



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Our mission is to operate a safe, effective, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

Posted 8:15 a.m. September 14, 2021

WOODS HOLE, MARTHA'S VINEYARD & NANTUCKET
STEAMSHIP AUTHORITY

PORT COUNCIL
Thursday, September 16, 2021
9:00 AM

First Floor Meeting Room (Room #103), SSA Administrative Offices
228 Palmer Avenue, Falmouth, MA 02540

NOTE: Pursuant to Section 20 of Chapter 20 of the Acts of 2021, this meeting will be held virtually. The public may participate in the meeting, including Public Comment, by going to zoom.us and using meeting ID 851 3455 6877 . Participants can also use the same meeting ID and join telephonically by calling one of the following numbers: 669-900-6833, 346-248-7799, 929-436-2866, 253-215-8782, 301-715-8592, or 312-626-6799.

1. Minutes
 - a) Approval of the Minutes of the August 4, 2021 Meeting
2. Management Report
 - a) Business Summary for the Month of July 2021
 - b) Updates on Current Projects including:
 1. Woods Hole Terminal Reconstruction Project (Marine and Landside)
 2. SQMS Update
 3. Website Update/Redesign
 - c) Report on the 2022 Martha's Vineyard Summer and Fall Operating Schedules
3. Treasurer's Report
 - a) Preliminary Draft 2022 Operating Budget
4. Old/New Business
5. Public Comment

These agenda items are those that the Chairman reasonably anticipates will be discussed at the meeting. Not all items listed may in fact be discussed, and other items not listed because they are not anticipated by the Chairman to be discussed may also be brought up for discussion to the extent permitted by law. The Port Council's practice is to reserve time under New Business for topics that the Chairman does not anticipate will be discussed at the meeting. Other topics not listed but discussed by the Port Council during previous meetings might also be brought up for discussion by other Port Council Members under Old Business even though the Chairman does not anticipate a discussion about any such topics.

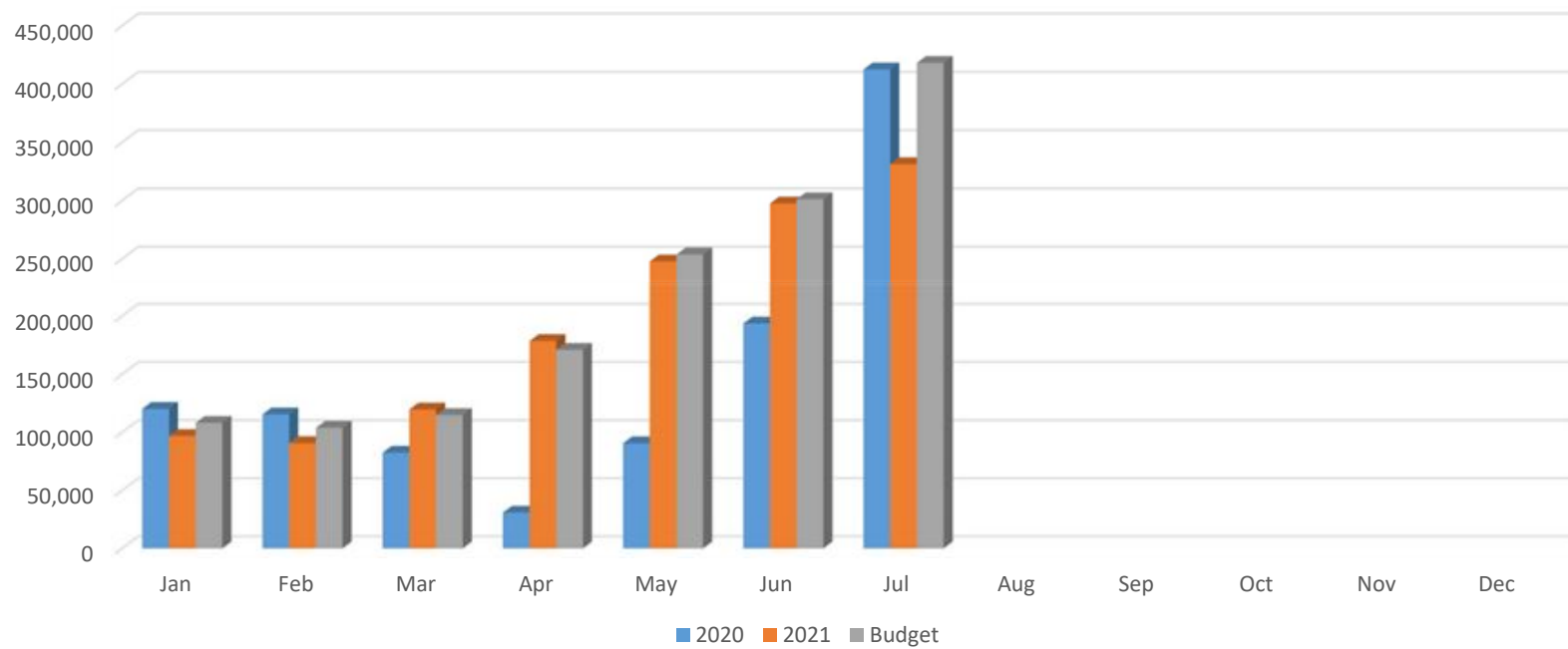
Business Summary – July 2021

Port Council Meeting 09-16-2021

Passengers Carried – July 2021 vs. 2019

		Monthly Variance vs. 2019	Monthly % Difference vs. 2019			Y-T-D Variance vs. 2020/2019	Y-T-D % Difference vs. 2020/2019
Martha's Vineyard Route	↓	- 42,164	- 11.4%		↓	- 157,649	- 11.8%
Nantucket Regular Ferry	↓	- 3,529	- 8.9%		↓	- 10,158	- 7.1%
Nantucket Fast Ferry	↓	- 6,406	- 11.8%		↓	- 22,925	- 15.2%
Nantucket Route Subtotal	↓	- 9,935	- 10.6%		↓	- 33,083	- 11.2%
Total Passengers	↓	- 52,099	- 11.2%		↓	- 190,732	- 11.7%

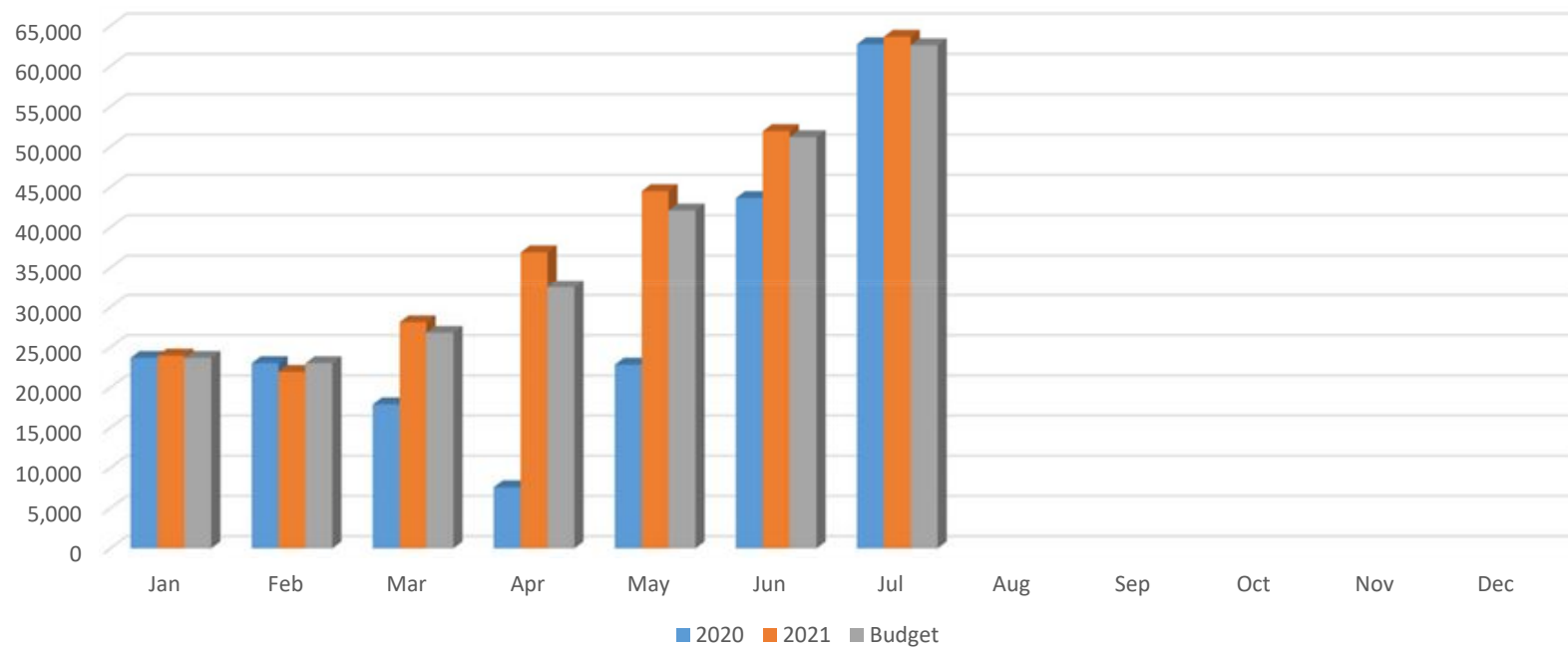
Passengers Carried 2020 - 2021



Automobiles Carried – July 2021 vs. 2019

		Monthly Variance vs. 2019	Monthly % Difference vs. 2019			Y-T-D Variance vs. 2020/2019	Y-T-D % Difference vs. 2020/2019
Martha's Vineyard Route							
Standard Fare	↑	1,697	3.9%	↑		18,477	13.2%
Excursion Fare	↓	- 1,217	- 12.8%	↓		- 13,278	- 14.9%
Total – Martha's Vineyard	↑	480	0.9%	↑		5,199	2.3%
Nantucket Route							
Standard Fare	↑	731	9.1%	↑		4,877	21.9%
Excursion Fare	↓	- 145	- 15.4%	↓		- 942	- 8.5%
Total – Nantucket	↑	586	6.5%	↑		3,935	11.8%
Total Automobiles	↑	1,066	1.7%	↑		9,134	3.5%

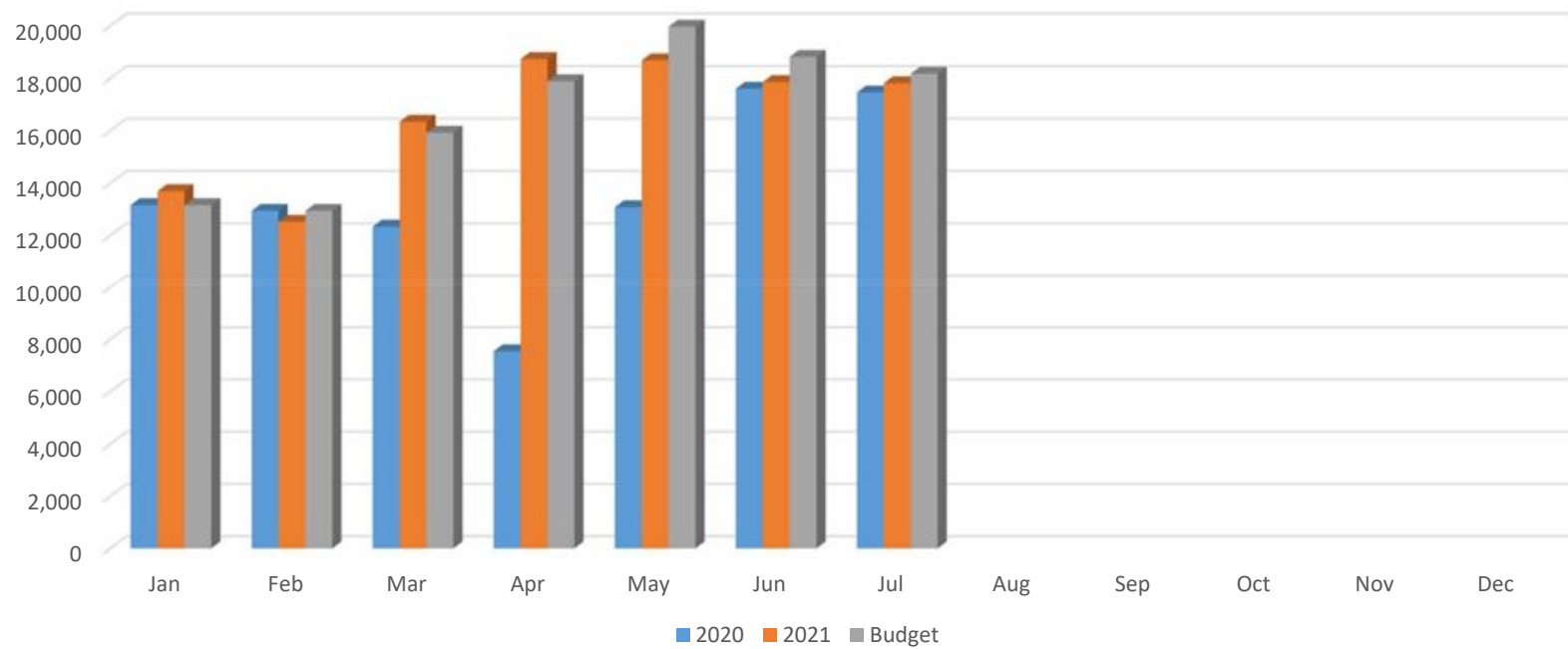
Automobiles Carried 2020 - 2021



Trucks Carried – July 2021 vs. 2019

		Monthly Variance vs. 2019	Monthly % Difference vs. 2019			Y-T-D Variance vs. 2020/2019	Y-T-D % Difference vs. 2020/2019
Martha's Vineyard Route							
Standard Fare	↓	- 404	- 7.7%		↓	- 465	- 1.6%
Excursion Fare	↓	- 52	- 2.3%		↓	- 964	- 4.3%
20 Feet & Over	↑	237	4.2%		↑	1,107	3.4%
Total – Martha's Vineyard	↓	- 219	- 1.7%		↓	- 322	- 0.4%
Nantucket Route							
Standard Fare	↓	- 100	- 9.3%		↓	- 595	- 8.8%
Excursion Fare	↓	- 55	- 11.9%		↓	- 383	- 7.7%
20 Feet & Over	↑	14	0.4%		↑	68	0.3%
Total - Nantucket	↓	- 141	- 2.8%		↓	- 910	- 2.8%
Total Trucks	↓	- 360	- 2.0%		↓	- 1,232	- 1.1%

