and or receiving the delivery.
-Employee retention. Generally, employees in this industry start early and finish early or at a "normal" hour. Shifting to a later start time pushes the entire day. They don't want to work late. They want to leave before their families rise and want to be home with them like everyone else at the end of the day.
-It's not "just half an hour". The 0600-0930 boats are very busy with car traffic. Many times, when not getting the 0530 boat you are faced with 0955 or later departure. It's not realistic to start the day that late.

Not only do I run a local business that has to face all of the above issues but I have personally ridden the 0530 boat countless times over the years. The boat is full of trucks. Again, that should be a clear indication that it is not only needed but clearly utilized. I'm sure your data would back this up. I'm getting tired of hearing the complaints. Owning a home, on or near a state highway is exactly what it sounds like - owning a home on or near a state highway! Not only is it a state highway, but it is also a state highway that leads to a shipping port. Woods Hole is not a small boat launch for village people to push their canoes into the ocean. Like it or not, it is a major shipping port. Not only is it home to the SSA but also Oceanographics and other Marine labs and research centers. Please stop acting like something is going on that shouldn't be. The SSA has been running

boats out of Woods hole since far before any of the complainers owned homes along the state highway leading to it. I bet they would have loved the train that used to go there. Should we shut trucks off at the Bourne Bridge because Wareham or Buzzard's Bay doesn't like them passing through? That would be ridiculous. Let's pretend the SSA is a bridge or anything close to the "Lifeline" they like to claim they are - this would not be being discussed. There is nothing wrong with being good neighbors, but the line must be drawn somewhere. Frankly, I can't believe we are still arguing about this. I have attended meetings in person and zoom. I have argued these points, been harassed in Woods Hole, and had countless conversations on this topic. They are trying to win a war of attrition. Perhaps the SSA should lean in the direction of the very people that are the reason they exist and also the ones that keep the light on around there. The people paying your fares would love if you stuck up for them.

Gabe Bradley
ALL-PHAZE EXCAVATION inc.
[redacted]

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:25 AM
To: schedules
Subject: FW: 530a boat steam board of governors

From: Casey O'Conner <dispatch@goodalesmv.com>
Sent: Friday, May 1, 2026 9:09 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 530a boat steam board of governors

Dear whom it may concern,

I, Casey O'Connor, dispatcher at Goodale Construction, am writing in support of the 530a motor vessel leaving Vineyard Haven on a year-round basis.

This trip is imperative to the shipping of products, freeing up reservations for later in the day, emergency trips off-island for those in need, medical appointments, etc.
Eliminating this daily trip worsens an already time-restricted schedule.
Please make life easier; not more difficult.

Casey O'Connor

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:26 AM
To: schedules
Subject: FW: Support letter
Attachments: 2026-05-01 15-51.pdf

From: Jayme Amaral <jayme@capecodexp.com>
Sent: Friday, May 1, 2026 3:53 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Support letter

--
Sent with Genius Scan for iOS.
https://tglapp.com/e/scan

Jayme Amaral

jayme@capecodexp.com
Cape Cod Express
1 Express Dr
Wareham MA 02571
800-642-7539 Ext 104
Cell: 774-279-2573

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:26 AM
To: schedules
Subject: FW: 5:30 boat

From: [redacted]
Sent: Friday, May 1, 2026 4:19 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 5:30 boat

To whom it may concern

To lose the 5:30 boat means more trucks going off later in the day, messing with their schedules. It',s beneficial for us to leave the island earlier than later.

Traffic being as bad as it is during the summer we need to get an early start in order to get back to the Island. The 5:30 has to stay as it's beneficial for all truck drivers and Island businesses.
Sent from my Galaxy

Bruce O'Donnell- driver for E.C. Cottle

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:27 AM
To: schedules
Subject: FW: Keep 5:30 am boat going

From: Gayla Medeiros [redacted]
Sent: Friday, May 1, 2026 6:11 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Keep 5:30 am boat going

We need the 5:30 am boat, it's a life line and would even love an earlier boat. Keep it on the schedule .

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:26 AM
To: schedules
Subject: FW: 0530 Trip

From: Ethan Leite [redacted]
Sent: Friday, May 1, 2026 3:31 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 0530 Trip

SSA,

Please stop bringing up the idea of removing the 0530 trip departing Vineyard Haven. This trip is essential to island businesses and commerce, and it's getting a little frustrating defending it. Logistics is a 24/7 industry, and we are already limited enough being on the island without 24/7 access to the real world. This is understandable due to the fact that we are on an island but we do not need to restrict ourselves further due to the ridiculous reasons the opposition is citing. Trucks need to get moving, and they need to get moving early. Just as the trucks in Falmouth on the north side of the complainers get moving to service their town. The fact that the boat has been booked with trucks for years should be a clear indicator of the need. Please note some of the following reasons it is important to get moving early

-Traffic. Lost time due to morning rush hour throughout the cape and beyond.
-School busses. It is obviously safer to get trucks off the cape and up on the highway before school busses and children are present.
-SSA Availability. Generally normal morning hours are busy for car traffic leaving the island and it is hard to get space on these boats. Later start means later return. Trucks need to get back in time to deliver before business hours are over. The sooner they leave the sooner they return.
-Financial burden to island businesses. Delaying start times and putting trucks into higher traffic time zones pushes back their return. They need to make their deliveries to be able to make a trip the following day. Local businesses are now facing paying employees overtime to stay late and handle unloading trucks and or receiving the delivery.
-Employee retention. Generally, employees in this industry start early and finish early or at a "normal" hour. Shifting to a later start time pushes the entire day. They don't want to work late. They want to leave before their families rise and want to be home with them like everyone else at the end of the day.
-It's not "just half an hour". The 0600-0930 boats are very busy with car traffic. Many times, when not getting the 0530 boat you are faced with 0955 or later departure. It's not realistic to start the day that late.

Not only do I run a local business that has to face all of the above issues but I have personally ridden the 0530 boat countless times over the years. The boat is full of trucks. Again, that should be a clear indication that it is not only needed but clearly utilized. I'm sure your data would back this up. I'm getting tired of hearing the complaints. Owning a home, on or near a state highway is exactly what it sounds like - owning a home on or near a state highway! Not only is it a state highway, but it is also a state highway that leads to a shipping port. Woods Hole is not a small boat launch for village people to push their canoes into the ocean. Like it or not, it is a major shipping port. Not only is it home to the SSA but also Oceanographics and other Marine labs and

research centers. Please stop acting like something is going on that shouldn't be. The SSA has been running boats out of Woods hole since far before any of the complainers owned homes along the state highway leading to it. I bet they would have loved the train that used to go there. Should we shut trucks off at the Bourne Bridge because Wareham or Buzzard's Bay doesn't like them passing through? That would be ridiculous. Let's pretend the SSA is a bridge or anything close to the "Lifeline" they like to claim they are - this would not be being discussed. There is nothing wrong with being good neighbors, but the line must be drawn somewhere. Frankly, I can't believe we are still arguing about this. I have attended meetings in person and zoom. I have argued these points, been harassed in Woods Hole, and had countless conversations on this topic. They are trying to win a war of attrition. Perhaps the SSA should lean in the direction of the very people that are the reason they exist and also the ones that keep the light on around there. The people paying your fares would love if you stuck up for them.

-Ethan Leite
JWL Transport INC

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:27 AM
To: schedules
Subject: FW: 530am

From: [redacted]
Sent: Saturday, May 2, 2026 12:46 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 530am

To whom this may concern

The talks of losing the 530 am from the vineyard will do more damage then good to the island in many many ways.
A lot of places we truckers go close between 11 and 3pm. There are some I personally go to that if I hit more then 30 minutes of slow moving traffic I miss my 11 appointment to get loaded with the good I bring back. Then calls have to be made for special service to have someone stay after closing as these places run night shifts. And it makes everyone upset and cost islanders more money as a lot of time we have to pay for this service.

Also plus understand you are hindering the growth of the island by cutting boats. Yes we just got new bigger boats that will move the same volume of trucks over the day but when you factor in the time constraints we have this doesn't work out.

You are trying to make a very small group of people that live in houses on a technical highway happy at the cost of making prices higher or product unavailable for 20k plus people in the winter. Never mind the summer.

By cutting boats that move freight you also are forcing trucks on to roads at peak hours. When people are leaving to go to work shop drop kids off or the kids are waiting for the bus. We don't want to be on the road in a small neighborhood at that time. We don't like it as much as they don't. We would really like to be even earlier. If we could leave at 4 am a lot of the complaints would end as the people of Woodshole road would never see or hear us.

Keep in mind as well you provide services to an island that works and lives of tourists. If the shelf's are empty there are no gifts to buy gas to burn food to eat you cash flow stops as well as everyone else's. Amd no one wants that.

In conclusion it's in your best interest to keep the 530 am boat. For trucks. We take up more room in the lot and room on the boat and civilian vehicles don't want to go that early anyway.

Thank you for your time.
Michael lyons owner of D&D trucking

Side note something to consider would be to give us truckers a 4-430 am from the island. Carroll's Bruno's Cottel Keene stop and shop and others I am sure we could keep that boat full as a truck only and a return of 1030-1230 with all the same trucks. 99% of us can make that work every day and we would be out of the way all day for your workers more room for cars in the day and we would not be on the road at peak time cutting complaints for you at the same time
Sent from my iPhone

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:28 AM
To: schedules
Subject: FW: 5:30 am boat

-----Original Message-----
From: Donna Bogan [redacted]
Sent: Saturday, May 2, 2026 9:37 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 5:30 am boat

To Whom It May Concern:

Living and working on an island is
Not easy . Working is especially hard

Businesses need the 5:30
Am boat for their products.

I hope you consider this in your
Decision regarding stopping this
Scheduled run for the summer.

Thank you

Donna Bogan

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:28 AM
To: schedules
Subject: FW: Keeping 5:30 am boat year round

From: ilona metell [redacted]
Sent: Saturday, May 2, 2026 9:41 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Keeping 5:30 am boat year round

To the Steamship Authority,

I am a lifelong islander. It has been a struggle for me to access transportation on the ferries, because of availability. I have relied on the 5:30 am ferry from the Vineyard to Woods Hole so that I may make medical appointments and surgeries over the years.
I volunteer at 3 food distributions on island, both to give back to my community, but also to access food when times are especially tough.
Those food pantries rely on the 5:30 am boat to go off island and pick up food for our most vulnerable residents. The off season has a higher demand for struggling families and individuals to access food.
It's already a challenge to get a reservation, in general, and canceling a boat which carry trucks that provide essential food and sundries will make it even more difficult, not just on space and availability but in the hours of our food distributions.
Hearing that the Steamship Authority wants to cancel that boat off season, is yet again, proof that the Steamship Authority doesn't care for residents. It's time for the Steamship Authority to step up for islanders and show they care about people over money.

ilona metell
Tisbury resident

American Red Cross, Martha's Vineyard
Vineyard Committee on Hunger
(561)985-3668

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:29 AM
To: schedules
Subject: FW: No 5:30am boats with SSA

From: Karen Olcott [redacted]
Sent: Saturday, May 2, 2026 10:45 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: No 5:30am boats with SSA

To whom it may concern,

I strongly voice "no 5:30pm boat from Woods Hole & Falmouth as this is a local village with residents who have lived here for generations. The freight is especially objectionable, with jake breakers, over-idling and too fast travel during these early times.