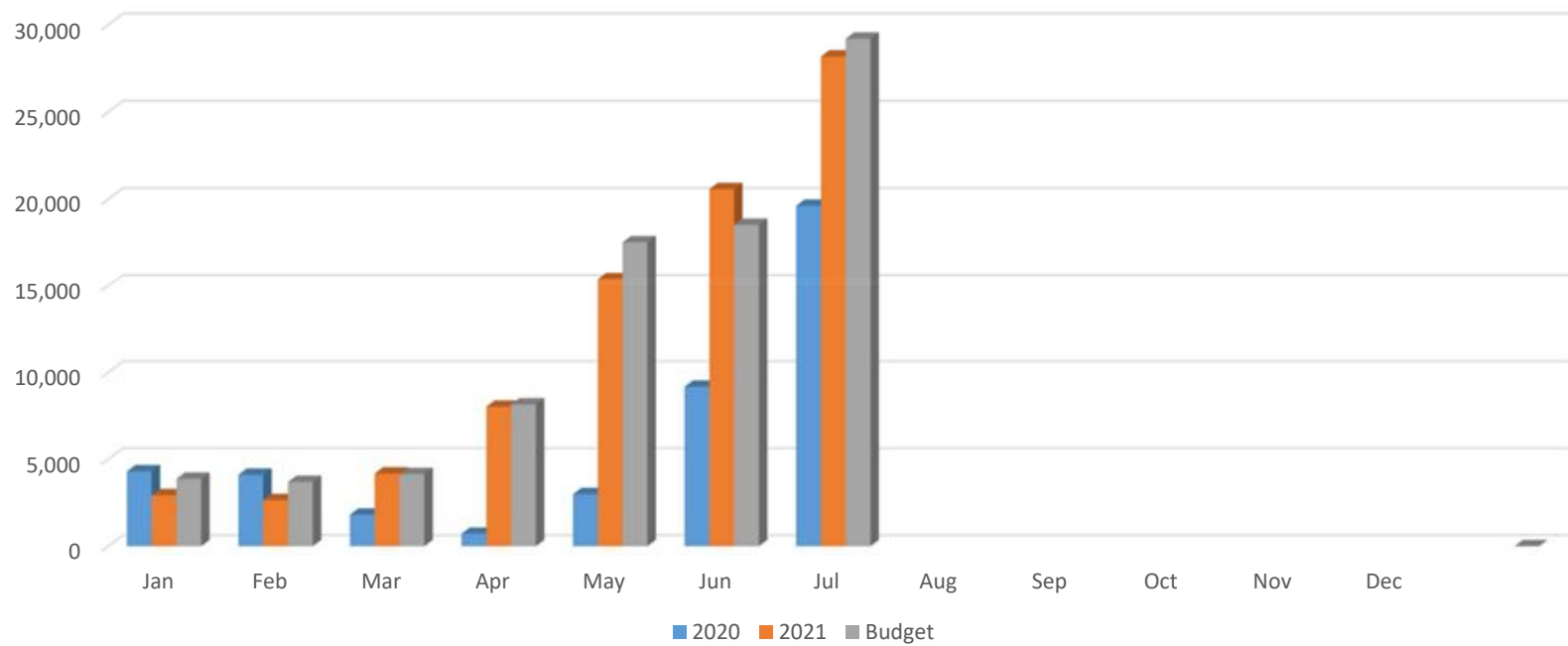
Trucks Carried 2020 - 2021



Cars Parked— July 2021 vs. 2019

		Monthly Variance vs. 2019	Monthly % Difference vs. 2019			Y-T-D Variance vs. 2020/2019	Y-T-D % Difference vs. 2020/2019
Martha's Vineyard Route	↓	- 3,444	- 13.3%		↓	- 8,754	- 11.8%
Nantucket Route	↓	- 821	- 12.7%		↓	- 1,938	- 10.4%
Total Cars Parked	↓	- 4,265	- 13.1%		↓	- 10,692	- 11.5%

Cars Parked 2020 - 2021



Trip Summary Report

		Cancelled for				
MV Route	Scheduled & Available	Mechanical	Weather	Traffic	Unscheduled	Total
July	1,838	0	- 10	8	0	1,820
YTD	9,790	- 30	- 98	- 360	11	9,313
NT Route	Scheduled	Mechanical	Weather	Traffic	Unscheduled	Total
July	868	- 12	- 16	0	2	842
YTD	4,100	- 18	- 112	- 29	74	4,101
Total	Scheduled	Mechanical	Weather	Traffic	Unscheduled	Total
July	2,706	- 12	- 26	- 8	2	2,662
YTD	13,976	- 48	- 210	- 381	85	13,414

Financial Snapshot



July

- Operating Revenue of **\$19,093,075** was **higher** than budget by **\$792,972**
- Other Income of **\$370,570** was **higher** than budget by **\$101,586**
- Operating Expenses of **\$9,836,139** was **lower** than budget by **\$408,849**
- Income Deductions of **\$321,690** was **lower** than budget by **\$491**
- Net Operating Income of **\$9,305,816** was **higher** than budget by **\$1,303,898**

January – July

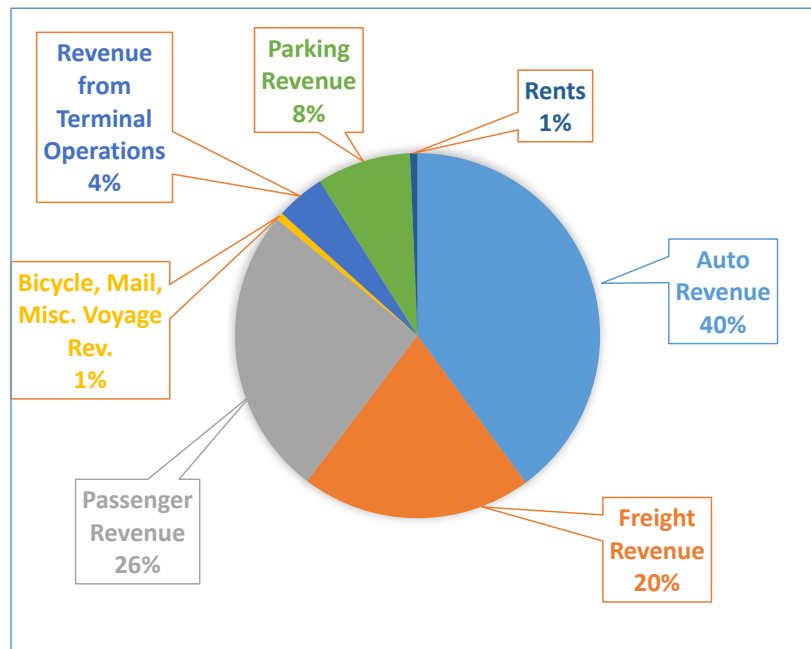
- Operating Revenue of **\$69,899,430** was **higher** than budget by **\$2,857,464**
- Other Income of **\$1,786,361** was **higher** than budget by **\$284,940**
- Operating Expenses of **\$62,771,005** was **lower** than budget by **\$994,496**
- Income Deductions of **\$2,282,494** was **higher** than budget by **\$2,171**
- Net Operating Income of **\$6,632,292** was **higher** than budget by **\$4,134,729**

Operating Revenues – July 2021 vs. Budget

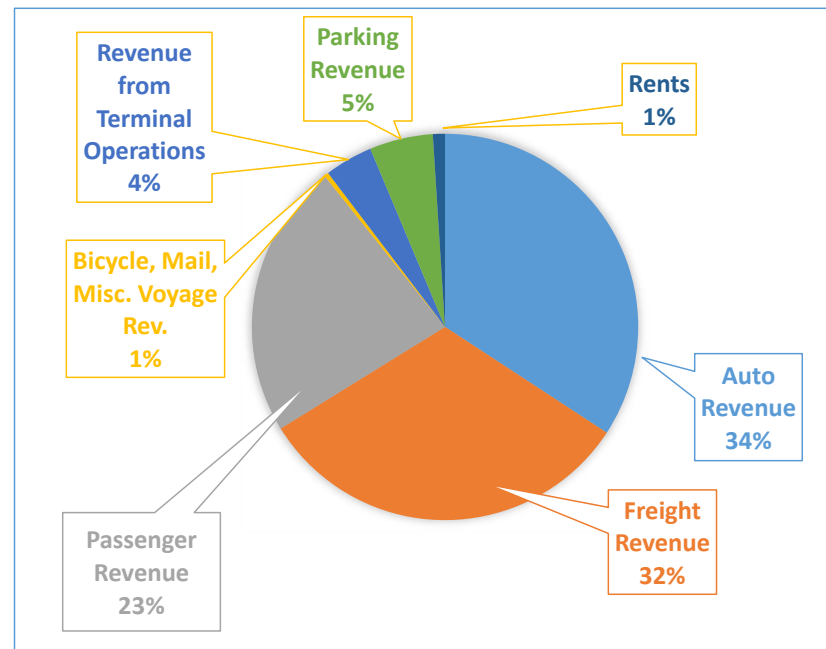
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		Y-T-D Variance vs. Budget	Y-T-D % Difference vs. Budget
Waterline Revenues						
Automobile Revenue	↑	\$ 147,663	2.0%	↑	\$ 1,422,800	6.3%
Freight Revenue	↑	190,422	5.1%	↑	1,147,121	5.4%
Passenger Revenue	↓	- 7,880	- 0.2%	↓	- 428,467	- 2.6%
Misc. Voyage Revenue	↓	- 83,274	- 39.6%	↓	- 292,023	- 52.4%
Term. Oper. Revenue	↑	315,562	60.9%	↑	515,923	22.5%
Parking Revenue	↑	191,984	13.8%	↑	407,596	12.3%
Rent Revenue	↑	38,495	44.8%	↑	84,514	13.6%
Total Operating Revenue	↑	\$ 792,972	4.3%	↑	\$ 2,857,464	4.3%
Total Other Income	↑	\$ 101,586	37.8%	↑	\$ 284,940	19.0%
Total Operating & Other	↑	\$ 894,558	4.8%	↑	\$ 3,124,404	4.6%