It is MUCH better to route all freight through New Bedford, which has I-95, 4- lane streets, rail, parking lots and much better loading facilities than this neighborhood and residential village of Woods Hole. Plus the bridge work coming onto Cape Cod will be a nightmare over the next 10 years, and demands a long-term strategic transportation plan for all of the SSA operations. If ALL freight is shipping on and off Masrtha's Vineyard, can't the island manage their own waste and fuelt?

This is naive and objectionable traffic at 5:30am, and is completely unnecessary for both the SSA, residents and businesses of Martha's Vineyard, New Bedford and Falmouth.

Sincerely,
Karen Olcott
Resident of Woods Hole/Falmouth

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:29 AM
To: schedules
Subject: FW: 5:30 freight run to Martha's Vineyard

From: [redacted]
Sent: Saturday, May 2, 2026 10:19 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Cc: 'Nathaniel Trumbull' [redacted]
Subject: 5:30 freight run to Martha's Vineyard

I have and continue to oppose the 5:30 freight run from Woods Hole to MV. The truckers regularly/everyday violate the Falmouth noise ordinance, park illegally on Woods Hole Road, wake the citizens of Woods Hole as they drive through our residential neighborhoods. The inconvenience to the few Islanders that benefit from the earlier boat does not outweigh the decades of harm done to Woods Hole.

Mary

Mary U. Musacchia
[redacted]

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:30 AM
To: schedules
Subject: FW: 5:30 boat

From: sam hopkins [redacted]
Sent: Saturday, May 2, 2026 5:18 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 5:30 boat

For what it's worth I'm 68 yo that has been using the steamship all my life. Please keep the early boat it's the only way working people can get to Boston or any city at a reasonable time. The morning boat is vital for many people please don't cancell it.

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:28 AM
To: schedules
Subject: FW: Regards to 5:30am boat from MV

From: [redacted]
Sent: Saturday, May 2, 2026 8:06 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Regards to 5:30am boat from MV

Dear Steamship Authority,

As most of you live on the Cape and don't have to rely on the boats you don't see what the residence of the islands have to go through when decisions are made for us. Most of the changes the steamship has made have been very detrimental to the island residents.
I got a very disturbing call from the trucking department telling me that the board was looking to remove the 5:30am boat leaving the Vineyard. As a trucker with the Mass Comm Dukes County Food Bank for the last 3 years since I have been in this position full time, I have seen the changes with and without the 5:30am boat.
The 5:30am boat leaving the Vinyard allows for more car space on later boats, allows truckers to get to their appointment destinations on time especially when there is inclement weather in the off season.
When the trucks are put on the 6am or later boats the trucks are tight to the wall and causes damage to our trucks and the Steamship does not take responsibility for their actions that they have forced upon us. Everyone on the vehicle deck is forced to stay in their vehicles with not being able to get out safely should there be an emergency or we have a few seconds to leave our vehicle and not be able to return to our vehicle until the boat is unloaded.
It's sad that us truckers have a saying that is "If you're not touching the wall, I'm not fitting down the middle of the boat."
Plasse consider with the ongoing bridge work and the rebuild of the Sagamore Bridge that traffic is going to be horrendous and travel back ups are going to be long with not leaving much time for us to make our scheduled boats. With the current Bourne Bridge work we had a 3-mile backup and we haven't even hit the summer traffic yet.
I have lived on the island for over 35 years, I remember when the Steamship had drive-on scales and trucks where charged by the weight and the complaints of the trucks taking up too much space and allowing very little reservations for cars. Then the freight boats arrived to open up reservations for cars and told the freight boats will carry all freight and trucks would use the regular boats if needed, everyone was extremely excited. Freight boats were never on the schedule. Now, currently, the freight boats are used for both freight and cars on a regular bases, the freight boats are on the schedule and everyone is complaining about lack of boat reservations.
Unfortunately I see the decisions of the steamship going backwards and not forwards for the better for everyone that uses the steamship as our lifeline.

We, the truckers are looking forward to the Vineyard dock work to be completed soon and the 5:30am boat to resume as soon as possible.

Please consider leaving the 5:30am boat in place year round. If this doesn't make you think twice of about your decision, I encourage all of you to ride the 6am boat with us from the Vineyard to see what we going through on a daily bases.

Sincerely,
Sarah Steigelman

Mass. Comm. Food Bank
508-560-8764

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:29 AM
To: schedules
Subject: FW: 5:30 AM ferry

From: Beth O'Connor | [redacted]
Sent: Saturday, May 2, 2026 10:44 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Cc: Margaret Hannemann [redacted]; Amy Cody [redacted]; Nathaniel Trumbull [redacted]; Jonathan Chatinover | [redacted]; SSA CAG [redacted]
Subject: 5:30 AM ferry

The 5:30 am ferry is one of the most egregious lies we told the WH community. The Board and SSA Management clearly said it would be implemented on a trial basis and would be re-evaluated if noise became an issue for the WH community. Well, of course the parade of empty trucks departing MV bring a disruptive level of noise and a very early hour. And of course, WH complained and even measured the noise levels.

The last time there was an effort to influence the continuation of the 5:30 ferry, the “survey” was signed by people who were swayed by Malkin who went around getting signatures, which in and of itself should have been questioned as a conflict of interest. Some of the respondents had no trucking needs. That survey should have been tossed to the curb.

We need to consider the total impact before continuing. We need to work with the WH community, not against them.

The Steering Committee of the Steamship Authority Citizens’ Action Group.

Jonathan Chatinover
Amy Cody
Margaret Hanneman
Beth O’Connor
Nat Trumbull

AAC CONSULTING

Beth O'Connor
Senior Vice President / COO
(973) 769-1274
aac-us.com

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Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:30 AM
To: schedules
Subject: FW: Sleep deprivation: NO 5:30 FERRY PLEASE

From: Suzanne Kuffler [redacted]
Sent: Saturday, May 2, 2026 2:29 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Fwd: Sleep deprivation: NO 5:30 FERRY PLEASE

Any major hospital web site will provide notes on the negative impact of sleep deprivation. Long term deprivation is serious. Please take note. Your Falmouth neighbors will appreciate your patience for another 30 min. Early trucks are disruptive.

Thank you

From the **Johns Hopkins** site: Sleep deprivation means you're not getting enough sleep. For most adults, the amount of sleep needed for best health is 7 to 8 hours each night. When you get less sleep than that, as many people do, it can eventually lead to a whole host of health problems. These can include forgetfulness, being less able to fight off infections, and even mood swings and depression. **Misc source:** *How to fix sleep deprivation?* To fix sleep deprivation, establish a consistent sleep schedule, create a dark and cool sleep environment, practice good sleep hygiene (limit screens/caffeine/alcohol before bed), incorporate stress management (exercise/meditation), and **seek professional help for chronic issues,** possibly with therapies like CBT-I or medication if needed, as it takes time to recover from sleep debt. **AI overview:** *How long does it take to recover from sleep debt?* Recovery from sleep deprivation varies: **a single bad night might take a few days (3-4) to fully bounce back, but losing an hour of sleep daily can take up to four days to repay,** meaning chronic debt accumulates and needs weeks of consistent extra rest, with some cognitive functions taking even longer to fully restore, emphasizing prevention over catching up. More from **Johns Hopkins** site: … **Systems affected** Sleep deprivation has negative effects in multiple ways throughout your body. Those can affect the following body systems, organs and processes: • **Heart and circulatory systems**: Sleep deprivation has long-term damaging effects on your heart and circulatory health. People with chronic sleep deprivation are more likely to develop high blood pressure (hypertension) and high cholesterol (hyperlipidemia). • **Metabolic systems**: People with chronic sleep deprivation are at a much higher risk of developing Type 2 diabetes. • **Immune system**: Your body's natural defenses against infections can't work properly if you aren't getting enough sleep. • **Nervous system**: It's common for people who aren't sleeping enough to have higher pain sensitivity, which means they feel pain more easily, the pain is more intense or both. • **Brain**: Sleep deprivation has very negative effects on how your brain works. While experts don't fully understand sleep's role in brain function, they do know it's a key part of how people learn and remember. There's also some evidence that sleep deprivation could play a role in the development of Alzheimer's disease.

Mental health: Sleep deprivation also negatively affects your mental health, making it harder for you to manage and process your emotions. People with sleep deprivation are more likely to feel symptoms of depression and anxiety. Sleep deprivation also increases your risk of developing certain conditions or making them worse if you have them. These conditions include: • Type 2 diabetes. • High blood pressure (hypertension). • Obesity. • Obstructive sleep apnea. • Vascular disease. • Stroke. • Heart attack. • Depression. • Anxiety. • Conditions that involve psychosis.

From **National Institute of Health** site on sleep deprivation **Physical health benefits** Sleep plays an important role in your physical health. Good-quality sleep: • **Heals and repairs** your heart and blood vessels. • **Helps support a healthy balance of the hormones that make you feel hungry (ghrelin) or full (leptin):** When you don't get enough sleep, your level of ghrelin goes up and your level of leptin goes down. This makes you feel hungrier than when you're well-rested. • **Affects how your body reacts to insulin:** Insulin is the hormone that controls your blood glucose (sugar) level. Sleep deficiency results in a higher-than-normal blood sugar level, which may raise your risk of diabetes. • **Supports healthy growth and development:** Deep sleep triggers the body to release the hormone that promotes normal growth in children and teens. This hormone also boosts muscle mass and helps repair cells and tissues in children, teens, and adults. Sleep also plays a role in puberty and fertility. • **Affects your body's ability to fight germs and sickness:** Ongoing sleep deficiency can

...

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:29 AM
To: schedules
Subject: FW: 5:30 am freight boat from the Vineyard

-----Original Message-----
From: [redacted]
Sent: Saturday, May 2, 2026 10:43 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 5:30 am freight boat from the Vineyard

Please do not eliminate the 5:30 am freight boat from the Vineyard during the off season. Truckers depend on this boat for their livelihoods. It really helps them to avoid traffic and makes their schedules so much better. Also Having the boat arrive earlier helps the trucks be ahead of the school buses along the Woods Hole Rd and is safer. Thank you for your consideration of this matter.
Sincerely,
Tena J Davies
Sent from my iPhone

Greetings Ladies and Gentlemen - May 2, 2026

We are sending this letter to express our thoughts about the importance of the 5:30 am freight boat on a year round schedule. This particular trip is not just for the many truckers who are booked on it or want to be. This boat provides trucks an efficient scheduling benefit and ultimately opens up space on the 6 and 7 am boats for islanders who desperately need the early times to get to medical appointments, airports and other essential places.

The 6 am boat (which we are booked on most of the time) is crammed with trucks - so much so that most drivers are stuck in their cabs for the duration of the trip. The thought of being on the 7:30 freight boat creates a major headache. Traffic, scheduled slots at warehouses' loading docks and not enough turn around time for the return trip results in huge back-ups in Woods Hole. Not to mention distributing products here on the island in the late afternoon - or worse the next day!

There are a few companies that do daily double trips with their trucks. That certainly is not possible with a 7:30 reservation.

In conclusion, please consider all of the input from the Vineyard's year round truckers. It is a unanimous opinion that the 5:30 a.m. from the island should be a permanent trip.
Thank you

Respectfully -

Phil Spiro
ITC Distributors LLC
Our Market Corporation
Harborside Triangle Liquors

Danny Whiting
Ultimate Transport, Inc.

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:29 AM
To: schedules
Subject: FW: 5:30am boat letter
Attachments: 20260502131308824.pdf

From: Adam Bresnick <adamb@ifpmvy.com>
Sent: Saturday, May 2, 2026 1:19 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 5:30am boat letter

Please let me know any questions. Feel free to put me in touch with anyone that may need further discussion.
thanks!
AB

--
Adam Bresnick
Island Food Products

IFP

229 Edgartown Road
Post Office Box 4068
Vineyard Haven, MA 02568-4068
Office (508) 693-2030
Fax (508) 693-8829

To Whom It May Concern,

I am writing in support of keeping the 5:30am SSA trip from MV to Woods Hole. This is an important trip for the freight shippers, and Islanders that need to get over to the mainland early and get ahead of rush hour traffic.

I do not know what cancelling this trip will accomplish. If it is simply noise or traffic coming out of WH at 6:15am, then that certainly does not outweigh the needs of the shippers and people from MV that rely on the timing that boat provides. Not moving those vehicles out will snowball the rest of the morning and day behind them. There are simply not enough spaces on the morning boats that shippers are able to fill. Shippers have continuously been squeezed in times and spaces that are available to them. This has happened in conjunction with more pressure on those available spaces.

My business, at this point, has no more room to flex regarding the timing of our boats and trips. If spaces are lost, they need to be replaced on the closet departure of other boats.

The early morning from 6am on, is now for all intents and purposes when the daily commute begins. It's unfortunate, but if you live near the boat, then there is boat traffic. The boat is essentially the bridge and highway between the islands and the mainland. The people effected by it, should consider that they are lucky enough that the traffic is not 24 hours.

Please consider the needs of MV and the shippers and locals that rely on that early departure to make their business and lives work with commitments they have to perform off island.

Thank you for your consideration,

Adam Bresnick

Adam Bresnick
Island Food Products

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:28 AM
To: schedules
Subject: FW: Regards to 5:30am boat from MV

From: Food Baskets <foodbasketsmv@gmail.com>
Sent: Saturday, May 2, 2026 8:21 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Regards to 5:30am boat from MV

Dear Steamship Authority,

As most of you live on the Cape and don't have to rely on the boats you don't see what the residents of the islands have to go through when decisions are made for us. Most of the changes the steamship has made have been very detrimental to the island residents.
I got a very disturbing call from the trucking department telling me that the board was looking to remove the 5:30am boat leaving the Vineyard. As a trucker with the Mass Comm Dukes County Food Bank for the last 3 years since I have been in this position full time, I have seen the changes with and without the 5:30am boat.
The 5:30am boat leaving the Vineyard allows for more car space on later boats, allows truckers to get to their appointment destinations on time especially when there is inclement weather in the off season.
When the trucks are put on the 6am or later boats the trucks are tight to the wall and causes damage to our trucks and the Steamship does not take responsibility for their actions that they have forced upon us. Everyone on the vehicle deck is forced to stay in their vehicles without being able to get out safely should there be an emergency or we have a few seconds to leave our vehicle and not be able to return to our vehicle until the boat is unloaded.
It's sad that us truckers have a saying that is "If you're not touching the wall, I'm not fitting down the middle of the boat."
Please consider with the ongoing bridge work and the rebuild of the Sagamore Bridge that traffic is going to be horrendous and travel back ups are going to be long with not leaving much time for us to make our scheduled boats. With the current Bourne Bridge work we had a 3-mile backup and we haven't even hit the summer traffic yet.
I have lived on the island for over 35 years, I remember when the Steamship had drive-on scales and trucks were charged by the weight and the complaints of the trucks taking up too much space and allowing very little reservations for cars. Then the freight boats arrived to open up reservations for cars and told the freight boats will carry all freight and trucks would use the regular boats if needed, everyone was extremely excited. Freight boats were never on the schedule. Now, currently, the freight boats are used for both freight and cars on a regular basis, the freight boats are on the schedule and everyone is complaining about the lack of boat reservations.
Unfortunately I see the decisions of the steamship going backwards and not forwards for the better for everyone that uses the steamship as our lifeline.

We, the truckers, are looking forward to the Vineyard dock work to be completed soon and the 5:30am boat to resume as soon as possible.

Please consider leaving the 5:30am boat in place year round. If this doesn't make you think twice about your decision, I encourage all of you to ride the 6am boat with us from the Vineyard to see what we are going through on a daily basis.

Sincerely,
Sarah Steigelman

Mass. Comm. Food Bank
508-560-8764

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:29 AM
To: schedules
Subject: FW: 5:30am boat

From: Bryann Bradley <breezeprintingmv@gmail.com>
Sent: Saturday, May 2, 2026 9:57 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 5:30am boat

SUCH a necessary option! Are you kidding me? Emergency vehicles, fuel, perishables, John Keene, jays, packers, JWL, Maciel's, Teles, millers, all-phaze, DRE, the list goes on and on! How about doctor appointments, CHEMO, flights, emergency vet, dying friends and family? Not to mention just regular people trying to do their regular jobs to help feed their regular family. This boat IS NOT for the tourists that you all seem to care about more than us. Keep in mind the bridge construction and how it will affect already dicey commutes. The lack of consistency and terrible situation in woods hole are enough for everyone to deal with. Eliminating the 5:30 trip will hinder the island community and how it operates as a whole. PLEASE consider the damage you'll be doing and instead use your power to resolve the real issues at hand here.

Bry Bradley
Breeze Printing MV, LLC
[redacted]
breezeprintingmv.com

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:30 AM
To: schedules
Subject: FW: Opposition regarding 5:30 cancellation proposal

From: Benjamin Runner <brbtransport1982@gmail.com>
Sent: Saturday, May 2, 2026 5:45 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Opposition regarding 5:30 cancellation proposal

Good evening, I can't imagine as a commercial driver having an even longer day than I already do. I have two little kids and a wife who I barely see as it is and I love being with them. This would only add to the younger generation of drivers and an inevitable inability to be with their families after long grueling days Spent providing essential services to the island.
I urge you to reconsider this proposal. There are other things to consider as well like the fact that prices have gone way up and as a result, any Removal of ferry service when there needs to be more ferry service. Will only largely impact our ability to provide for our families. I'm not entirely sure of the age of the people who are complaining about noise, however when I drive by it's often by people that are retired. They have already had the opportunity to provide for their families and spend time with their children. Whatever the case please don't cancel it. Or the 9:45 for that matter.

Terence Kenneally

From: Alex Kryska
Sent: Wednesday, May 20, 2026 1:25 PM
To: schedules
Cc: Sean Driscoll
Subject: Fw: Alex Kryska at Falmouth Select Board meeting at 7:25PM on Monday, May 4

FYI, I sent the email below to Mr. Trumbull in response to the email that I had received from him.

Alex Kryska
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
O: 508-548-5011 ext. 200
C: 508-566-1687

From: Alex Kryska <akryska@steamshipauthority.com>
Sent: Sunday, May 3, 2026 2:12 PM
To: Nathaniel Trumbull [redacted]
Cc: Falmouth Selectboard <selectboard@falmouthma.gov>; Robert Munier <rmunier@steamshipauthority.com>; Moakley, Thomas - Rep. (HOU) <thomas.moakley@mahouse.gov>; Fernandes, Dylan (SEN) <dylan.fernandes@masenate.gov>; Peter Jeffrey <pjeffrey@steamshipauthority.com>; Senator Julian Cyr <julian.cyr@masenate.gov>
Subject: Re: Alex Kryska at Falmouth Select Board meeting at 7:25PM on Monday, May 4

Hello Nat,

Thank you for the email.

As we have been preparing our draft 2027 schedule, I asked whether the 5:30am departure from Martha's Vineyard was needed year-round, since we had already dropped the 5:30 departure from Woods Hole during the off-season schedule. As you will recall, you and Suzanne Kuffler gave me good reason to question its need when we met several weeks ago.

I was advised by my team that shippers on the island do rely on the 5:30 departure for a number of reasons and it would cause challenges for them, and island residents, should it be removed. I asked our team to check with the shippers so that I had documented reasons to retain the 5:30 departure from Vineyard Haven during the off season, not just anecdotal information. What I intended as a simple request for information has since gone viral on Facebook.

Anyone is welcome to submit emails either in support of the 5:30 am from Vineyard Haven on the off seson, or opposed to it. As I have stressed in previous emails and in public forums, we cannot and will not work in a bubble, we are part of each community that we serve and need to balance the needs of all of our customers and community stakeholders.

Best

Alex

Alex Kryska
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
O: 508-548-5011 ext. 200
C: 508-566-1687

From: Nathaniel Trumbull [redacted]
Sent: Sunday, May 3, 2026 10:53 AM
To: Alex Kryska <akryska@steamshipauthority.com>
Subject: Fwd: Alex Kryska at Falmouth Select Board meeting at 7:25PM on Monday, May 4

FYI Alex.

Thanks, Nat

---------- Forwarded message ---------
From: **Nathaniel Trumbull** [redacted]
Date: Sun, May 3, 2026 at 10:48 AM
Subject: Re: Alex Kryska at Falmouth Select Board meeting at 7:25PM on Monday, May 4
To: Peter Jeffrey <pjeffrey@steamshipauthority.com>
Cc: Falmouth Selectboard <selectboard@falmouthma.gov>, Robert Munier <rmunier@steamshipauthority.com>, Moakley, Thomas - Rep. (HOU) <Thomas.moakley@mahouse.gov>, Fernandes, Dylan (SEN) <Dylan.Fernandes@masenate.gov>

Hi Peter,

Should Woods Hole and Falmouth residents also be submitting letters now to the email trucks@steamshipauthority.com to oppose the SSA's 5:30AM freight truck scheduling for 2027?