Operating Revenues - 2021

July



January - July

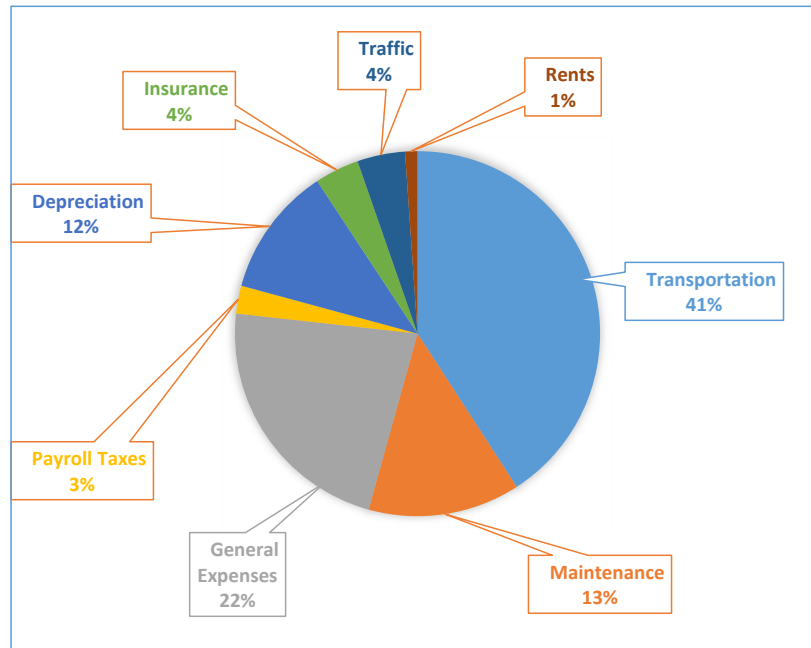


Operating Expenses – July 2021 vs. Budget

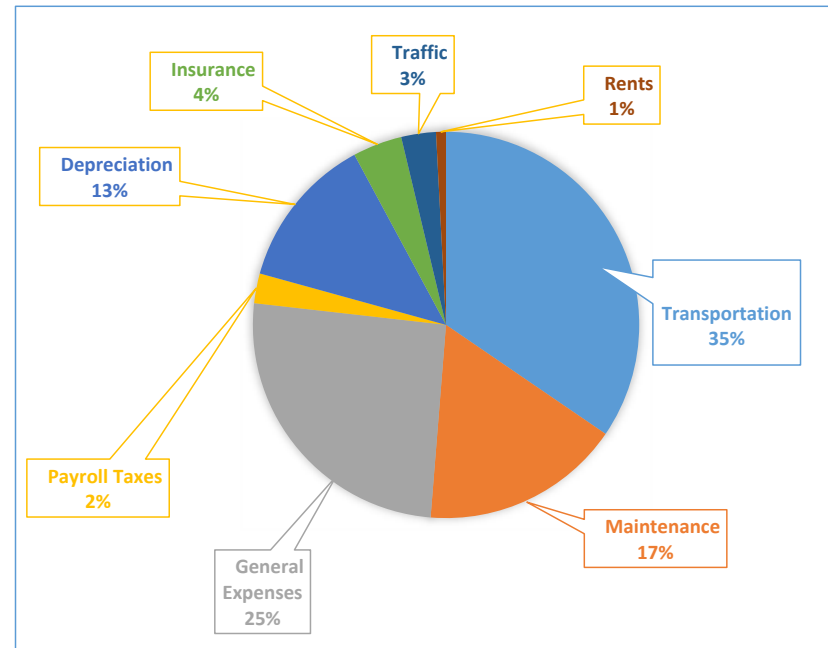
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		Y-T-D Variance vs. Budget	Y-T-D % Difference vs. Budget
Waterline Expenses						
Maintenance	↓	\$ - 23,118	- 1.7%	↓	\$ - 2,020,273	- 16.1%
Depreciation	↓	- 22,322	- 1.9%	↑	87,917	1.1%
Vessel Operations	↑	164,766	6.4%	↑	1,322,737	9.9%
Terminal Operations	↓	- 177,007	- 12.2%	↓	- 350,667	- 4.8%
Traffic Expense	↑	12,051	3.0%	↓	- 139,664	- 7.1%
General Expense	↓	- 284,484	-11.4%	↑	258,397	1.6%
Insurance	↑	15,231	4.1%	↑	29,792	1.2%
Rents	↑	3,701	3.6%	↓	- 7,153	- 1.4%
Payroll Taxes	↓	- 97,667	-28.6%	↓	- 175,581	- 10.1%
Total Operating Expenses	↓	\$ - 408,849	-4.0%	↓	\$ - 994,496	- 1.6%
Total Other Expenses	↓	\$ - 491	- 0.2%	↑	\$ 2,171	0.1%
Total Operating & Other	↓	\$ 409,340	- 3.9%	↓	\$ - 992,325	- 1.5%

Operating Expenses - 2021

July



January – July



PORT COUNCIL MEETING – SEPTEMBER 16, 2021

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET
STEAMSHIP AUTHORITY





September 7, 2021



September 7, 2021



September 7, 2021



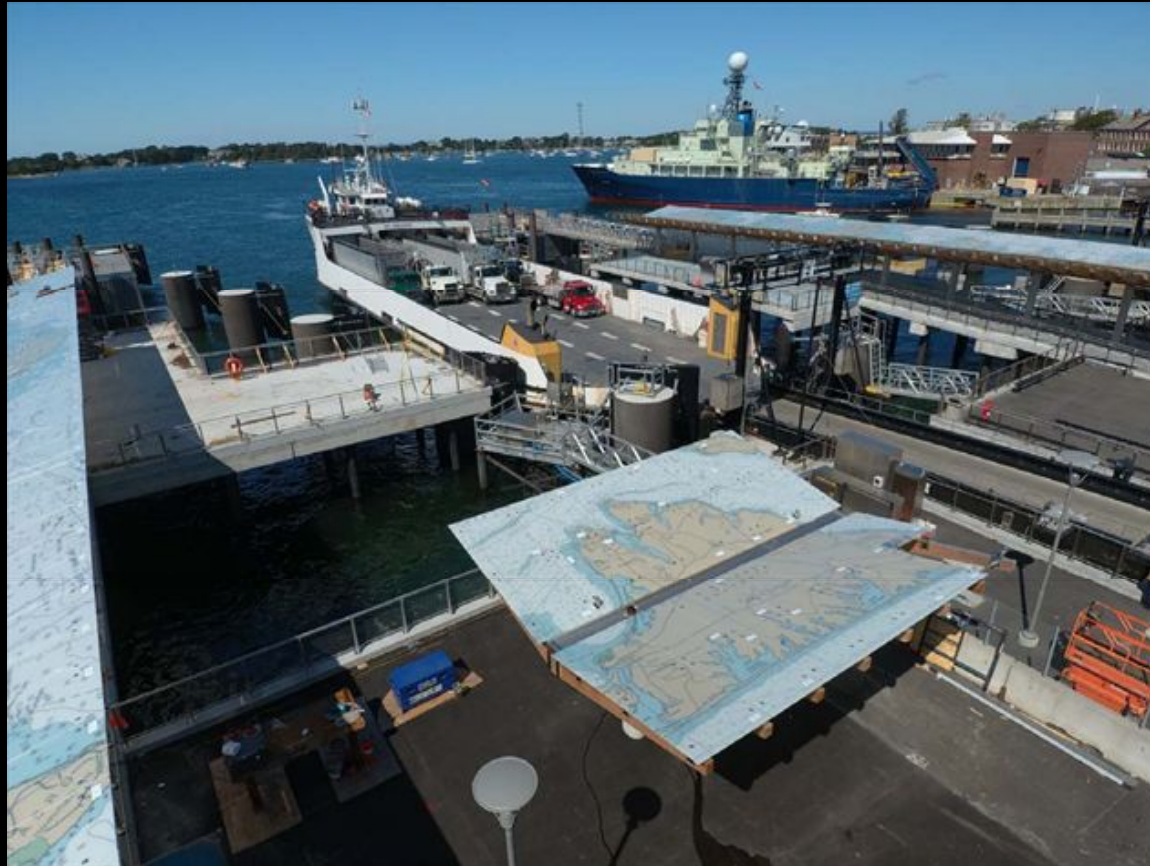
September 7, 2021



September 7, 2021



September 7, 2021



September 7, 2021

Waterside contract cost update

- Original contract price: \$43,143,280
- Change orders to date: \$13,361,493
- Change orders as percent of original contract: 31%
- Total contract: \$56,504,773
- Waterside cost estimate (2017): \$53,689,900
- Over original estimate to date: \$2,814,873

STAFF SUMMARY

Date:

File# SO-2021-05



TO:		FOR:		FROM:
X	General Manager		Vote	Dept.: Shoreside Operations
				Author: Alison A. Fletcher
X	Board Members	X	Information	Subject: Proposed 2022 Summer and Fall Operating Schedules for the Martha's Vineyard Route

PURPOSE:

To present for approval the proposed 2022 Summer and Fall Operating Schedules for the Martha's Vineyard route.

BACKGROUND:

This past March, the Authority placed newspaper advertisements of its proposed 2022 Winter, Spring, Summer and Fall Operating Schedules for both its Martha's Vineyard and Nantucket routes for the period from January 5, 2022, through January 2, 2023. ¹ Notices of the proposed schedules were also published for public comment on the Authority's website.

On April 18th, the Authority received a petition with respect to its proposed schedules that was signed by 103 residents of the Town of Falmouth. In their petition, the 103 Falmouth residents objected to the Authority's scheduling of a 5:30 a.m. freight trip from Woods Hole and they requested that the Authority cancel the approval of a 5:30 a.m. freight trip from Woods Hole. As has been the situation in the past, the petitioners objected to large trucks traveling to that 5:30 a.m. ferry because they claim the trucks wake up Falmouth residents beginning at 5:00 a.m. and earlier. The petitioners did not object to cars traveling on that ferry.

On May 3, 2021, the Authority conducted a public hearing on the proposed 2022 schedules. The only comments received regarding the proposed 2022 Summer and Fall Operating Schedules for the Authority's Nantucket route sought an increase in trips or allocations. Rather, the majority of comments received at the hearing and in writing both before and after the hearing have been directed at Martha's Vineyard's freight traffic that travels to and from the Authority's Woods Hole terminal.

¹ The Authority's Enabling Act requires the Authority to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket and New Bedford all of its proposed schedule changes at least 60 days prior to their effective date.

The staff has prepared the accompanying draft report in which they have explained the reasons for their recommendation that the Authority maintain its original proposed 2022 Summer and Fall Operating Schedules for the Martha's Vineyard route.

The proposed 2022 Summer Operating Schedule for the Martha's Vineyard route from May 17th to October 19th would start two days earlier and end one day later than in 2021. The proposed 2022 Summer Martha's Vineyard Operating schedules would be essentially the same as 2021.

2021 Dates					
05/19 – 05/24	<i>Nantucket</i>	<i>Island Home</i>	<i>Woods Hole</i>	<i>Governor</i>	
05/25 – 06/11	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Woods Hole</i>	<i>Governor</i>	
06/12 – 06/17	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Woods Hole</i>	<i>Governor</i>	
06/18 – 06/23	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Woods Hole</i>	<i>Governor</i>	
06/24 – 09/09	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Nantucket</i>	<i>Governor</i>	<i>Sankaty (Single Crew)</i>
09/10 – 10/18	<i>Nantucket</i>	<i>Island Home</i>	<i>Katama</i>	<i>Governor</i>	
2022 Dates					
05/17 – 05/22	<i>Nantucket</i>	<i>Island Home</i>	<i>Woods Hole</i>	<i>Governor</i>	
05/23 – 06/09	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Woods Hole</i>	<i>Governor</i>	
06/10 – 06/15	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Woods Hole</i>	<i>Governor</i>	
06/16 – 06/21	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Woods Hole</i>	<i>Governor</i>	
06/22 – 09/07	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Nantucket</i>	<i>Governor</i>	<i>Sankaty (Single Crew)</i>
09/08 – 10/19	<i>Nantucket</i>	<i>Island Home</i>	<i>Katama</i>	<i>Governor</i>	

- Triple crew unless noted

The proposed 2022 Fall Operating Schedule for the Martha's Vineyard route from October 20th to January 2nd 2023 would start one day later and end two days earlier than in 2021. The proposed 2022 Fall Martha's Vineyard operating schedules would be essentially the same as 2021 with the exception of the assigned vessels and the start and end dates of those vessel assignments. The fall vessel and crewing assignments would be as follows:

2021 Dates			
10/19 – 11/23	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Katama</i>
11/24 – 01/04	<i>Nantucket</i>	<i>Island Home</i>	<i>Katama</i>
2022 Dates			
10/20 – 10/22	<i>Nantucket</i>	<i>Island Home</i>	<i>Katama</i>
10/23 – 01/02	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Katama</i>

- Triple crew unless noted

RECOMMENDATION:

That the Members vote to approve the proposed 2022 Summer and Fall Operating Schedules for the Martha's Vineyard route as presented.