As you know, hundreds of Woods Hole and Falmouth residents are committed to protecting our homes and families from pre-dawn heavy truck activity passing through our neighborhoods. We continue to object to the SSA 5:30AM freight scheduling.

The 5:30AM freight was begun as an experiment. At the time the public was promised that the 5:30AM freight would be discontinued if the early trucks disturbed Falmouth residents. That statement is part of the SSA Board's official minutes. The SSA has broken that promise.

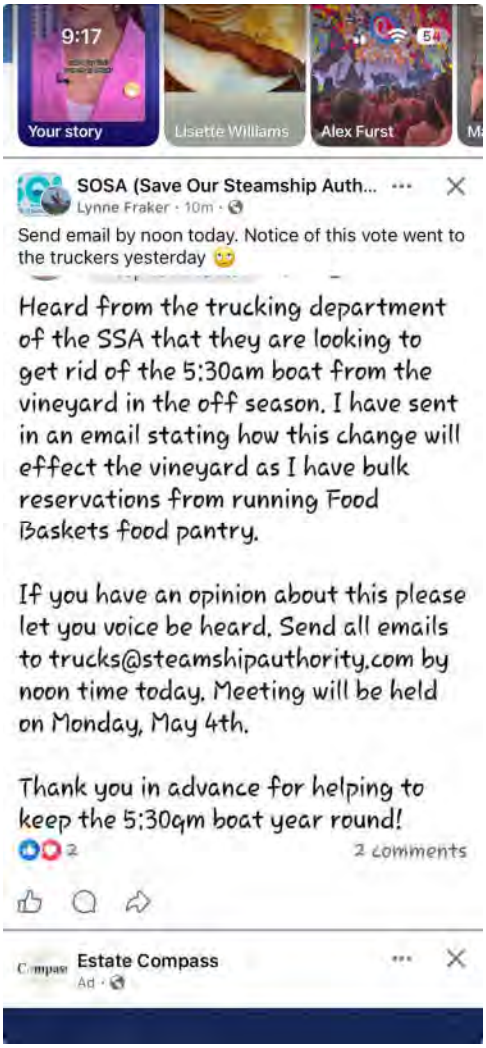
Hundreds of Falmouth households are impacted.

There are guidelines for 9PM to 7AM quiet hours in Falmouth for our residential neighborhoods. The Vineyard has similar quiet hours for its own towns and airport.

Falmouth residents are prepared to prepare a Section 15A petition again this year.

Nevertheless we have been surprised to see that haulers/truckers on the Vineyard have already been informed of a possible schedule change about 5:30AM truck scheduling from the Vineyard in 2027.

They are now writing to a SSA email address to which we did not know we should be writing. See here:





Falmouth residents do not know if we should be writing to the SSA email address trucks@steamshipauthority.com now or not?

Thank you.

Nat
[redacted]

PS. I called and spoke with the food pantry driver yesterday and we discussed her situation and needs. None of her responses convinced me that she needs to be on a 5:30AM ferry with her truck rather than on a 6:00AM or later boat for her six trips off island each month.

On Thu, Apr 30, 2026 at 2:46 PM Peter Jeffrey <pjeffrey@steamshipauthority.com> wrote:

> Hello Nat:
>
> I am told that the proposed schedule for 2027 will be in the upcoming Port Council meeting packet, which will be published prior to the Falmouth Select Board Meeting.
>
> Sincerely,

Peter J. Jeffrey
Falmouth Member,
Board of Governors
The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:31 AM
To: schedules
Subject: FW: 5:30 AM boat from VH

-----Original Message-----
From: Vickie Thurber [redacted]
Sent: Sunday, May 3, 2026 8:24 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: 5:30 AM boat from VH

Please don’t cancel the 5:30 AM boat from VH, this boat is relied upon by many. Sincerely Vickie Thurber Sent from my iPhone

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:31 AM
To: schedules
Subject: FW: Opposition to elimination of the 5:30 AM truck boat

From: Tim Kandace Mavro <mavroislandservices@gmail.com>
Sent: Monday, May 4, 2026 7:27 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Opposition to elimination of the 5:30 AM truck boat

Date: May 3, 2026
To the Board and Committee Members,

We are writing on behalf of Mavro Island Services, Inc., a Martha's Vineyard-based trucking, construction, to strongly oppose the proposal to eliminate the 5:30 AM truck boat from Vineyard Haven.

The 5:30 AM departure is a critical lifeline for the working economy of this island. Every commercial trucking, construction, landscaping, hauling, and trades business operating on Martha's Vineyard depends on that boat to:

- Get off-island early enough to make a return trip the same day. Without the 5:30 AM, by the time we finish a morning pickup or delivery on the mainland, we hit Cape traffic on the way back to Woods Hole and cannot make the last reasonable return boat to the Vineyard. That turns what should be a one-day trip into an overnight — adding lodging costs, lost work, and extra driver hours.
- Schedule DOT hours-of-service legally. CMV drivers are bound by federal hours-of-service rules. Removing the early departure forces drivers into late-day hauling that risks compliance violations and increases driver fatigue.
- Move loads on a workable schedule. The early boat is what makes off-island runs possible without overnighting — whether it's hauling debris off, picking up materials, dropping equipment for repair, or making a delivery to a mainland customer. Eliminate the 5:30 AM and a huge share of those trips become two-day jobs instead of one.

The Steamship Authority's own actions tell the same story. This past Sunday, additional boats were added to handle the volume of traffic, demonstrating clearly that demand for ferry capacity is rising, not falling. Cutting an established commercial run while simultaneously adding capacity elsewhere sends an inconsistent message and disproportionately harms the year-round, working population of the island — the very people who keep the Vineyard running for everyone else.

Eliminating the 5:30 AM truck boat would:

- Drive up costs for every island construction project, business, and homeowner
- Push commercial traffic into already-busy daytime sailings, worsening congestion
- Force overnight stays on the mainland for trips that today are easily round-tripped
- Damage relationships with mainland suppliers and customers who depend on reliable early arrival

- Force more vehicles into emergency trip arrangements and standby

We respectfully urge the Board to maintain the 5:30 AM truck boat in its current form and to consult further with the year-round commercial truck users who depend on it before any schedule changes are finalized.

The island is growing, and the SSA is our lifeline. We need more boats added to the schedule, not existing ones taken away.

Sincerely,

Tim Mavro
Kandace Mavro

--

Tim and Kandace Mavro
***Mavro Island Services Inc*.**
508-560-4848
mavroislandservices@gmail.com

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:30 AM
To: schedules
Subject: FW: Support for Maintaining 5:30 AM

From: weslley Aguilar <efficientservicesllc@outlook.com>
Sent: Sunday, May 3, 2026 7:59 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Support for Maintaining 5:30 AM

Dear Steamship Authority Team,

I am writing to express my strong support for keeping the 5:30 AM freight boat operating from Martha's Vineyard.

As a trucking business owner serving the Island, this early trip is critical to my operations. It allows me to efficiently coordinate deliveries, maintain tight schedules, and ensure materials and essential goods arrive on time. Without the 5:30 AM boat, it will be significantly more difficult to meet customer demands and keep projects moving.

This schedule is not just important for my business, but for many others on the Island who rely on early freight movement to stay productive and avoid delays. Changes like this can have a ripple effect across construction, landscaping, and supply chains that support the vineyard

I respectfully ask that you consider the impact on local businesses and the community before making any changes to this service.

Thank you for your time and consideration.

Sincerely,
Weslley Aguilar
Martha's Vineyard, MA

Efficient Services LLC
Po Box 4501 Vineyard Haven MA 02568
(774)218-3786

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:31 AM
To: schedules
Subject: FW: KEEP THE 5:30 AM VH-WH PETITION
Attachments: IMG_8649.jpeg; IMG_8651.jpeg; IMG_8650.jpeg

From: Benjamin Runner <brbtransport1982@gmail.com>
Sent: Sunday, May 3, 2026 2:21 PM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: KEEP THE 5:30 AM VH-WH PETITION

Good afternoon, here is a letter drafted from all of us business owners on Martha's Vineyard in strong opposition of the removal of the 5:30 AM Vineyard Haven to Woods hole. You will find the letter and signature pages attached at the bottom of this email.

Thank you for your consideration.
Benjamin Runner
BRB transport
BRBtransport1982@gmail.com

Terence Kenneally

From: SSA Truck Coordinators
Sent: Tuesday, July 28, 2026 7:32 AM
To: schedules
Subject: FW: Letter opposing the 5:30AM ferry from Martha's Vineyard

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From: Nathaniel Trumbull [redacted]
Sent: Monday, May 4, 2026 8:03 AM
To: SSA Truck Coordinators <trucks@steamshipauthority.com>
Subject: Letter opposing the 5:30AM ferry from Martha's Vineyard

Dear Trucking Department,

I write in opposition to the 5:30AM truck scheduling from the Vineyard.

The Enabling Act of the Steamship Authority states that the SSA is "**to provide adequate transportation of persons and necessaries of life for the islands of Nantucket and Martha's Vineyard ....**"

Those truckers who have chosen the 5:30AM ferry from the Vineyard may express a preference for that ferry time.

But that preference for that ferry time does not qualify as meeting the SSA's stated condition of carrying the "necessaries of life."

While some bulk haulers may wish to take the 5:30AM ferry in order to start their day earlier and to go about their business on the mainland (we know the relatively small number of those trucks well from being woken up by them and observing them directly: two long 18-wheeler empty flatbed trucks, a long 18-wheeler Stop and Shop truck, a truck hauling used vehicles, etc), the 5:30AM ferry is not a necessity for Martha's Vineyard.

As evidence of the 5:30AM ferry from the Vineyard *not being a necessity*, there has been no 5:30AM ferry from the Vineyard for the last four months of 2026. But we have heard of no inadequate supplies or undelivered necessaries on the Vineyard.

At the same time the Enabling Act states in Section 6 that the SSA's purpose is: "**The exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions** ...."

Those trucks the SSA is carrying on the 5:30AM ferry are not resulting in an improvement of the health of the people of the Commonwealth.

By causing the sleep deprivation of hundreds of Falmouth residents in the pre-dawn hours due to rucks on the 5:30AM ferries, the Steamship Authority is violating an essential qualification of its own Enabling Act.

Thank you.

Sincerely,

Nat Trumbull, [redacted]

TOWN OF EDGARTOWN
OFFICE OF SELECTBOARD

70 MAIN ST
P.O. BOX 5158
EDGARTOWN, MASSACHUSETTS 02539

TELEPHONE
(508) 627-6180

FAX
(508) 627-6183

https://edgartown-ma.us/

May 11, 2026

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority Board
P.O. Box 284
Woods Hole, MA 02543

RE: Preservation of the 5:30 A.M. Freight Ferry

Honorable Members of the Board:

The Edgartown Select Board writes to express its strong opposition to any reduction or elimination of the 5:30 A.M. freight ferry service to Martha's Vineyard.

This is not a discretionary route. It is a core component of the Island's daily operations and a critical part of the transportation network on which residents and businesses depend. The Steamship Authority serves as the Island's lifeline, and the first freight departure of the day is fundamental to maintaining that function.

The 5:30 A.M. ferry allows essential goods - food, fuel, medical supplies, and construction materials - to arrive before roadway congestion makes efficient distribution difficult. Shifting these deliveries into mid-morning hours is not a practical alternative and would place additional strain on Edgartown's already constrained roadway network, while increasing safety risks and operational challenges.

The Edgartown business community has also been clear. Representing more than 160 local businesses, the Edgartown Board of Trade has emphasized that early morning freight service is essential to daily operations. Restaurants, retailers, and lodging establishments rely on these deliveries to prepare for the day, particularly during peak season when demand is highest.

At a time when businesses are already facing ongoing challenges related to staffing, housing, and transportation logistics, reducing the reliability of freight access would create additional and unnecessary strain.

The Island towns have consistently communicated the importance of this service. The 5:30 A.M. freight ferry remains essential to the health, safety, and economic stability of Martha's Vineyard, and its continued operation is critical to maintaining the balance of daily life on the Island.

We respectfully urge the Steamship Authority to maintain this service and continue supporting the needs of the Vineyard community.

Respectfully,

Art Smadbeck

TOWN OF EDGARTOWN
OFFICE OF SELECTBOARD

70 MAIN ST
P.O. BOX 5158
EDGARTOWN, MASSACHUSETTS 02539

TELEPHONE
(508) 627-6180

FAX
(508) 627-6183

https://edgartown-ma.us/

Alex Morrison

Julia Tarka

EDGARTOWN SELECTBOARD

cc. Adam Turner, Executive Director, Martha's Vineyard Commission
Elizabeth Gibson, Town Manager, Nantucket
James M. Hagerty, Town Administrator, Edgartown
Wendy Brough, Acting Town Administrator, Oak Bluffs
Joseph LaCivita, Town Administrator, Tisbury
Jennifer Rand, Town Administrator, West Tisbury
Timothy Carroll, Town Administrator, Chilmark
Jeffrey Madison, Town Administrator, Aquinnah
Erin Ready, Executive Director, Edgartown Board of Trade

Woods Hole, Martha's Vineyard
and Nantucket Steamship Authority

May 28, 2026

Mr. Nat Trumbull
[redacted]

Delivered via email

Mr. Trumbull,

The Authority is in receipt of your May 6, 2026, public records request for the following:

> *All correspondence from/to these email addresses between April 28, 2026 and May 5, 2026:*
> *trucks@steamshipauthority.com*
> *afletcher@steamshipauthority.com*
> *concerning the 5:30AM schedule.*
> *Keywords include:*
> *530*
> *5:30*
> *5:30am*
> *5:30AM*

Following a search of our email systems, the Authority has identified 1,712 emails, which are the equivalent of 5,224 printed pages. The Authority has also identified 92 attachments to those emails, which are the equivalent of 856 printed pages. Assuming an average review time of one (1) minute per page, and after waiving the first four (4) hours of review time, the Authority estimates 101.3 hours of review time. At $25 an hour, the cost of the review is **$2,433.33**. See the below table for further detail. Actual costs may vary depending on the employee's actual review time.

	# of files	**# of Pages**	**Hours of review (1 min/pg)**	**Price @$25/hour**	**Final price (4 hours free)**
Emails	1712	5224	**87.1**	$ 2,176.67	
Attachments	92	856	**14.3**	$ 356.67	
TOTALS	1804	6080	**101.3**	$ 2,533.33	**$ 2,433.33**

228 Palmer Avenue
Falmouth, MA 02540
(508) 548-5011

The Authority is seeking this fee specifically for segregating and redacting the records. Fees for search time are not being assessed in this matter. The review time is necessary to review each individual document, to segregate the records requiring redaction, and then to redact those records in accordance with the Public Records Law.

Therefore, I am clarifying that the Authority has designated two (2) individuals at its Public Records Access Officers: General Council Terence G. Kenneally and Communications Director Sean F. Driscoll. Mr. Kenneally's 2025 wages were $192,686.80, or an hourly rate equivalent of $92.64. Mr. Driscoll's 2025 wages were $136,138.80, or an hourly rate equivalent of $65.45. These two individuals are the only employees at the Authority with the necessary skill to review these records and determine which, if any, require redaction under the Public Records Law. Therefore, the hourly rate of $25.00 is appropriate.

Based upon our good-faith estimate above, please advise if you agree to incur the production fee costs imposed to complete this project, or if you choose to modify or withdraw your request.

Please be advised that you have the right to appeal this decision to the Supervisor of Public Records under Mass. G.L. c. 66, sec. 10A(a), and the right to seek judicial review of this decision by commencing a civil action in Superior Court under Mass. G.L. c. 66, sec. 10A(c).

If you have any questions or wish to discuss this further, please do not hesitate to contact me by email at sdriscoll@steamshipauthority.com or by calling (508) 548-5011, ext. 302.

Thank you,



Sean F. Driscoll
Communications Director and Records Access Officer
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

cc: Terence Kenneally, general counsel and records access officer

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

June 1, 2026

Mr. Nat Trumbull
[redacted]

Delivered via email

Mr. Trumbull,

The Authority is in receipt of your May 20, 2026, public records request for "(a) letter concerning 530AM freight from Town of Edgartown."

I am fulfilling your request in its entirety. Accompanying this email is one (1).PDF file, 260511 bos ssa 530 letter.pdf, that is responsive to your request.

Please be advised that you have the right to appeal this decision to the Supervisor of Public Records under Mass. G.L. c. 66, sec. 10A(a), and the right to seek judicial review of this decision by commencing a civil action in Superior Court under Mass. G.L. c. 66, sec. 10A(c).

If you have any questions or wish to discuss this further, please do not hesitate to contact me by email at sdriscoll@steamshipauthority.com or by calling (508) 548-5011, ext. 302.

Thank you,

Sean F. Driscoll
Communications Director and Records Access Officer
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

cc: Terence Kenneally, general counsel and records access officer

TOWN OF FALMOUTH
Office of the Town Manager & Select Board
59 Town Hall Square, Falmouth, Massachusetts 02540
Telephone: (508) 495-7320
townmanager@falmouthma.gov

June 1, 2026

Mr. Peter Jeffrey, Board Chair (Falmouth)
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
P.O. Box 284
Woods Hole, MA 02543

Subject: Summer 2026 Schedule

Dear Mr. Jeffrey,

The purpose of this letter is to express the Falmouth Select Board's continued strong opposition to the Steamship Authority's operation of the 5:30 AM freight ferry servicing Martha's Vineyard from Woods Hole. This 5:30 AM schedule continues to cause sleep deprivation and accompanying health impacts for those who live on the freight truck corridor.

At a meeting on June 1, 2026, the Falmouth Select Board voted to authorize this letter opposing this freight service from Woods Hole. As you know, the residents of Falmouth and the Falmouth Select Board have repeatedly expressed concern about early morning freight departures and associated traffic for many years. In 1999, the Martha's Vineyard and Falmouth Select Boards approved a joint resolution requesting that the Steamship Authority: ". . . change the departure of the first freight boat from Woods Hole to Martha's Vineyard from 6 A.M. to 7 A.M." Importantly, it has been recently reported that Vineyard residents are also being negatively impacted by this 5:30 AM schedule, and support changing the departure from Woods Hole to a later time.

The Board greatly appreciates the recent increased public outreach by the Steamship Authority, as well as the measures the Steamship Authority has already taken to mitigate the impact of Steamship traffic to Woods Hole residents including: signage stating trucks are not allowed on Steamship property before 5:00 a.m., letters to freight shippers reminding them of the State anti-idling law, and modifications to the way trucks are staged at the terminal to reduce the use of back-up alarms. The Board is also cognizant of the Steamship Authority's obligation to provide adequate transportation to the people of Martha's Vineyard as well as freight transport.

Nonetheless, it is the Board's position that a 5:30 a.m. freight departure from Woods Hole presents a significant and unreasonable burden to our community. We urge you to give serious consideration to changing the first freight departure to 6:30 a.m.

Very respectfully,

Heather M. H. Goldstone, Chair
Falmouth Select Board

cc: Senator Dylan Fernandes
Representative David Vieira
Representative Thomas Moakley
Mr. Alex Kryska, Steamship Authority General Manager

Terence Kenneally

From: Adam Bresnick <adamb@ifpmvy.com>
Sent: Thursday, July 9, 2026 10:48 AM
To: schedules
Cc: SSA Truck Coordinators
Subject: Letter to support 5:30am trip from Vineyard Haven to Woods Hole
Attachments: Steamship Authority Freight Letter.pdf

To Whom It May Concern,
Attached is a letter in support of maintaining the 5:30am trip from VH to WH.
That boat is very important for businesses based on MV that need to get off the island to conduct their business. The port is in a commercial area and to not maintain that trip will have a traffic and ripple effect for many businesses and residents.
It is hard enough to find space on the boats, and morning hours and trips are crucial.
Feel free to contact me with any questions.
Thank you,
Adam Bresnick
Partner
Island Food Products

--
Adam Bresnick
Island Food Products

IFP

229 Edgartown Road
Post Office Box 4068
Vineyard Haven, MA 02568-4068
Office (508) 693-2030
Fax (508) 693-8829

To Whom It May Concern,

I am writing in support of keeping the 5:30am SSA trip from MV to Woods Hole. This is an important trip for the freight shippers, and Islanders that need to get over to the mainland early and get ahead of rush hour traffic.

I do not know what cancelling this trip will accomplish. If it is simply noise or traffic coming out of WH at 6:15am, then that certainly does not outweigh the needs of the shippers and people from MV that rely on the timing that boat provides. Not moving those vehicles out will snowball the rest of the morning and day behind them. There are simply not enough spaces on the morning boats that shippers are able to fill. Shippers have continuously been squeezed in times and spaces that are available to them. This has happened in conjunction with more pressure on those available spaces.

My business, at this point, has no more room to flex regarding the timing of our boats and trips. If spaces are lost, they need to be replaced on the closet departure of other boats.