Alison A. Fletcher
Director of Shoreside Operations

APPROVED:

Robert B. Davis
General Manager

2022
Martha's Vineyard

05/17/2022 - 06/21/2022

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					WH	200	5:30 AM		6:15 AM
Daily					NAN/MAR	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV	202	6:30 AM		7:15 AM HAZ/Wed
Daily	5	6:00 AM	6:45 AM		IHM/NAN	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM HAZ/M-Sat		WH	204	7:30 AM		8:15 AM
Daily	7	7:00 AM	7:45 AM		NAN/MAR	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM		GOV	206	8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM/NAN	12	9:30 AM		10:15 AM
Daily	207	8:35 AM	9:20 AM		WH	208	9:50 AM		10:35 AM HAZ/M-SAT
Daily	11	9:30 AM		10:15 AM	NAN/MAR	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM
Daily	13	10:45 AM	11:30 AM		IHM/NAN	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	WH	212		12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	NAN/MAR	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM/NAN	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	WH	216		2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	NAN/MAR	22		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM HAZ/Wed		GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM/NAN	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	WH	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	NAN/MAR	26		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM/NAN	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		WH				
					WH	224	** 7:30 PM		8:15 PM
Daily	27	7:30 PM	8:15 PM		NAN/MAR	30	8:30 PM		9:15 PM
	225	** 7:45 PM	8:30 PM		GOV	226	** 8:45 PM		9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM/NAN	32	9:30 PM		10:15 PM
	227	** 8:45 PM	9:30 PM		WH				
Daily	31	9:45 PM	10:30 PM		NAN/MAR				

M/V Nantucket -TBD based on repair schedule.

M/V Martha's Vineyard - TBD based on repair schedule.

M/V Island Home - TBD based on repair schedule.

M/V Nantucket - TBD based on repair schedule.

Bold indicates freight vessel - limited passenger capacity**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

** Unscheduled freight trips available to operate, if needed.

M/V Nantucket or
M/V Martha's Vineyard

Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home or
M/V Nantucket

Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Woods Hole

Triple crew - Operates 7 days a week from 5:30am - 7:15pm
and available to operate until 9:30pm, if needed.

M/V Governor

Triple crew - Operates 7 days a week from 5:30am - 7:15pm
and available to operate until 9:30pm, if needed.

2022
Martha's Vineyard

06/22/2022 - 09/07/2022

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					NAN	200	5:30 AM		6:15 AM
Daily					MAR	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV	202	6:30 AM		7:15 AM HAZ/Wed
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM		7:15 AM	NAN	204		7:30 AM	8:15 AM
M-F	229	6:45 AM	7:30 AM HAZ		SAN	230	7:45 AM		8:30 AM
Daily	7	7:00 AM	7:45 AM		MAR	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM HAZ/Sat		GOV	206	8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM		9:20 AM	NAN	208		9:50 AM	10:35 AM
M-F	231	9:00 AM	9:45 AM		SAN	232	10:15 AM		11:00 AM HAZ
Daily	11	9:30 AM		10:15 AM	MAR	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM HAZ/Sat
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	NAN	212		12:20 PM	1:05 PM
M-F	233	11:30 AM	12:15 PM		SAN	232	12:45 PM		1:30 PM
Daily	15	12:00 PM		12:45 PM	MAR	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	NAN	216		2:50 PM	3:35 PM
	235 *	2:00 PM	2:45 PM		SAN	236 *	3:15 PM		4:00 PM
Daily	19	2:30 PM		3:15 PM	MAR	22		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM HAZ/Wed		GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	NAN	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	MAR	26		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
F,S,S	223	6:30 PM		7:15 PM	NAN	224		7:30 PM	8:15 PM
M-TH	223	6:30 PM	7:15 PM		NAN	224 **	7:30 PM		8:15 PM
Daily	27	7:30 PM		8:15 PM	MAR	30		8:30 PM	9:15 PM
F,S,S	225 **	7:45 PM	8:30 PM		GOV	226 **	8:45 PM		9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
F,S,S	227 **	8:45 PM	9:30 PM		NAN				
Daily	31	9:45 PM	10:30 PM		MAR				

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

*Unscheduled trips on Monday through Friday that are available to operate, if needed.

**Unscheduled trips on Mon, Tues, Wed & Thurs that are available to operate, if needed.

M/V Martha's Vineyard	Triple crew - Operates 7 days a week from 6:00am - 10:30pm.
M/V Island Home	Triple crew - Operates 7 days a week from 6:00am - 10:15pm.
M/V Governor	Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.
M/V Nantucket	Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.
M/V Sankaty	Single crew - Operates Monday through Friday from 6:45am to 1:30pm.

2022
Martha's Vineyard

09/08/2022 - 10/19/2022

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					KAT	200	5:30 AM		6:15 AM
Daily					NAN	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM		GOV	202	6:30 AM		7:15 AM
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-SAT	KAT	204	7:30 AM		8:15 AM HAZ/Wed
Daily	7	7:00 AM	7:45 AM		NAN	10	8:15 AM		9:00 AM
Daily	205	7:30 AM	8:15 AM		GOV	206	8:35 AM		9:20 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	8:35 AM		9:20 AM	KAT	208		9:50 AM	10:35 AM HAZ/M-Sat
Daily	11	9:30 AM		10:15 AM	NAN	14		10:45 AM	11:30 AM
Daily	209	9:50 AM	10:35 AM		GOV	210	11:05 AM		11:50 AM
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM		11:50 AM	KAT	212		12:20 PM	1:05 PM
Daily	15	12:00 PM		12:45 PM	NAN	18		1:15 PM	2:00 PM
Daily	213	12:20 PM	1:05 PM		GOV	214	1:35 PM		2:20 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM		2:20 PM	KAT	216		2:50 PM	3:35 PM
Daily	19	2:30 PM		3:15 PM	NAN	22		3:45 PM	4:30 PM
Daily	217	2:50 PM	3:35 PM	HAZ/Wed	GOV	218	4:05 PM		4:50 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM		4:50 PM	KAT	220		5:20 PM	6:05 PM
Daily	23	5:00 PM		5:45 PM	NAN	22		6:15 PM	7:00 PM
Daily	221	5:20 PM	6:05 PM		GOV	222	6:30 PM		7:15 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		KAT				
					KAT	224	**	7:30 PM	8:15 PM
Daily	27	7:30 PM	8:15 PM		NAN	30	8:30 PM		9:15 PM
	225	**	7:45 PM	8:30 PM	GOV	226	**	8:45 PM	9:30 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
	227	**	8:45 PM	9:30 PM	KAT				
Daily	31	9:45 PM	10:30 PM		NAN				

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

**Unscheduled freight trips available to operate, in needed.

M/V Nantucket Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Governor Triple crew - Operates 7 days a week from 5:30am - 7:15pm
and available to operate until 9:30pm, if needed.

M/V Katama Triple crew - Operates 7 days a week from 5:30am - 7:15pm
and available to operate until 9:30pm, if needed.

2022
Martha's Vineyard

10/20/2022 - 01/02/2023

	TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily					KAT	200	5:30 AM		6:15 AM
Daily					NAN/MAR	6	6:00 AM		6:45 AM
Daily	5	6:00 AM	6:45 AM		IHM	8	7:00 AM		7:45 AM
Daily	203	6:30 AM	7:15 AM	HAZ/M-Sat	KAT	204	7:30 AM		8:15 AM HAZ/W
Daily	7	7:00 AM	7:45 AM		NAN/MAR	10	8:15 AM		9:00 AM
Daily	9	8:15 AM	9:00 AM		IHM	12	9:30 AM		10:15 AM
Daily	207	*	8:35 AM	9:20 AM	HAZ/M-F	KAT	208	9:50 AM	10:35 AM HAZ/M-Sat
Daily	11	9:30 AM	10:15 AM		NAN/MAR	14	10:45 AM		11:30 AM
Daily	13	10:45 AM	11:30 AM		IHM	16	12:00 PM		12:45 PM
Daily	211	11:05 AM	11:50 AM		KAT	212	*	12:20 PM	1:05 PM HAZ/M-F
Daily	15	12:00 PM	12:45 PM		NAN/MAR	18	1:15 PM		2:00 PM
Daily	17	1:15 PM	2:00 PM		IHM	20	2:30 PM		3:15 PM
Daily	215	1:35 PM	2:20 PM	HAZ/W	KAT	216	2:50 PM		3:35 PM
Daily	19	2:30 PM	3:15 PM		NAN/MAR	22	3:45 PM		4:30 PM
Daily	21	3:45 PM	4:30 PM		IHM	24	5:00 PM		5:45 PM
Daily	219	4:05 PM	4:50 PM		KAT	220	5:20 PM		6:05 PM
Daily	23	5:00 PM	5:45 PM		NAN/MAR	26	6:15 PM		7:00 PM
Daily	25	6:15 PM	7:00 PM		IHM	28	7:15 PM		8:00 PM
Daily	223	6:30 PM	7:15 PM		KAT				
					KAT	224	**	7:30 PM	8:15 PM
Daily	27	7:30 PM	8:15 PM		NAN/MAR	30	8:30 PM		9:15 PM
Daily	29	8:30 PM	9:15 PM		IHM	32	9:30 PM		10:15 PM
	227	**	8:45 PM	9:30 PM	KAT				
Daily	31	9:45 PM	10:30 PM		NAN/MAR				

M/V Nantucket 10/20/2022 to 10/22/2022

M/V Martha's Vineyard 10/23/2022 to 01/02/2023

Bold indicates freight vessel - limited passenger capacity.**Freight vessel trips will not appear on pocket schedules or color brochures.**

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

* Trips 207 and 212 may operate as Hazardous on Monday through Friday, if needed.

** Unscheduled freight trips available to operate, if needed.

M/V Katama will not operate on Thanksgiving Day (11/24/2022)

M/V Katama will not operate on Christmas Day (12/25/2022)

M/V Nantucket or
M/V Martha's Vineyard

Triple crew - Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home

Triple crew - Operates 7 days a week from 6:00am - 10:15pm.

M/V Katama

Triple crew - Operates Monday through Thursday & Saturday from 5:30am to 7:15pm,
Friday and Sunday 5:30am to 9:30pm.



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Our mission is to operate a safe, effective, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2022 Summer 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 of 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 2022 Winter, Spring, Summer and Fall Operating Schedules for the period from January 5, 2022 through January 2, 2023 in the following newspapers on or around March 19, 2021:

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

The Authority's Enabling Act also provides that, if the Authority receives a petition within thirty (30) days of those 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 April 18, 2021, the Authority received an email with an attached petition objecting solely to its "proposed 2022 freight operating schedules between Woods Hole and Martha's Vineyard as announced in the Steamship Authority's advertisement in the *Falmouth Enterprise* on March 19, 2021." One hundred and three (103) residents of the Town of Falmouth subscribed to the petition, a copy of which is attached to this report as **Appendix A**. Following its receipt of the petition, the Authority held a public hearing on its proposed schedules via the Zoom videoconferencing platform (due to the COVID-19 pandemic) on May 3, 2021.

The May 3, 2021 Public Hearing on the Proposed Schedules

On May 3, 2021, the Authority conducted a hearing via the Zoom videoconferencing platform concerning its proposed 2022 operating schedules between Woods Hole and Martha's Vineyard. The hearing began at 4:30 P.M. and concluded at approximately 6:30 P.M. Two (2) members of the Authority's Board, Kathryn Wilson (Falmouth) and Robert R. Jones (Barnstable), along with Port Council members, John Cahill (Tisbury) and Joseph E. Sollitto Jr. (Oak Bluffs), attended but did not participate at the hearing. Also attending were the Authority's General Manager Robert B. Davis, its Communications Director Sean F. Driscoll, its Director of Shoreside Operations Alison A. Fletcher, and, serving as the hearing moderator, its Counsel Steven M. Sayers. Approximately ninety (90) members of the public were in attendance.

The Authority recorded the hearing, obtained a transcript (**Appendix B**) and compiled the following summary of the testimony provided by twenty-three (23) of the participants at the hearing.

1. Nathaniel Trumbull (Woods Hole) – Mr. Trumbull stated that the petitioners have two requests for the Steamship Authority. One is to request that the 5:30AM daily freight trip from Woods Hole be eliminated from the operating schedule. He said that during the summer months, the number of trucks traveling this route can be upwards of 600 per day. He said the noise from the trucks is unavoidable and negatively impacts Falmouth residents living along the route by waking them up at 5:00AM or earlier and is a public health issue. Mr. Trumbull and the petitioners ask that the Steamship Authority recognize that and respond by making the change in next year's freight operating schedule.

Mr. Trumbull said that the second request is to have a meaningful conversation in the development of New Bedford as an off-Cape freight port for the Vineyard. He said that the Steamship Authority needs to embrace regional transportation planning and that New Bedford must be a part of that plan.

Mr. Trumbull also wanted to add to Senator Moran's proposed amendment regarding the Steamship Authority's Enabling Act; he said that today's hearing is a manifestation of the very problem that Senator Moran's amendment aims to solve. He said the current voting structure of the Steamship Authority gives the islands an absolute veto and deprives the other three voting communities of any meaningful participation in the Authority's policymaking. He stated that Senator Moran's amendment seeks to promote negotiation and compromise to ensure that the islands and mainland port communities work together to solve problems such as the freight operating schedules or planning for additional ports as the islands continue to grow. He said that the rejection of the petitioners' requests today demonstrates the need for the amendment.

2. Adam Turner (Director of the Martha's Vineyard Commission) – Mr. Turner said that the 5:30AM boat is critical to the Vineyard's year-round economy, but especially during the months of May through October. He stated that using the 5:30AM boat for smaller trucks

allows the longer 18-foot trucks the space they need on the 6:00AM boat. He said that it's critical as there is just enough time to travel to their Vineyard destinations and unload before the morning congestion begins downtown.

Mr. Turner said these trucks need to get their deliveries completed before traffic picks up, which he said occurs after 8:00AM daily during the summer and portions of the spring and fall. He said that if the Steamship Authority eliminated the 5:30AM trip, the trucks that go later in the day would just add to the traffic problems already plaguing the area.

Mr. Turner reiterated that it is very important that the trucks be on the earliest trip in order to supply the goods and services to the island, in particular to the food stores, restaurants and other locations that require daily product restocking. He said that some venues go through their perishables almost every day, requiring daily deliveries. Mr. Turner said that it is important to the economic viability of these businesses to be able to unload, stock and prepare each day's inventory at the start of their workday. He stated that there are 1,319 business establishments on the island with an average monthly employment of 9,068. He said that it was also important to note that there are people that must commute to work either to or from the island and must take the first boat out in the morning. Mr. Turner questioned how many trucks are really on the 5:30AM trip daily versus how many trucks make the trip throughout the entire day. Mr. Turner says he is open for discussion and stated that he and his staff have been attending the meetings held by Steve Sayers and offered his assistance to the Steamship Authority.

3. Damien Kuffler (Woods Hole) – Mr. Kuffler stated that the 5:30AM boat is not a “lifeline” trip nor is the Steamship Authority a lifeline for the island and that the concept of a lifeline has evolved to mean an ever-increasing demand for more boat service. He said that the Steamship Authority claims it needs the 5:30AM boat to deliver essential materials such as food and medicine, but in actuality, most of the trucks on the 5:30AM trip are transporting building materials and other non-time sensitive or essential items. He said that when the Steamship Authority originally proposed the 5:30AM trip it was said that the trip would be discontinued if it created problems for the port communities and yet it was never discontinued despite the raised issues. Mr. Kuffler said that the services provided by the Steamship Authority were aimed predominantly at taking care of the island developers rather than serving as the lifeline for essential materials.

Mr. Kuffler said that the Steamship Authority and the islanders don't want to make any changes to the Enabling Act because they can do anything [that] they want without taking the other three voting communities into consideration. He said that the Steamship Authority is a monopoly and virtually the sole provider to the islands.

Mr. Kuffler's final point was that the Steamship Authority is only a lifeline because they are the only shipper. He said that what the island needed was an off-Cape port in case the

port of Woods Hole was cut-off in the case of an accident or major event that made the port inaccessible for days or weeks. He asked how would the islands get their much-needed supplies or move anything on and off the island? He said that it's time for the Steamship Authority to expand its thinking to include off-Cape ports and to consider the needs and well-being of all the communities involved. He said that the Enabling Act must be changed to create balanced input in Steamship Authority's operations.

4. Deborah Siegal (West Falmouth) – Ms. Siegal stated that Falmouth residents do understand the ramifications of canceling the 5:30AM trip, but that demonizing Falmouth residents for wanting a good night's sleep without meaningful discussion or compromise is irresponsible. She said that the issue with the traffic and the noise early in the morning doesn't just affect the Woods Hole residents. She said that there are more than 900 homes in the area of Routes 28 and 28A and that amounts to more than 900 people who are woken up between 4:30AM and 5:00AM during the summer.
5. Eugenie Kuffler (Woods Hole) – Ms. Kuffler wished to express her support for Senator Moran's proposed amendment to the Enabling Act. She said that it was time for the mainland communities to have a fair share in determining their futures beginning with the quality of life and the elimination of the 5:30AM boat and the truck traffic that it brings. She said that with increased voting power, the port of New Bedford can be used for the transportation of non-sensitive goods, leading to the reduction of the wear and tear on Cape infrastructures, traffic congestion, air, light and noise pollution and bring a quieter, calmer and safer environment. She said that a stronger vote would allow for the reconsideration of the landside development of the Woods Hole Terminal since the Steamship Authority has already disfigured the waterside.

Ms. Kuffler said in addition to altering the approach to the channel into Eel Pond, partially obstructing the view from the drawbridge and disrupting Great Harbor, inadequate drilling has now led to drilling into rock beds and driving up the phenomenal price of the project. She said due to the lack of forethought, that the Steamship Authority is not planning for the future growth of the Cape and Islands. Ms. Kuffler mentioned that she was grateful for the space allotted to the waterfront park and this area will help restore the character of the historic village. She said the community is waiting for the responses to the list of questions that were submitted to the Steamship Authority regarding the terminal's construction. She said with increased voting power, the port towns can hope for a say in the construction and the way the Steamship Authority is running its operation.

6. Suzanne Kuffler (Woods Hole) – Ms. Kuffler stated that she agreed with some of the earlier comments regarding the Enabling Act. She said that she would like to see the Steamship Authority broaden its accountability to Falmouth, Woods Hole and Bourne by taking seriously the quality-of-life clause in the Enabling Act as part of its mission. She said that

she finds the balance of business and service to be out of balance and that a fair version of the Enabling Act is needed. She said that a better night's sleep could be delivered by accommodating a later freight boat, allowing the resident of Bourne, Falmouth and Woods Hole to sleep. She said rescheduling the trip may seem difficult for the business entities, but it's not as hard as persistent sleep deprivation.

7. Pam Stark (Woods Hole) – Ms. Stark asked if slip three was historically a fully functional ship; to that she replied no, it was used for overnighting and emergency dockage. She asked if the Steamship Authority said that they were not doing the pier renovation to slip three due to growth but to increase capacity to ensure that there were two fully functioning slips at all times during the renovation; to that she replied yes. She then asked how the slips would be used this upcoming summer; she said that now the Steamship Authority said that all three slips are needed to be fully functional this summer, meaning that two or more vessels could be loading and unloading concurrently despite the Steamship previously running two vessels with only two functional piers. She asked how does going from two functional piers to three not illustrate growth; for this question she had no answer. Ms. Stark said that by threatening twenty-four seven (24/7) operations, the Steamship Authority is able to quell any further discussion of the impact of its growth and the negative health and environmental impacts it has. She said that within the Enabling Act it is stated that the Steamship Authority exists for the benefit of all the people of the Commonwealth and yet the Steamship does not consider the people in Woods Hole. She asked, “what will it take for the Steamship Authority to realize they need to look outside of Woods Hole? Will it be after the price of the new terminal building becomes overwhelming and leads to more rate increases or would it take a catastrophic event on the mainland?”

Ms. Stark then read a statement regarding the bill filed by Senator Moran that said that the Steamship Authority has not addressed the traffic, noise and unsafe environment in the communities that it serves and had there been a more democratic governance then we wouldn't be in this current situation.

8. Ellie Armstrong (Woods Hole) – Ms. Armstrong questioned if it would be easier to just eliminate the ferries and the Steamship Authority all together and build a bridge.
9. Jonathan Goldman (Woods Hole) – Mr. Goldman said that the larger problem is the disregard of the elements that are in the Enabling Act having to do with quality of life. Mr. Goldman then referred back to Mr. Turner's earlier comments on the sheer number of businesses on the island and said that the growth could be unsustainable as the number of products and services required continues to grow. He said that he didn't think the Steamship Authority liked or understood the ideas put forward by the HMS consultants. He said that the essential needs and services needed to be reevaluated in order to determine which ones are critical enough to go on the 5:30AM trip. He said that the call to change

the Enabling Act is to promote neighborliness and kindness on both the islands and the mainland. He said that he does not understand how a law that was created in the 1950s or 60s was intended to still be relevant in the present time with the growth that the islands have experienced. He said that the Steamship Authority had a chance over the last year to reconfigure their approach to the impacted communities, but instead is just having another meeting with nothing having been accomplished. He stated that Falmouth has been the brunt end of the Vineyard's survival for decades and for them to think that it's mandatory for a 5:30AM trip to bring supplies over to the island at the expense of the people living in Woods Hole and Falmouth is wrong. Mr. Goldman said that it would be important to hear from Steve Sayers, Bob Davis or Sean Driscoll that they acknowledge the issue so that action may be taken rather than pretending that it's not an issue.

10. Russell Murphy (Woods Hole) – Mr. Murphy read from a statement and said that the more than 100 petitioners who requested to have this hearing sincerely hope that the 5:30AM trips from Woods Hole are eliminated from the schedule and that the Steamship Authority will actively pursue the use of New Bedford as a supplementary shipping port. He also said that he hoped that the Steamship Authority would join with the Falmouth Select Board to solve the traffic problems created by freight shipping out of Woods Hole. Mr. Murphy said that the SSA has failed to use its data to make an alternative 2022 schedule that eliminated the 5:30AM trip as was requested at a recent Falmouth transportation committee meeting. Mr. Murphy said that the Steamship Authority never visited Ralph Packer's facilities in New Bedford to discuss how it could help alleviate the stress on Woods Hole despite being invited. He said this suggests that the SSA is not interested in looking at New Bedford as an alternative shipping port.

Mr. Murphy brought up that the voters of Key West, Florida, which is comparable in size to Falmouth, recently passed a referendum that drastically limited the size and number of cruise ships that enter its harbor and will reduce the number of passengers permitted to disembark onto the island. He said that the Steamship Authority's schedule should not be solely driven by the need to overdevelopment but for the need to supply necessities to the island. He stated that if the Steamship Authority overrides the objections to the schedule again then that is the strongest argument in favor of the amendment proposed by Senator Moran.

11. Dawna Hammers (Woods Hole) – Ms. Hammers said that she is concerned about the level of pollution and stress that the traffic in Woods Hole brings to the environment. She said that she is in favor of Senator Moran's bill and preserving Woods Hole and the people who live there. She said that the wildlife and speeding trucks could cause an accident that would affect many people along that route. Ms. Hammers brought up the lack of sleep caused by the early morning traffic, stating that lack of sleep leads to dementia and Alzheimer's and affects our immune systems. She said that the trucks also add to the air pollution and

contribute to global warming and that it's time for a change. She asked that the SSA think about the next generations because if nothing is done now there won't be an island to worry about as global warming will make the ocean rise and the island will be underwater. Ms. Hammers finished by saying New Bedford would benefit from becoming a freight port as would the environment in Woods Hole.

12. Judith Laster (Woods Hole) – Ms. Laster started by stating that she hoped the same conversation wasn't necessary at this time next year and that the Steamship Authority listens and implements the suggestions that would benefit Cape Cod and the islands. She said that last year the Steamship Authority was able to eliminate the 5:30AM trip and that Martha's Vineyard was able to access the goods and services that they needed.

Ms. Laster said that the level of traffic caused by the Steamship Authority has had a negative effect on the businesses in Woods Hole due to the constraints on parking and the unsafe traffic along the way. She said that if the SSA could come up with logical solutions to the traffic and parking issues there would be more people willing to spend time in Woods Hole. She said that the parking rates in Woods Hole were raised due to Vineyard commuters leaving their cars in Woods Hole all day and paying the fines rather than fix the problem.

Ms. Laster said that Senator Moran's bill is a way to create a more democratic process in decision-making. She said that our governing board should do what is in the best interest of all the communities involved and then requested that the Steamship Authority share the updates of what they have accomplished in terms of strategic planning as recommended by the HMS consultants. She said that our problems can either be changed by litigation or legislation, but in the end the change is needed in order to benefit our community. She said that she hopes that the Steamship Authority listens to what the community is saying and chooses to act in the best interest of both the community and the Steamship Authority itself.

13. Kristin Alexander (Falmouth) – Ms. Alexander stated that she is in support of the creation of the New Bedford port for the early morning trucks. She said that over the years she has seen the way that the traffic has increased and understands that the Vineyard is in need of their supplies first thing in the morning and therefore making New Bedford a better port for the early morning freight trips.
14. Karen Olcott (Woods Hole) – Ms. Olcott stated that the 5:30AM trip out of Woods Hole is unnecessary and affects the people living along that route from Bourne to Woods Hole. She said that the village of Woods Hole is being overburdened and the traffic is ruining it. She said that she is in support of looking at New Bedford as a freight port. She said that the issue with the reconstruction project is caused by a lack of forward thinking and planning and that there is a lack of long-term planning, not just in Woods Hole but as a region. She said that the Enabling Act needs to be updated to this century and the Steamship

Authority should be using technology and logistical planning for the future. She said she hoped that the dialogue with the public is respected and appreciated as the area continues to grow.