The early morning from 6am on, is now for all intents and purposes when the daily commute begins. It's unfortunate, but if you live near the boat, then there is boat traffic. The boat is essentially the bridge and highway between the islands and the mainland. The people effected by it, should consider that they are lucky enough that the traffic is not 24 hours.

Please consider the needs of MV and the shippers and locals that rely on that early departure to make their business and lives work with commitments they have to perform off island.

Thank you for your consideration,

Adam Bresnick

Adam Bresnick
Island Food Products

Terence Kenneally

From: Alex Kryska
Sent: Thursday, July 23, 2026 2:09 PM
To: schedules; Terence Kenneally
Cc: Sean Driscoll; Mark Rozum; Ted Gavin
Subject: Fw: save the 5:30 AM boat

I have received this email in support of the 5:30 am vessel.

Alex

Alex Kryska
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
O: 508-548-5011 ext. 200
C: 508-566-1687

From: Charles Davis [redacted]
Sent: Thursday, July 23, 2026 1:30 PM
To: Alex Kryska <akryska@steamshipauthority.com>
Subject: save the 5:30 AM boat

Dear Members of the Steamship Authority Board,

As an owner of a local bed and breakfast, I strongly urge you to preserve the 5:30 a.m. ferry service from Woods Hole to Vineyard Haven.

For us, this is an essential boat. The 5:30 a.m. ferry helps ensure the timely delivery of food, supplies, medical materials, and other goods that businesses, like us, and residents depend on every day.

I respectfully ask the Steamship Authority to maintain the 5:30 a.m. ferry as a permanent part of its operating schedule. The value it provides to Martha's Vineyard far outweighs its cost, and its loss would have significant consequences for employers, employees, residents, and visitors alike.

Thank you for your consideration.

Charles Davis Charles & Charles MV [redacted]

Terence Kenneally

From: Alex Kryska
Sent: Thursday, July 23, 2026 2:51 PM
To: schedules; Terence Kenneally
Cc: Sean Driscoll; Mark Rozum; Ted Gavin
Subject: Fw: Support for 5:30am ferry
Attachments: Steamship 530am letter.pdf

I have the following email and letter supporting the 5:30 am vessel.

Best
Alex

Alex Kryska
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
O: 508-548-5011 ext. 200
C: 508-566-1687

From: crockerinn [redacted]
Sent: Thursday, July 23, 2026 2:09 PM
To: Alex Kryska <akryska@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>
Subject: Support for 5:30am ferry

Hi Alex,

I wanted to send this letter to your board from myself as a resident of Tisbury and as a lodging house business owner in the town of Tisbury.

Thank you,
Jeff Kristal

To the Members of the Steamship Authority Board,

I am writing as a year-round resident of Martha's Vineyard to express my support for preserving the 5:30 AM ferry departure from Woods Hole to Vineyard Haven.

Knowing all well the concerns regarding the operation of this early morning scheduled sailing, and I appreciate the difficult responsibility the Steamship Authority has in balancing operational costs, scheduling demands, and community needs. However, I respectfully believe this particular trip should be viewed differently from other scheduled sailings. The 5:30am is not simply another ferry departure but an essential transportation link that serves an irreplaceable role for Martha's Vineyard.
The Steamship Authority was created to provide reliable, essential transportation to the Islands. Its purpose extends beyond moving passengers from one port to another and it exists to ensure that Martha's Vineyard (and Nantucket) remains connected to the mainland in a way that allows our community to function year-round. Some sailings are essential because of the role they play in sustaining Island life, even if they present operational challenges.

The 5:30 AM departure from Woods Hole makes it possible for healthcare professionals, tradespeople, contractors, utility workers, municipal employees, educators, and many other dedicated workers to arrive on the Vineyard in time to begin their workday. These individuals provide services that residents depend upon every day. They care for our sick, maintain our infrastructure, build and repair our homes, keep essential systems operating, and support businesses that are vital to our local economy.

Martha's Vineyard already faces significant workforce challenges. Our housing costs (ownership and rental), transportation logistics, and seasonal demands make it difficult to attract and retain employees. Removing the earliest morning ferry would create another obstacle for the very people our Island relies upon. Some workers would face longer commutes, others will no longer find employment on the Island practical, and employers would have an even more difficult time filling critical positions.

While every ferry schedule should be reviewed periodically, essential transportation should not be evaluated solely on operational metrics or ridership figures. The value of this sailing lies in what it enables. It supports the workforce that keeps the Vineyard functioning. It strengthens the Island's economy, supports public services, and helps maintain the quality of life that year-round residents depend upon.

For years, the 5:30 AM departure from Woods Hole has fulfilled this role. It has become an important part of the transportation network that businesses, institutions, and workers rely upon. Its importance cannot be measured simply by the number of passengers on board or the type of trucks that utilize it, but by the essential work those passengers and vehicles perform once they arrive.

I respectfully urge the Steamship Authority to preserve the 5:30 AM ferry from Woods Hole to Vineyard Haven. Maintaining this sailing is an investment in the Island's workforce, economy, and essential services. It reflects the Steamship Authority's mission to provide dependable transportation that serves the needs of the people of Martha's Vineyard.

Thank you for your thoughtful consideration.
Respectfully,

Jeff Kristal
Tisbury

Terence Kenneally

From: Alex Kryska
Sent: Thursday, July 23, 2026 2:05 PM
To: schedules; Terence Kenneally
Cc: Mark Rozum; Ted Gavin; Sean Driscoll
Subject: Fw: Maintain 5.30am Ferry Please

I have received the below email from the Nobnocket Inn supporting the 5:30 am vessel.

Best
Alex

Alex Kryska
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
O: 508-548-5011 ext. 200
C: 508-566-1687

From: Nobnocket Boutique Inn <lux@nobnocket.com>
Sent: Thursday, July 23, 2026 1:42 PM
To: Alex Kryska <akryska@steamshipauthority.com>
Subject: Maintain 5.30am Ferry Please

Dear Alex & Members of the Steamship Authority Board,
Thank you for taking the time to come and meet with our Lodging Association in May and addressing some of our questions and concerns with regard to the "life line " to our island
As a member of the Martha's Vineyard Lodging Association, I strongly urge you to preserve the 5:30 a.m. ferry service from Woods Hole to Vineyard Haven.
For many of our businesses, this is an essential boat. The 5:30 a.m. ferry allows some of our hospitality employees, food distributors, delivery drivers, and other critical workers to arrive on the Island in time to begin their workday.

While those of us in the lodging and hospitality industry experience the impact firsthand, this issue extends far beyond our businesses. The entire Island economy and quality of life depend on a reliable transportation system that supports workers, commerce, healthcare, and essential services.

We respectfully ask the Steamship Authority to maintain the 5:30 a.m. ferry as a permanent part of its operating schedule. The value it provides to Martha's Vineyard far outweighs its cost, and its loss would have significant consequences for employers, employees, residents, and visitors alike.

Thank you for your consideration.
Annabelle & Simon Hunton
Nobnocket Boutique Inn

MICHELIN
2025

CONDÉ NAST
johansens
AWARD
WINNER
2025

Condé Nast Readers' Choice Award 2025

Nobnocket Boutique Inn
60 Mount Aldworth Rd
Vineyard Haven, MA 02568
www.nobnocket.com
Tel: 508 696 0859

Terence Kenneally

From: Alex Kryska
Sent: Thursday, July 23, 2026 12:51 PM
To: schedules
Cc: Alison Fletcher; Terence Kenneally; Ted Gavin
Subject: Fw: Letter of Support for the 5:30am ferry to Vineyard Haven
Attachments: 20260723124427323.pdf

Attached please find a letter of support for the 5:30 am sailing from the Martha's Vineyard Lodging Association.

Best
Alex

Alex Kryska
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
O: 508-548-5011 ext. 200
C: 508-566-1687

From: GM Winnetu <mmoore@winnetu.com>
Sent: Thursday, July 23, 2026 12:46 PM
To: Alex Kryska <akryska@steamshipauthority.com>
Cc: Crocker House <crockerinn@aol.com>
Subject: Letter of Support for the 5:30am ferry to Vineyard Haven

Alex,

Thank you for adding this letter of support from the MV Lodging Association to the packet of supporters for the Board's consideration.

Regards,

Matthew V. Moore
General Manager & Beekeeper

Winnetu Oceanside Resort

508.326.1328
winnetu.com
A Little Gem Resort

MARTHA'S VINEYARD
LODGING ASSOCIATION

July 23, 2026

Dear Members of the Steamship Authority Board,

On behalf of Martha's Vineyard Lodging Association, I am writing to express our strong support for retaining the early morning 5:30am freight ferry from Woods Hole to Vineyard Haven. This critical early sailing is the backbone of our island's supply chain and is essential to the daily operations, economic viability, and guest satisfaction of our hospitality industry.

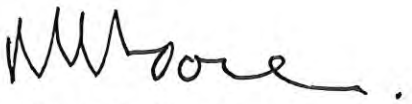
Eliminating or delaying this early morning freight run would cause severe, immediate hardships for our lodging properties and the wider island community, specifically:

- **Spoilage of Perishable Goods:** Our inns, hotels, and associated restaurants rely on just in time inventory and typically on have 1-2 days of inventory of fresh produce, dairy, meats, and other vital food supplies necessary for daily service needs. Any boat disruption (weather cancelations or lack of availability) throws this delicate balance off completely.
- **Housekeeping and Linen Delays:** Clean linens, towels, and essential cleaning supplies must reach the island first thing in the morning. Late freight arrivals prevent our housekeeping teams from turning over rooms on time, leading to delayed check-ins and frustrated guests.
- **Aggravated Traffic Congestion:** If freight trucks are bumped to later in the day, it will create massive bottlenecks on the mainland during peak times, increase drive times, and gridlock critical island arteries and business districts in towns like Oak Bluffs, Edgartown and Vineyard Haven.
- **Added Ferry to Help with Trip Availability:** An additional ferry allows for more space for Islander and visitors vehicles throughout the day when the times are more reasonable for travel as they don't have to compete as much for reservations with commercial vehicles and trucks.

- **Maintenance and Repair Bottlenecks:** Timely delivery of construction materials, replacement parts, and maintenance equipment is vital to keeping our properties safe and operational during the busy season without disrupting the guest experience.

Without the early morning freight service, the reliability of the island's hospitality supply chain breaks down, ultimately degrading the ability of our members to create extraordinary vacation experiences for our visitors. We respectfully ask that you prioritize the economic needs of the island and retain this vital service.

Sincerely,



Matthew V. Moore
President
Martha's Vineyard Lodging Association

Terence Kenneally

From: Alex Kryska
Sent: Saturday, July 25, 2026 10:07 AM
To: schedules; Terence Kenneally
Cc: Sean Driscoll
Subject: Fw: Mansion House Inn

Received the email below in support of the 5:30 sailing.