15. John Woodwell (Woods Hole) – Mr. Woodwell stated that back in 1997 the towns across Martha's Vineyard voted to limit the Steamship Authority operations and since then the Steamship Authority has disregarded the issue and the shipment of vehicles to the island has more than doubled since then. He then referred to a document from 1999 written by Steven Sayers that stated that the Members voted to adopt a goal to reduce freight traffic levels through the ports of Hyannis and Woods Hole no later than May 2000 in response to another shipper from New Bedford looking for permission to ship freight to the island. He said that the request was denied, ensuring the Steamship Authority still held the monopoly. Mr. Woodwell then brought up Ralph Packer's company from New Bedford that expanded his business to include freight shipments to Martha's Vineyard until the Steamship Authority shut it down. He said these examples show how the Steamship Authority is not a lifeline, but instead the opposite, proving that it only cares for itself. He mentioned that the Steamship Authority has a monopoly and the two earlier freight shipping companies' failures stood as a reminder that no other company will succeed so no others try. He said that the SSA is only interested in keeping themselves in full control and Senator Moran's bill is the only way to the solution.
16. Bronwen Polloni (Woods Hole) – Ms. Polloni agreed with everything that has been previously said in this public hearing and objected to the 5:30AM boat. She said that she is speaking on behalf of parents in Woods Hole about the dangers of the traffic on Woods Hole Road. She said that it is impossible to cross the street when a ferry has just let out or when people are rushing to the ferry. She said that the Steamship Authority has never made an effort to put in a crosswalk or mitigate the amount of traffic in the area. Ms. Polloni also brought up the poor air quality due to the amount of traffic heading to the ferry on a daily basis. She said the exhaust settles in the air and is sometimes all she can smell. She asked for the Steamship Authority to please take these requests seriously.
17. Ralph Herbst (East Falmouth) – Mr. Herbst said that he has heard of the complaints regarding the Steamship Authority and the growth on Martha's Vineyard. He said that he believes the reason there are problems now is because Martha's Vineyard does not help themselves, instead they allow the Steamship Authority to take care of the issues regarding the island. He said that it appears that the Steamship Authority's attorney represents Martha's Vineyard and that he was pleased to hear the Martha's Vineyard Commission Chairman testify in defense of Martha's Vineyard. Mr. Herbst said that it is not up to the Steamship Authority to find alternatives to the freight issue for the island.

Mr. Herbst said that it was ludicrous that the truckers and their schedules dictate the need to have a 5:30AM start to get over to Martha's Vineyard. He said that if the merchants on the island can't store enough product for more than one day then they are not ready to serve

the public. He said that the merchants do not need to have fresh produce delivered on a daily basis as that is not a productive way to operate.

18. Becky Connors (Woods Hole) – Ms. Connors is the manager of The Sands of Time Hotel on Woods Hole Road and has heard from her guests and her neighbors that the 5:30AM traffic continues to be an issue. She said it is time to think about New Bedford. She made the point that many years ago the ferry ran trips to Nantucket out of Woods Hole in addition to the Vineyard trips. She said the Steamship Authority was able to shift their operations to Hyannis for those Nantucket trips and that this would be another shift similar to that one when operations for freight are moved to New Bedford. She suggested that the freight traffic be moved to New Bedford at least for the morning trips as the island's growth is only going to increase. She said that alternatives solutions need to be thought up so that the area is safer, residents can sleep and the island still gets its services.
19. Catherine Bumpus (Woods Hole) – Ms. Bumpus said that when the 5:30AM boat was first proposed people were not given the opportunity to weigh in on the conversation at that time because the schedule was not advertised in advance. She said that Falmouth has been bearing the burden of convenience for the island rather than sharing it. She asked that the Steamship Authority be respectful in its operations to all of its communities.
20. Jeff Kristal (Tisbury) – Mr. Kristal stated that he was a Tisbury Selectman and said that Steamship is the island's lifeline. He said that this same discussion has been happening for years and he thinks that this year progress has been made in forming the task force and working group. He said that these two groups have had constructive dialogue and showed the island's acknowledgement of the concerns in Woods Hole. He said that despite the progress made, some people wanted to circumvent the working groups and move to legislative action. Mr. Kristal asked that the Steamship Authority continue with the 5:30AM boat for the continued delivery of goods and services that are essential to the island and requested that the two working groups resume their productive and honest discussions.
21. Robert Morris (Woods Hole) – Mr. Morris said that the health of the people in Woods Hole and Falmouth are being sacrificed for the convenience of the Vineyard. He said that at one of the meetings it was mentioned that changing the schedule would put a strain on the restaurants and businesses because shipments would be later in the day during their peak business hours. He said that there was no concern for the hundreds of Falmouth residents that would be woken up early by these trucks traveling along the main roads.
22. Jim Rogers (Tisbury) – Mr. Rogers stated that he was a Tisbury Selectman and said that the working groups are highly important and progress is being made. He said that he doesn't believe it would be an easy transition to moving the freight from New Bedford. He said that there would be cost and weather issues and the amount of fuel for the vessel involved would increase exponentially. He said that he is sympathetic to the residents in Falmouth, but he is opposed to the change in the Enabling Act, citing that there was a

reason it was put in place and that reason has held up. He said that the Tisbury Board of Selectmen would submit a written statement to further express their view on the necessity of the 5:30AM freight trip.

23. John Dowling (Woods Hole) – Mr. Dowling said that the danger of the trucks speeding down Woods Hole Road needs to be taken into consideration. He said it's not only the noise of the trucks, but also the speed at which they travel that is concerning to Woods Hole residents. He said that he thinks there is a need for legislative change in the way the Steamship Authority is organized and how it's represented. He said that moving at least some of the traffic, in particular the freight traffic, to New Bedford makes sense.
24. Adam Turner (Director of the Martha's Vineyard Commission) – Mr. Turner added to his previous statement that the Vineyard does take the issues raised very seriously and is working towards being a part of the solution. He said that he hasn't heard a productive alternative to the 5:30AM boat and that New Bedford is not a solution in the near future.
25. Nathaniel Trumbull (Woods Hole) – Mr. Trumbull added to his earlier statement that the Vineyard does not need food deliveries so early in the morning and suggested having items needed first thing in the morning to instead be delivered the night before. He said that the Falmouth Transportation Management Committee members have suggested solutions to some of these issues by moving the entire schedule back by 30 minutes a day and utilizing the unscheduled trips in the middle of the day. He said that the 5:30AM ferry is only about the convenience for Vineyard shippers and businesses and that in comparison, there were fewer responses from the Vineyard residents regarding the proposed schedule than mainland responses.

Mr. Trumbull said, regarding moving the freight trips to New Bedford, that the impact of the final cost of goods on Martha's Vineyard would be less than a 1-2% increase. He said that by moving the freight operations to New Bedford, traffic would be alleviated at the bridges, rotaries, in Falmouth and on Woods Hole Road. He said that this issue of running freight trips out of Woods Hole not only disrupts the sleep of the residents, it also adds significant levels of emissions from the diesel trucks in close proximity to the residents living along these routes.

Receipt of Written Testimony Regarding the Proposed Schedules

In addition to conducting the hearing on May 3, 2021, the Authority encouraged additional public input by including the following statement within its March 19, 2021 scheduling advertisement: "If you have any comments, please submit them by April 20, 2021 via email to schedules@steamshipauthority.com or mail to the Steamship Authority, Attn: Proposed Schedule Changes, 228 Palmer Avenue, Falmouth, MA 02540."

Copies of all of the written testimony received by the Authority at the above referenced email address are included herein as **Appendix C**.

2022 Operating Schedules

Following its receipt of the May 3, 2021, hearing testimony and the written comments submitted to schedules@steamshipauthority.com, the Authority focused its review upon the two (2) requests made within the Falmouth residents' petition: (1) elimination of the 5:30 A.M. daily freight trip departing from Woods Hole to Vineyard Haven from the 2022 Summer Operating Schedule and (2) the proposed development of the City of New Bedford as an off-Cape freight port.

As now proposed, the 2022 Summer Operating Schedules between Woods Hole and Martha's Vineyard, including the 5:30 A.M. daily freight trip departing from Woods Hole, would operate from May 17, 2022 through October 19, 2022.

Discussion

A. The Authority will continue to operate its 5:30 a.m. freight trip from Woods Hole during its 2022 Summer Operating Schedules.

Following its receipt of the Falmouth residents' petition and in an effort to examine the utilization of the 5:30 A.M. daily freight trip departing from Woods Hole ("Trip 201"), the Authority compiled and analyzed its traffic data detailing the average number of vehicles carried on ferries operating between Woods Hole and Martha's Vineyard from May 19, 2021 through August 31, 2021. Copies of the data compiled and analyzed by the Authority are included herein as **Appendix D**.

As noted in the data sheets, Trip 201 had an occupancy of approximately eighty percent (80%) Monday through Friday and approximately seventy-five percent (75%) on weekends between May 19, 2021, and August 31, 2021. As reported in the past, Trip 201 only carries trucks that are less than forty (40) feet in length (3 spaces), which are invariably "multi-stop" trucks that carry food stores and other perishables that require daily delivery to Martha's Vineyard. By continuing to limit the sizes of the trucks on Trip 201, the Authority seeks to minimize the amount of early-morning noise in Woods Hole despite the fact that this commitment limits the operational flexibility of the spaces available for trucks on its ferries scheduled later in the day. As noted during the May 3, 2021, hearing, moving the smaller and quieter trucks to Trip 201 opens spaces for larger trucks later in the day.

To thoroughly understand the implications of eliminating or moving Trip 201, the Authority also examined Trip 200, which is the 5:30 A.M. departure from Martha's Vineyard. Trip 200 had an occupancy of eighty-five percent (85%) Monday through Friday and approximately seventy-two percent (72%) on weekends between May 19, 2021, and August 31, 2021. The high occupancy rates coming off the island are indicative of the demand and necessity for early morning

service during the summer months. Eliminating or moving either Trip 200 or Trip 201 to later in the day will only increase the traffic congestion on both the island and in Woods Hole, which is not desirable for any community or the Authority.

In an effort to increase communication and to discuss potential solutions to operational issues, the Authority has conducted regular meetings of its Woods Hole/Falmouth Noise & Traffic Mitigation Working Group since August 2020. The Working Group has established a good relationship amongst its members from Falmouth and the island communities of Oak Bluffs and Tisbury. Copies of the Working Group's meeting minutes can be viewed at www.steamshipauthority.com/about/meeting_notices.

By working and communicating together, the Working Group's members have identified several areas for improving the Authority's service by analyzing its operations and developing thoughtful means to address them particularly the mitigation of traffic congestion and related noise. For example, at its recent meeting in July 2021, the Working Group discussed, analyzed and recommended the potential for the Authority to operate its service from Woods Hole on a reservation-only basis for its customers during its 2022 Summer Operating Schedules. By moving customers to a reservation-only service, the Authority may reduce traffic backups that develop during the busy summer schedules. At the present time, the Authority's staff is examining the potential impacts to operations if a reservation-only service is employed. To implement this significant operational change, staff will continue to engage with the Working Group.

To implement this change successfully, educating customers on their travel options will be key. For example, some feedback received from island-based customers has indicated a lack of awareness of the Authority's Blue Line. This program allows for a minimum of fifteen (15) cars to be placed in a standby line on reservation only days at the Woods Hole and Vineyard Haven terminals. The program is available to customers eligible for the auto excursion fares or the preferred spaces. Of particular note, vehicles used for commercial purposes are not eligible for the Blue Line. The availability of the Blue Line may be suspended or halted at any time during the day, at the discretion of the agent on duty due to trip cancellations or other unforeseen circumstances. The minimum number of cars may also increase at the discretion of the agent on duty. See the Authority's "Special Page for Martha's Vineyard Residents" at www.steamshipauthority.com/residents/vineyard for further information.

Furthermore, the Authority has been communicating regularly with members of Falmouth's Transportation Committee concerning the efforts of the Working Group and the issues raised at their meetings. Recently, Mr. Davis provided Edward DeWitt, chair of the Transportation Committee, a memorandum addressing the Authority's early morning operations at the Woods Hole Terminal that summarizes the efforts made to address the community's concerns. The Authority appreciates the Committee's willingness to discuss these issues and welcomes future opportunities to continue to work together. A copy of Mr. Davis's memorandum to Mr. Dewitt is included herein as **Appendix E**.

In summary, the Authority deems Trip 201, its 5:30 A.M. daily freight trip departing from Woods Hole as a vital component of its summer operating schedule and its service to its customers. Eliminating or moving Trip 201 to later in the day will negatively impact the Authority's

operations and increase traffic congestion on the island and in Falmouth. At the same time, the Authority remains committed to continue working with the Working Group and communicating with Falmouth residents to address and minimize traffic congestion and the amount of early-morning noise related to its operations. To report any traffic congestion or related noise concerns, please find contact information for the Authority at <https://www.steamshipauthority.com/about/contact> or email whtraffic@steamshipauthority.com.

B. The Authority will issue a Request for Proposals from parties seeking to conduct licensed freight operations between the City of New Bedford or another off-Cape port and Martha's Vineyard.

In April 2016, the Authority prepared a preliminary report to identify various alternatives to provide a freight ferry service between the City of New Bedford and Martha's Vineyard. A copy of the report can be found at <https://www.steamshipauthority.com/about/forms>.

Following the issuance of the April 2016 report, the Authority received comments on the feasibility of such a freight ferry service. In 2017, the Authority retained Flagship Management LLC ("Flagship") to investigate the potential of a private operator providing a freight ferry service between New Bedford and Martha's Vineyard. In August 2017, Flagship issued its initial report on the potential for such a freight ferry service. A copy of Flagship's report can also be found at <https://www.steamshipauthority.com/about/forms>.

In August 2020, the Authority's Long-Range Vineyard Transportation Task Force met for the first time. The Task Force is currently comprised of members residing in Falmouth and Martha's Vineyard. They discuss and analyze Martha's Vineyard's traffic demands and the impacts that those demands have on mainland communities particularly the Town of Falmouth. Copies of the Task Force's several meeting minutes can be viewed at www.steamshipauthority.com/about/meeting_notices.

At its meeting in November 2020, the Task Force discussed potential freight facilities in New Bedford and Martha's Vineyard. The discussion reviewed the Authority's previous freight service reports referenced above and the potential for barging operations to the island. The Authority has communicated to the Task Force that due in part to its current fleet compliment it is unable to provide viable and reliable freight service to and from New Bedford.

With the number of comments made during the recent May 3, 2021, hearing and set forth within the written comments received after the hearing, the staff is proposing to seek Requests for Proposals from parties willing to conduct licensed freight operations between New Bedford and Martha's Vineyard. Previous efforts to establish such a service have been unsuccessful, but several years have passed since Flagship issued its report and some operators may now be eager to investigate and provide the service. To date, the Authority has not received any written proposals to provide freight service between New Bedford and Martha's Vineyard following the issuance of Flagship's report. Accordingly, the Authority is willing to entertain proposals from other entities seeking to offer viable freight service to Martha's Vineyard.

Finally, the Authority will be issuing an invitation for bids and the award of a contract to conduct a strategic planning initiative within the next twelve (12) months. Clearly, discussion of Martha's Vineyard's traffic demands and the impacts that those demands have on mainland communities will be a part of this initiative as the Authority examines its short-term and long-term goals in providing its essential service to the island.

DRAFT

APPENDIX B



Steven Sayers: -attendees. the number is not increasing anymore, so we will go ahead and begin the hearing today. Good afternoon, everyone. My name is Steven Sayers and I'm counsel for the Steamship Authority. Today, the Authority is conducting the public hearing pursuant to section 15a of its Enabling Act, on its proposed 2022 winter, spring, summer, and fall operating schedules. I would like to inform everyone that Sean Driscoll, the Authority's communications director is making an audio and video recording of today's hearing. In addition, Falmouth Community Television and as FCTV is broadcasting this meeting live on channel 15 and making a video and audio recordings of it as well.

I note that this is a hearing being conducted by the Authority today and not a board meeting. Therefore, while board members may be in attendance, they will not be deliberating on the proposed schedule changes today, or otherwise, responding to any testimony at this time, they are here to listen, as are we. Today's recording of the hearing will also be made available to them, so that they can view it after the hearing is concluded. I would like to introduce some of the members of the Authority's management staff, who are also here today and whose responsibilities include our reservations and terminal operations. General manager, Robert Davis and Director of Shoreside Operations, Alison Fletcher.

The Authority's Enabling Act requires the Authority to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket, and New Bedford, all of its proposed schedule changes at least 60 days prior to their effective date. Accordingly, in March, the Authority plays newspaper advertisements of its proposed 2022 winter, spring, summer and fall operating schedules for the period from January 5, 2022, through January 2nd, 2023. The Authority's 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 on the proposed schedule changes, the Authority shall conduct a public hearing within 14 days of receiving the petition. On April 20th, the Authority received a petition with respect to his proposed schedules that was signed by 103 residents of the town of Falmouth. That is why we were holding this hearing today.

The purpose of today's hearing is to receive testimony regarding the Authority's proposed schedule changes to ensure that we gain the benefit of the views of the parties affected. The Authority will also consider written testimony that is submitted regarding the proposed schedule changes, but we ask that written testimony be submitted as soon as possible after today's hearing to ensure that we can consider it. Written testimony can be emailed to schedules@steamshipauthority.com, that is, S-C-H-E-D-U-L-E-S@steamshipauthority.com.

During this hearing, we will not be accepting comments or questions via Zoom's chat function. If there are additional comments or questions you wish to submit in writing, please do so by way of email. In their petition, the 103 Falmouth residents object to



the Authority's proposed 2022 freight operating schedules between Wood's Hole and Martha's Vineyard as announced in the Authority's newspaper advertisements.

As advertised, the Authority's proposed 2022 freight operating schedules between Wood's Hole and Martha's Vineyard would be essentially the same freight operating schedules that were approved for this year, as well as the same freight operation schedule we ran in 2018 and 2019 and were approved for 2020 before our schedules were modified last year due to the emergency created by the coronavirus pandemic. For 2022, the Authority is proposing to once again operate a 5:30 AM freight trip from Wood's Hole only during its summer operating schedules, with The Motor Vessel Governor, from May 17th through October 19th.

The Authority is also proposing to continue to limit the size of the trucks the Authority carries on that 5:30 AM freight trip from Wood's Hole: the trucks that are less than 40 feet in length, which it began doing in 2018 so that less noise is generated by the trucks that drive to the Authorities Wood's Hole terminal in the early morning hours. After the petition was submitted, the Falmouth Transportation Management Committee also asked the Authority to consider alternative schedules that would eliminate the 5:30 AM summer freight trip from Wood's Hole. One alternative schedule that has been suggested is for the Authority to shift all of the ferry trips between Woods Hole and Martha's Vineyard so that they all would start and arrive at one half-hour later than the Authority's proposed schedules.

Another suggestion is simply to eliminate the 5:30 AM summer freight trip and instead operate a 2:00 PM trip with the Motor Vessel Sankaty, on a regularly scheduled basis, rather than operating that trip only as needed. Accordingly, the staff will be considering not only the Authority's proposed schedules, but also these suggested alternative schedules, as well as any other alternative schedules we may come up with our own. In order to evaluate whether any of these alternative schedules will be able to provide adequate transportation for Martha's Vineyard during the 2022 summer season, without the 5:30 AM freight trip, the staff will also be collecting more information over the next few months, including information about the Authority's service and the utilization of its vessels capacity this coming summer.

After evaluating that information, as well as the oral and written testimony provided through this hearing process, the staff will prepare one or more draft reports recommending either that the Authority maintain portions of its 2022 schedules, as originally proposed, it that it make modifications to those proposed schedules. The staff would also explain the reasons for the recommendations, summarize the oral testimony received, and attach all of the written testimony received. When each draft report is prepared, it will be forwarded to the authority's board and port council members, and then posted on the Authority's website. We will also email people to let them know of the availability of the draft report on our website if they have provided us with their email addresses through their written testimony or if they email us later asking to be notified. Those of you who would like to be notified of the



availability draft reports should email your request two
schedules@thesteamshipauthority.com.

We will now call on members of the public who have joined the Zoom hearing, who indicate that they want to give testimony. I want to note that this hearing is not an adjudicatory proceeding. Therefore, we will not be asking people to testify under oath, nor will we restrict people's comments to testimony that conforms to the rules of evidence observed by the courts. Finally, I would ask those who testify to keep in mind that we would like everyone who wants to get testimony today to have a fair opportunity to testify. If there is time, after we receive everyone's testimony, we will try to give people an opportunity to testify a second time for the purpose of responding to comments made after they gave their initial testimony.

In the event we don't have the time for those responses, we encourage all of you to submit written testimony as soon as possible, after this hearing, by emailing them, again, to schedules@steamshipauthority.com. Because the petition objects generally to the Authority's proposed 2022 freight operating schedules between Wood's Hole and Martha's Vineyard, I think it would be helpful if I first call on Nat Trumbull who submitted the petition on behalf of the 103 petitioners, so that he can describe specific aspects of those proposed freight operating schedules to which the petitioner objects. Mr. Trumbull, if you are an attendee today, I'm asking if you would like to testify first. If so, could you please indicate by clicking on the "raise my hand" icon on your Zoom screen or by pressing *9 on your phone? Yes, he has. Sean, if you could bring Nat Trumbull over to testify, please.

Sean: Will do.

Steve: Go right ahead, Mr. Trumbull.

Nat Trumbull: Steve or Sean, may I ask how many attendees there are?

Steven: At the moment, there are 91.

Nat: The petitioners have two requests for the Steamship Authority. First, we ask you to eliminate the 5:30 AM daily freight schedule from Wood's Hole. It causes fully loaded trucks up to 40 feet in length to cross multiple Falmouth neighborhoods at 5:00 AM or earlier. In the summer, the number of trucks can exceed 600 per day. The noise from those trucks is unavoidable. This is impacting hundreds of Falmouth residents along a six-mile stretch of Falmouth that includes Palmer Ave, North Main Street, Locust Street, Wood's Hole Road, Queen Street, and Cowdry Road. You are depriving hundreds of Town of Falmouth residents of sleep at 5:00 AM or earlier. This is a public health issue. We ask you to recognize that and respond by making a long-requested change in next year's freight operating schedule.

Second, we ask for meaningful in serious development of New Bedford as an additional off-cape freight port for shipping to the Vineyard. The Steamship Authority needs to embrace regional transportation planning. New Bedford as the mainland

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port must be part of that regional planning. I would like to say an additional word about senator Moran's proposed amendment to the Enabling Act of the Steamship Authority. Today's hearing is a manifestation of the very problem that Senator Moran's amendment aims to solve. The current voting structure of the Steamship Authority gives the islands an absolute veto and deprives the other three voting communities of any meaningful participation in the Authority policymaking.

Senator Moran's amendment seeks to promote negotiation and compromise to ensure that the islands and mainland port communities work together to solve problems, whether it be about freight operating schedules or planning, now, for additional mainland ports as the islands continue to grow. Rejection of our requests today demonstrates the need for the amendment.

Steve: Thank you very much, Mr. Trumbull. Now, I would like to ask anyone else who would like to testify to click on the raise my hand icon on your Zoom screen, or if you are joining us by phone, to press *9 on your phone. Also, when you're recognized and asked to speak, which you will be able to do with or without your video on, by chance, please start your testimony by telling us both your name and address. We will take them in the order that they have their hands raised. Sean, if you could please bring Adam into the hearing.

[background noise]

Steve: Adam, you're on mute.

Adam Turner: I didn't see where my camera was so let me just adjust my big head. Thank you, Steve, for allowing me to testify and thank the Steamship Authority. I'm not going to speak to all the issues that were just raised-- [crosstalk]

Steve: Could you identify yourself.

Adam: Adam Turner. I am a director of the Martha's Vineyard Commission. I am not going to speak to a lot of the political things that were just raised, I'm just going to speak to the necessity of the 5:30 boat. The 5:30 boat is critical to the Vineyard's year-round economy, especially during the scheduled months from May to October. Retaining the early boat, the 5:30, for smaller trucks allows the Steamship Authority adequate space for the longer 18-foot trucks that go on the six o'clock boat. The reason that it's really critical is there's just enough time to travel to the Vineyard to do their destinations and unload before the morning congestion begins within the downtown business districts.

Again, that's the real reason, is these trucks have a couple of hours to make their deliveries and to do what they need to do before there's a lot of traffic and it just takes them hours and hours to get through traffic to make their deliveries. The truck using the boats needs to get their deliveries prior to traffic picking up, which occurs after 8:00 AM daily, during the summer, and portions of the spring and fall, reducing traffic congestion on the Vineyard towns narrow streets and downtown areas during

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the summer permits suppliers to get on and off the island before the traffic builds. Can I share my screen? Is that possible?

Steve: We have confirmed that you should be able to share your screen during this time.

Adam: I won't take very long. I do want to just show you a couple of things. Can you see that?

Steve: Yes.

Adam: I can submit them. You can see from the graph that about 7:00 AM to about 7:00 PM, and I have several slides in different portions of the island. The graphs are all the same. It basically shows that by eight o'clock in the morning, during the summer-- These are July last year, which was a pandemic year but it can show that, basically, we have huge traffic problems right after roughly 7:00 AM. To put this traffic on boats that go later, especially a two o'clock boat, that makes no sense. Then they're just going to get stuck. I'll go on to the rest of my testimony. Thank you for that.