Alex

Alex Kryska
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
O: 508-548-5011 ext. 200
C: 508-566-1687

From: Bryan Webb <GM@mvmansionhouse.com>
Sent: Saturday, 25 July 2026 08:51:33
To: Alex Kryska <akryska@steamshipauthority.com>
Subject: Mansion House Inn

Dear Members of the Steamship Authority Board,

As a member of the Martha's Vineyard Lodging Association, I strongly urge you to preserve the 5:30 AM ferry service from Woods Hole to Vineyard Haven.
For many of our businesses, this is an essential boat. The 5:30 AM ferry allows healthcare professionals, tradespeople, hospitality employees, contractors, food distributors, delivery drivers, and other critical workers to arrive on the Island in time to begin their workday. It also helps ensure the timely delivery of food, supplies, medical materials, and other goods that businesses, like us, and residents depend on every day.

While those of us in the lodging and hospitality industry experience the impact firsthand, this issue extends far beyond our businesses. The entire Island economy and quality of life depend on a reliable transportation system that supports workers, commerce, healthcare, and essential services.

We respectfully ask the Steamship Authority to maintain the 5:30 AM ferry as a permanent part of its operating schedule. The value it provides to Martha's Vineyard far outweighs its cost, and its loss would have significant consequences for employers, employees, residents, and visitors alike.

I sincerely appreciate your consideration.

Respectfully,
Bryan

Bryan Webb
General Manager

Mansion House Inn, Health Club & Spa
9 Main Street
Vineyard Haven, MA 02568
Phone: 508-693-2200 Ext. 109
www.mvmansionhouse.com

TOWN OF TISBURY

OFFICE OF THE SELECT BOARD
P.O. BOX 1239, 115 HIGH POINT LANE
VINEYARD HAVEN, MASSACHUSETTS 02568
TELEPHONE (508) 696-4200
www.tisburyma.gov

July 27, 2026

Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority Board
P.O. Box 284
Woods Hole, MA 02543

Attn: Peter J. Jeffery, Chair
Moria E. Tierney, Vice Chair
Robert F. Ranney, Secretary
Robert R. Jones
Edward T. Gavin

RE: Opposition to the Elimination of the 5:30 AM Ferry

Honorable Members of the Board:

The Select Board of Tisbury recently convened a meeting on July 28th, 2026, and discussed the concerns of the potential elimination of the 5:30 A.M. freight boat to and from Martha's Vineyard . This boat is not one of just convenience, but it is vital to day-to-day operations of the island due to the transport of both commerce and personnel to the Vineyard and the Town of Tisbury.

The Town of Tisbury is the year-round entry point to the island and knows first-hand the essential service this ferry facilitates. It also allows residents to make necessary trips without the added cost and burden of overnight stays and ensures that patients can return home promptly to rest and recover. Eliminating this ferry would severely compromise public safety, economic stability, and the well-being of the entire Island community. This balance is critical to the quality of life that must be discussed by the Steamship Board.

The Island Towns have long been unified and clear in their position: the 5:30 A.M. ferry is crucial to the logistics and viability of the Island. This ferry plays an important role in supporting the economy and infrastructure needs of the island. It is unrealistic to expect the delivery of food, fuel, building materials, and other critical supplies to occur mid-morning, whereas later deliveries would only exacerbate gridlock, create safety hazards, and disrupt daily life for both residents and visitors.

We urge the Steamship Authority to reconsider this proposal and instead work collaboratively with Island stakeholders to explore solutions that balance concerns

without sacrificing critical services. We appreciate the partnership of the Steamship Authority in supporting the health, safety, and prosperity of the Vineyard community.

Respectfully Submitted

Joseph LaCivita,
Town Administrator
for the Tisbury Selectboard

cc: Roy Cutrer, Chair
John Cahill, Vice Chair
Constance Alexander, Clerk

To whom it may concern,

We are writing this to express our deep concern regarding the proposal to permanently remove the 5:30am freight boat from the ferry schedule. As long-time residents of Martha's Vineyard and commercial motor vehicle operators reliant on this ESSENTIAL service, we would like to underscore the considerable impact this proposed decision would have on our community and local economy.

The 5:30am freight boat plays a crucial role in ensuring that essential goods and services reach our island. Its removal would create serious logistical challenges for BUSINESSES and INDIVIDUALS alike who depend on timely deliveries and the ability to travel for unseen medical emergencies. Many local enterprises rely on regular freight transportation to maintain their operations, serve customers, and support the economy of Martha's Vineyard. Without adequate freight capacity, local businesses may struggle to function efficiently, jeopardizing jobs, lives and the economic stability of the community.

Furthermore, the 5:30am freight boat provides vital access for emergency services and ensures that critical supplies, including medical equipment, food, and other essentials, can be delivered promptly. In times of emergency, the reliability of freight transport is paramount, and any disruption could pose serious risks to residents' health and safety.

We strongly urge SSA management team to reconsider this proposal by assessing its ramifications to the community at large. Meeting with local business owners and community leaders, could provide valuable insights into the necessity of the 5:30am freight boat and the adverse effects its absence would cause.

Thank you for your attention to this pressing matter. We look forward to your response and hope to see a collaborative effort focused on maintaining vital ferry services for our island's residents and businesses.

Sincerely,

Martha's Vineyard Business Owners

Brennan

Vineyard Gar

Fresh Direction

Brandon Sue

NAME	COMPANY	EMAIL
Crystal Ross	Edgartown	[redacted]
Britany Smemire	Woodland Grill	
Ben Romer	BRB TRANSPORT	
Gavin Leventhorpe	Vineyard Gardens	
Sean corer	vineyard gardens	
Jon watson	Bink's Auto	
[illegible]	D & D	
[illegible]	W.T.	
Keaton Lanoue/Lanoue	Woodland Grill	
Mark Conklin	Conklin Painting	
Mitchell Chaves	Qualitree LLC	
Kelly FORTES	A.P. FORTES Y Hi	[redacted]
[illegible]	Printing	
[illegible]	H.H.	
[illegible]	Lumber	
Chris Rymes	MV Propane	
Tiago Gregorio	V.H.	
John Keene	John Keene Excavation	
[illegible]	-	
[illegible]	V.H.	
Isabella Clunes	West Tisbury	
Chris Mayhew	Quitsa Fishing Inc.	
Edwardo Pacheco	V.H.	
[illegible]	V.H.	
Glenn Johnson	E.C. Cattle	

Keep the 5:30Am Boat

Dave Clark Brennan

Todd Stimpson Vineyard Gardens Todd @ vineyard gardens.com

Frank Sylvestre VH

Brandon Stegelman West Tis
Ecotte

Hoffman West Tisbury

Joe El-Dury John Keene Excavation

Pete Pabe West Tisbury

John Keene Excavation

Town Inc

West Tisbury, MA

Darren Welch NAG trucking VH

ENL SABO ITC DIST, OUR, MKT, HARBORSIDE T. LIQUORS

KENNEDYS

Agawam -

Chilmark

Rick E Fox

Robert Stinson

W-Tisbury

Vineyard Haven, MA

VINEYARD HAVEN MA

James Stinemire

OB Highway

Oak Bluffs

Oak Bluffs

Wendy Oliver

APPENDIX D

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
Summary Count & Revenue

2023

	PASS #	STD CAR #	EXC CAR #	TRLRS #	BUS #	STD TRK #	EXC TRK #	2SP TRK #	3SP TRK #	4SP TRK #	5SP TRK #	CAP	OCCP	% OCCP	PASS $	STD CAR $	EXC CAR $	TRLRS $	BUS $	STD TRK $	EXC TRK $	2SP TRK $	3SP TRK $	4SP TRK $	5SP TRK $	Count
Trip 201: WH - VH @ 0530																										
Jan														0.0%												
Feb														0.0%												
Mar														0.0%												
Apr														0.0%												
May	858	58	16	1	0	25	10	79	53	0	0	610	428	70.2%	6,693	6,811	538	149	0	2,851	391	1,350	10,680	0	0	15
Jun	2,176	116	20	8	0	68	4	187	118	0	0	1,160	949	81.8%	15,899	13,230	685	674	0	8,022	176	32,484	23,777	0	0	29
Jul	2,344	205	25	6	0	82	8	210	105	0	0	1,200	1,066	88.8%	18,194	24,115	860	454	0	9,841	371	37,000	21,158	0	0	30
Aug	2,083	197	23	3	0	49	11	211	109	0	0	1,200	1,034	86.2%	15,876	23,062	764	228	0	5,942	474	37,528	21,964	0	0	30
Sep	1,930	112	26	4	0	66	4	182	86	4	0	1,120	852	76.1%	14,359	11,800	725	401	0	7,244	132	31,659	17,329	1,350	0	28
Oct	1,530	91	26	2	0	59	14	133	55	1	0	880	629	71.5%	11,040	8,989	485	187	0	6,302	385	22,015	11,083	338	0	22
Nov														0.0%												
Dec														0.0%												
sub-total	10,921	779	136	24	0	349	51	1,002	526	5	0	6,170	4,958	80.4%	82,061	88,007	4,057	2,093	0	40,202	1,929	162,036	105,991	1,688	0	154
Trip 200: VH - WH @ 0530																										
Jan	503	48	62	5	0	32	39	40	64	78	0	1,053	774	73.5%	4,562	2,978	1,067	446	0	2,241	1,054	5,103	13,424	24,963	0	27
Feb	458	49	49	6	0	24	52	48	43	77	0	936	716	76.5%	4,101	3,055	881	356	0	1,738	1,503	6,328	8,892	24,957	0	24
Mar	638	28	50	2	0	27	36	48	59	93	1	1,097	795	72.5%	5,331	1,704	872	200	0	1,852	1,016	6,887	12,301	30,319	401	27
Apr	786	54	117	6	0	28	96	88	68	85	0	1,239	1,028	83.0%	7,295	5,312	2,026	413	0	2,931	2,685	14,237	15,031	27,532	0	25
May	1,005	118	125	8	0	44	88	89	75	91	0	1,378	1,156	83.9%	9,355	12,478	3,229	788	0	4,960	3,278	13,784	16,681	29,763	0	28
Jun	1,440	189	191	9	0	67	85	55	56	83	2	1,500	1,167	77.8%	13,210	21,532	6,425	676	0	7,614	3,775	7,999	12,482	27,313	1,027	30
Jul	2,328	518	174	3	0	89	85	50	39	64	1	1,550	1,350	87.1%	21,491	59,987	5,840	249	0	10,479	3,639	6,956	9,341	20,882	455	31
Aug	2,460	539	154	4	0	76	54	36	41	74	0	1,484	1,321	89.0%	22,610	61,636	5,126	326	0	8,930	2,360	5,057	8,939	23,767	0	31
Sep	1,086	209	108	10	2	47	47	40	50	85	0	1,225	1,003	81.9%	10,001	22,834	2,733	984	410	5,339	1,733	5,810	10,713	27,594	0	30
Oct	802	94	91	8	0	39	74	48	51	98	0	1,131	953	84.3%	7,362	9,036	1,620	590	0	3,986	2,151	6,904	11,070	31,907	0	29
Nov	682	61	87	10	0	30	69	59	45	79	0	1,014	832	82.1%	6,146	4,002	1,592	684	0	2,224	2,018	8,410	10,211	25,669	0	26
Dec	827	71	125	7	0	24	93	56	42	73	0	1,053	855	81.2%	7,580	4,694	2,189	669	0	1,748	2,606	7,545	9,399	23,582	0	27
sub-total	13,015	1,978	1,333	78	2	527	818	657	633	980	4	14,660	11,950	81.5%	119,044	209,248	33,600	6,381	410	54,042	27,818	95,020	138,484	318,248	1,883	335
Year Total	23,936	2,757	1,469	102	2	876	869	1,659	1,159	985	4	20,830	16,908	81.2%	201,105	297,255	37,657	8,474	410	94,244	29,747	257,056	244,475	319,936	1,883	489

2024

	PASS #	STD CAR #	EXC CAR #	TRLRS #	BUS #	STD TRK #	EXC TRK #	2SP TRK #	3SP TRK #	4SP TRK #	5SP TRK #	CAP	OCCP	% OCCP	PASS $	STD CAR $	EXC CAR $	TRLRS $	BUS $	STD TRK $	EXC TRK $	2SP TRK $	3SP TRK $	4SP TRK $	5SP TRK $	Count
Trip 201: WH - VH @ 0530																										
Jan														0.0%												
Feb														0.0%												
Mar														0.0%												
Apr														0.0%												
May	984	52	14	0	0	37	5	127	59	10	0	680	543	79.9%	7,159	6,370	428	0	0	4,795	204	22,018	11,889	338	0	17
Jun	1,852	177	23	5	0	58	11	203	109	0	0	1,340	1,011	75.5%	13,164	22,433	752	402	0	7,470	469	35,039	21,964	0	0	30
Jul	2,344	227	21	3	0	81	17	251	131	1	0	1,539	1,251	81.3%	18,326	29,049	714	311	0	10,323	743	44,056	26,397	338	0	31
Aug	2,333	208	21	4	0	71	14	274	142	1	0	1,460	1,299	89.0%	18,613	26,669	792	326	0	9,108	616	48,159	28,739	313	0	30
Sep	1,372	78	14	3	0	42	14	208	84	1	0	1,130	826	73.1%	10,191	8,304	410	281	0	4,875	488	35,500	17,009	338	0	28
Oct	942	55	14	1	0	44	10	128	57	6	0	800	576	72.0%	6,977	5,520	265	174	0	4,810	280	21,456	11,486	2,025	0	20
Nov														0.0%												
Dec														0.0%												
sub-total	9,827	797	107	16	0	333	71	1,191	582	19	0	6,949	5,506	79.2%	74,430	98,345	3,361	1,494	0	41,381	2,800	206,228	117,484	3,352	0	156
Trip 200: VH - WH @ 0530																										
Jan	504	39	46	5	0	21	46	52	36	86	1	1,053	713	67.7%	4,526	2,366	842	314	0	1,248	1,325	7,037	7,772	27,588	455	27
Feb	437	16	50	0	0	19	38	34	29	77	0	897	586	65.3%	3,980	972	853	0	0	1,406	1,060	4,575	6,499	24,629	0	23
Mar	146	4	11	0	0	5	14	24	18	37	0	819	284	34.7%	1,323	128	149	0	0	74	405	3,217	3,858	11,860	0	21
Apr														0.0%												0
May	462	60	40	2	0	18	37	35	42	36	1	800	500	62.5%	4,266	7,055	1,380	182	0	2,085	1,646	4,522	9,353	11,750	520	16
Jun	1,431	202	160	13	0	58	125	84	56	80	0	1,500	1,201	80.1%	13,196	24,915	5,453	879	0	6,980	5,585	11,262	12,158	26,422	0	30
Jul	2,345	481	214	3	0	68	97	66	45	60	0	1,550	1,367	88.2%	21,536	59,829	7,337	248	0	8,377	4,253	8,907	8,999	19,572	0	31
Aug	2,551	578	194	2	0	52	79	59	47	63	0	1,478	1,414	95.7%	23,595	72,447	6,580	163	0	6,358	3,529	8,296	9,523	20,469	0	30
Sep	1,111	228	109	3	0	32	56	68	61	72	0	1,197	1,032	86.2%	10,292	25,532	3,174	147	0	3,651	1,924	9,383	13,116	23,382	0	29
Oct	428	50	49	5	0	16	39	45	49	72	0	858	679	79.1%	3,795	4,778	865	206	0	1,580	1,155	6,656	10,904	23,600	0	22
Nov	615	59	82	7	0	24	63	55	41	104	0	1,131	877	77.5%	5,712	3,854	1,457	546	0	1,707	1,768	7,472	9,209	33,463	0	29
Dec	620	62	72	3	0	18	73	56	35	103	1	1,131	859	76.0%	5,788	4,060	1,286	504	0	1,358	2,071	7,841	7,219	32,988	455	29
sub-total	10,650	1,779	1,027	43	0	331	667	578	459	790	3	12,414	9,512	76.6%	98,009	205,936	29,376	3,188	0	34,824	24,721	79,168	98,610	255,723	1,430	287
Year Total	20,477	2,576	1,134	59	0	664	738	1,769	1,041	809	3	19,363	15,018	77.6%	172,439	304,281	32,737	4,682	0	76,205	27,521	285,396	216,094	259,075	1,430	443

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
Summary Count & Revenue

2025

	PASS #	STD CAR #	EXC CAR #	TRLRS #	BUS #	STD TRK #	EXC TRK #	2SP TRK #	3SP TRK #	4SP TRK #	5SP TRK #	CAP	OCCP	% OCCP	PASS $	STD CAR $	EXC CAR $	TRLRS $	BUS $	STD TRK $	EXC TRK $	2SP TRK $	3SP TRK $	4SP TRK $	5SP TRK $	Count
Trip 201: WH - VH @ 0530																										
Jan														0.0%												
Feb														0.0%												
Mar														0.0%												
Apr														0.0%												
May	1,049	43	11	0	0	33	6	132	68	3	0	679	445	65.5%	7,750	5,879	317	0	0	4,508	220	25,364	15,096	2,114	0	17
Jun	2,402	104	18	1	0	52	14	259	128	0	0	1,215	832	68.5%	17,054	15,547	614	74	0	7,471	602	49,308	28,472	0	0	28
Jul	2,121	86	8	1	0	24	10	314	161	0	0	1,326	926	69.8%	15,501	13,371	274	80	0	3,797	430	60,226	35,742	0	0	30
Aug	2,104	114	12	2	0	33	10	318	155	0	0	1,395	954	68.4%	15,689	17,651	400	128	0	5,237	430	61,363	34,410	0	0	31
Sep	1,304	36	6	2	0	31	10	236	118	0	0	1,204	675	56.1%	9,524	4,483	175	223	0	4,187	383	44,800	26,418	0	0	30
Oct	912	38	17	3	0	23	10	112	61	1	0	720	386	53.6%	6,557	4,539	334	265	0	2,973	280	20,422	13,570	0	0	18
Nov														0.0%												
Dec														0.0%												
sub-total	9,892	421	72	9	0	196	60	1,371	691	4	0	6,539	4,218	64.5%	72,075	61,470	2,114	770	0	28,173	2,345	261,483	153,708	2,114	0	154
Trip 200: VH - WH @ 0530																										
Jan	585	34	89	10	0	24	81	55	33	80	0	1,016	712	70.1%	5,642	2,252	1,480	513	0	1,611	2,261	8,269	7,168	28,258	0	26
Feb	483	22	89	1	0	20	54	31	33	78	0	823	628	76.3%	4,678	1,542	1,530	27	0	1,480	1,478	4,350	7,528	27,911	0	21
Mar	660	32	94	9	0	35	90	54	47	94	1	1,102	835	75.8%	6,393	2,202	1,520	683	0	2,379	2,344	8,013	10,758	33,425	522	26
Apr	1,116	89	181	19	0	45	153	58	67	75	2	1,300	1,054	81.1%	10,792	9,752	3,082	1,458	0	4,982	4,151	9,873	16,311	26,752	1,044	26
May	1,013	112	135	9	0	40	101	51	46	91	2	1,290	958	74.3%	9,772	13,885	3,105	456	0	4,799	3,451	8,327	10,037	32,868	883	27
Jun	1,499	200	173	8	0	49	98	56	55	94	1	1,450	1,129	77.9%	14,429	28,631	5,695	742	0	6,684	4,145	8,658	11,746	33,918	442	29
Jul	2,537	482	215	2	0	65	113	51	35	79	0	1,550	1,349	87.0%	24,417	69,224	7,067	86	0	9,085	4,861	7,315	8,164	28,630	0	31
Aug	2,705	633	172	5	0	62	83	40	42	70	0	1,500	1,401	93.4%	26,284	91,766	5,723	346	0	8,573	3,536	5,766	10,226	25,108	0	30
Sep	1,777	333	227	11	0	38	98	66	50	86	0	1,500	1,269	84.6%	17,084	43,393	5,622	993	0	5,200	3,245	10,181	12,615	30,509	0	30
Oct	1,582	235	235	13	0	50	129	37	21	102	0	1,450	1,170	80.7%	15,421	28,370	3,988	1,165	0	6,369	3,396	6,101	5,317	36,745	0	29
Nov	1,358	155	228	32	0	47	159	30	19	82	1	1,325	1,040	78.5%	13,322	11,595	3,912	2,294	0	3,567	4,421	4,725	4,051	29,294	442	28
Dec	37	2	9	0	0	1	2	0	1	4	0	45	33	73.3%	333	150	150	0	0	85	58	0	111	1,458	0	1
sub-total	15,352	2,329	1,847	119	0	476	1,161	529	449	935	7	14,351	11,578	80.7%	148,567	302,762	42,874	8,763	0	54,814	37,347	81,578	104,032	334,876	3,333	304
Year Total	25,244	2,750	1,919	128	0	672	1,221	1,900	1,140	939	7	20,890	15,796	75.6%	220,642	364,232	44,988	9,533	0	82,987	39,692	343,061	257,740	336,990	3,333	458