Let me just get back to my notes. Thank you. It's really important that we get them in and out. Why is it important? Because basically, they have to supply the goods and services to the island, especially food stores, restaurants, other locations who frequently restock every day. Basically, they go through their perishables almost every day. Allowing the retailers to unload, stock, and prepare for each day's inventory is important to the economic viability of these businesses. Again, I'm just providing facts that there is 1319 business establishments, that with an average monthly employment of 9068. That role in the retail business, there's 191 retail businesses, 15 grocery stores, 13 food stores, 9 beer and wine stores, the rest, restaurants, 52 clothing, and accessory stores. I also had one still, 15 building material supplies and landscaping supplies; most of our development occurs in the summer, 109 food services and drinking places, and 99 restaurants.

It's also important to note that there's people that work on the island, that live in Falmouth or live in other places on the Cape, and they also take that boat. In conclusion, I would like to see-- one number is-- he said 600 trucks, how many trucks are on really on that boat? 600 trucks during the day, but that doesn't account for how many are on that boat. I would also note that we're open to discussion, and I've always been. My staff, Steve has been attending your meetings, and Vineyard commissioners have been attending long-range. We are taking this seriously. Like I said, our commissioners attend your long-range, my staff attend your short-range. Any help I can give you, I will. Thank you for the time.

Steve: Thank you, Mr. Turner. Just to let people know, there are maybe 10 to 15 people who have raised their hands. The next one is Debra Seagul, and after that, just so they can prepare themselves, is Damien Koffler and then Eugene Koffler. Debra Seagul, you are on. If you could unmute yourself. Ms. Seagul, could you

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unmute yourself? I'm sorry, but you are not unmuting yourself, so we may have to put you back in the queue. For like an auctioneer, going once, going twice. Sean, I'm sorry, but if you could put her back on the queue. Oh, wait.

Sean: Oh, no. Hang on, I'll get her back.

Steve: Okay. Debra Seagul, you're back again. Are you able to unmute yourself this time, more quickly? Maybe that was just a function of you putting her back in the queue.

Sean: Yes, I'm not sure.

Steve: I'm sure they'll have some opportunity later. You could put her back on the queue and take Damian Koffler.

Sean: I'll leave Debra out there, if she comes in, and we can fit her in after Damian.

Steve: That's a better solution.

[silence]

Steve: Mr. Koffler if you could unmute yourself.

Damian Koffler: Can you hear me? Thank you very much. I have four interconnected points, starting with the 5:30 boat.

Steve: Please, could you provide your address as well?

Damian: Yes. My apologies. Damian Koffler, 49 Gosnold Road, Woods Hole.

Steve: Thank you.

Damian: I have four interconnected points, starting with the 5:30 boat run, which is not a lifeline boat run. People from the vineyard and then the docket claim that the SSA, the Steamship Authority is a lifeline. However, the very definition of "lifeline" is not well defined, or defined at all. Therefore, the concept of a lifeline has evolved into an ever-increasing demand for more boat service. We've even heard that the Steamship Authority has stated that it will eventually probably move to 24/7 hour operations due to continued growth because its presently running at full capacity.

The Steamship Authority claims it needs the 5:30 boat to deliver essential materials, such as medicines and food. However, most of the boats on the early boat are carrying, not such materials, but rather building supplies and other non-time-sensitive or essential materials. The 5:30 boat run has never been adequately justified, in spite of what we just heard from the Martha's Vineyard Commissioner. In addition, the Steamship Authority stated, when it initially proposed the 5:30 boat run, that it would be disconnected if it was creating problems for the communities, which it has been, and yet, the Steamship Authority has not discontinued that.

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That was a promise of the Steamship Authority at the time it originally proposed to run. It is clear to me, at least, that the services provided by the Steamship Authority are aimed at taking care of the desires, predominantly, of the island developers rather than serving as a lifeline for essential materials. Related to that, is that the islands are actually being held hostage by the Steamship Authority. The Steamship Authority and the islanders do not want any changes to the Enabling Act because, presently, they can do anything they want without considerations of the three other voting communities. This is due to the supermajority of both the islands.

They claim that any change to the Enabling Act, which gives more say to other communities, would cause the island to be held hostage by mainland communities. This is false because it is only due to some level of change would only force a level of communication between the communities, where none presently exists. Negotiations between all five parties will be for the benefit of all sides, not only the islands. The islands neglect the fact they're already being held hostage by the Steamship Authority. This is because the Authority has a monopoly and, virtually, is the sole provider to the islands.

Therefore, the island's costs are actually higher than they would be if alternative ports were used and competitive services provided, which would reduce island costs. That would be for everyone on the islands. Point four, "the Enabling Act changes will bring divisiveness." This is a claim by the island people. This is that it would give-- the mainland communities would create divisiveness if they had any say in the operation of Steamship Authority, but they neglect the fact that is precisely the arrangement of the Enabling which has created the active divisiveness which exists presently. Without any input from the other three communities, the islands with their supermajority will always control what happens, and so far, it appears that everything they want, they get.

My fourth and final point is the concept of a lifeline from the Steamship Authority is a fairy tale. They claim that is their lifeline, but there is no lifeline because there is only one shipper, the Steamship Authority. Yes, there are some others, but the barge present service, and the fast boat, is a minimal portion of that service. Therefore, the islands really need a true lifeline, and that could only come by adding off-cape ports. Where would the lifeline be for the islands if, for example, there was an accident in Woods Hole that made the port inaccessible for days or weeks? What happened if there was a major event along Route 28 or a problem on one of the bridges that could last-- If it was the bridge, it could last for months, what would happen then? In such a case, the islands would truly suffer for lack of supplies, in addition to which nobody could get on or off the islands.

Sorry for that background noise. It is time to be realistic. It is no longer the '60s with casual flow, minimal flow, of people and materials. It's time to move forward and get the Steamship Authority to voluntarily, or by force, if necessary, to expand its thinking to include offshore ports and its monopoly. Something must be done. Without the Steamship Authority cooperation, the Steamship Authority enabling Act

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act must be radically changed to create a more balanced input to controlling Steamship Authority operations. If this is not effective, then the monopoly of the Steamship Authority will have to be broken, and outside bodies brought in, or a body, to assure oversight of the Steamship Authority to make sure that it operates to the beneficial well-being of all the communities involved, as well as to the islands.

It is time, again, for the Steamship Authority to consider the needs and well-being of all those on whom it has a great impact. Thank you so much.

Steve: Thank you, Mr. Koffler. Sean, Debra Seagul, I see, has her hand raised, so she may be ready to unmute herself now. She is. Ms. Seagul, if you could-- We know your name, but if you could give your address, please.

Debra Seagul: Yes, my address is 50, Friends Way. I live in West Falmouth, between Route 28 and Route 28A, and I apologize for the previous confusion. Falmouth residents do understand the ramifications, for the Vineyard residents, of canceling the 5:30 AM ferry, but rhetoric that attempts to demonize Falmouth residents for wanting a good night's sleep, without any attempt to engage in meaningful discussion or compromise, is irresponsible. In closing, I offer one hard, cold fact to clarify that this problem affects more than the Woods Hole residents who are blamed for complaining about early morning noise.

Within the boundaries of the border town line to the north, Wishing Moon Hill, where Route 28 goes from four to two lanes, in the south, Route 28A, to the west, and Route 28, to the east, there are more than 900 homes. That is more than 900 people who are being awakened between 4:30 and 5:00 AM when our windows are open in the summer. Thank you for allowing me to give this testimony.

Steve: Thank you, Ms. Seagul. The next one is Eugene Koffler, and then Suzanne Koffler is after-- Ms. Koffler, if you could unmute yourself. Thank you.

Ms. Suzanne Koffler: [coughs] Good evening to everyone. I wish to express my support for Senator Moran's proposed amendment to the Enabling Act. It is time for the mainland communities to have a fairer share in determining their destinies, starting with the quality of life, the elimination of the 5:30 AM boat, and the truck traffic that it occasions. With increased voting power, we could look forward to the Port of New Bedford for the transportation of nonsensitive goods, to the reduction of the wear and tear on cape infrastructures, traffic congestion, air, light, and noise pollution, to a quieter, calmer, safer environment.

A stronger vote would allow the reconsideration of the landside development of the Woods Hole Terminal. The Steamship Authority has already disfigured the waterside. In spite of the opposition of the Woods Hole Community Association, the Steamship Authority appropriated public water by extending the three slips 90 feet into the harbor. An intrusion that has altered the approach to the channel into the Eel Pond has partially obstructed the view from the drawbridge of the Elizabeth Island

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[unintelligible 00:29:27] and has disrupted the proportions of this dense park of Great Harbor.

What's more, we have learned that due to inadequate preliminary drilling, Cashman is now running into rock beds, obliging construction modifications that are driving up the already phenomenal price of this project. Having collectively examined the architectural plans for the landside terminal pre-structure at its 40% stage,

the same lack of forethought is apparent. The plans blur essential considerations, such as the boundaries of the site and the impact of its elevation, on top of which would sit the oversized ticket office. The plans do not propose rational traffic circulation, pickup, and drop-off points. They do not respect existing greenery nor the views of the abutters, et cetera. the Steamship Authority is trying to jam too much into too little space and is not planning for future growth on the Cape and Islands.

I am, however, grateful for the space allotted to the waterfront park. The restoration of this zone will help us restore the character of the historic corner of the village, over which trucks exiting from the third slip are currently rumbling. The community awaits timely responses to the list of questions they have submitted concerning this reconstruction. With increased voting power, we of the port towns can hope for a say in a situation with which we will be living for the rest of our lives. That's more about the construction, but it has to do with the way the Steamship Authority is running its operation. Thank you very much. Good night.

Steven: Thank you, Ms. Koffler. Next person is Suzanne Koffler. Just so people know, there are 11 people who have their hands raised in the queue, so give a sense of how long it will be. After Suzanne Koffler, it's Pam Stark. Ms. Koffler, I see you've already unmuted yourself. Thank you.

Suzanne Koffler: Yes. Found it. I have a brief written statement. My name is Suzanne Koffler, and I live in Woods Hole on Gosnold Road. I agree with some of the earlier comments and will try to reframe the Enabling Act slightly differently. I'd like to see the Steamship Authority broaden its accountability to Falmouth, Woods Hole, and Bourne by taking seriously the Quality of Life clause in the Enabling Act as a strong part of its mission. Since the Steamship Authority is engaged in delivering of goods and services to the island, I find it a compelling approach to the Enabling Act to see the Steamship Authority delivering important goods and services to the mainland, with the same commitment as to the islands.

Reasonable parties on the mainland and on the islands can see this improvement as a fair and just approach. In this process, a well-thought-out balance of business at all levels and services at all levels is needed. I find the present structure way too out of balance. Progress on implementing a fair version of the enabling act is needed. For example, a good or better night's sleep is a commodity that the Steamship Authority could deliver to Falmouth, Bourne, and Woods Hole by shifting its scheduling to accommodate a later freight boat. Community life is being affected with Woods Hole disproportionately, however, a 5:30 freight trip lacks fairness under the Enabling Act.

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Re-imagining scheduling may seem hard for a lot of entities, but not as hard as persistent sleep deprivation. It's time for a change.

Another quality-of-life element is downsizing the operation in Woods Hole, also under the clause of Quality of Life. Since continually rising truck and auto emissions at the Steamship Authority site reduces the health resilience of humans and plants, this imposition is not a fair bargain for anyone, or a responsible bargain for the region and the state. The present growth rate, real and projected, is not sustainable on this side. These two issues and others underlie the 18 topics and many related questions that were acknowledged by management on April 7th.

The April 20th board meeting contained information that the next proposed community discussion would be in the fall at the 90% stage of planning. Since residents are interested in influencing planning for their reasonable and fair benefit, it would be helpful for the questions to be answered and returned to us well before the fall. The community would be under the Quality of Life clause benefit from further discussion to make sure their adjustment requests are represented. The community requests both the answers and another meeting well before the 90% phase. I would like to close by personally supporting the Moran proposal. The amendment does not provide veto power, but rather, a better sense of the Enabling Act's relation to all the Commonwealth members. Thank you.

Steven: Thank you, Ms. Koffler. Next is Pam Stark, and after that is someone with the first name, I assume, of Ellie. We have 10 people in [inaudible 00:35:40]. Ms. Stark, if you could unmute yourself. Thank you.

Pam Stark: Hello?

Steven: Hello.

Pam: This is frustrating. I'm not seeing the camera icon.

Steven: You have to hover it around it, I think.

Pam: I'll just speak without being visible because it's not popping up. I'm sorry I combed my hair for this. Anyway, I do want to thank you for holding this hearing. For expediency's sake, I'm just going to ask a few questions and answer a lot of them myself, and then leave a few open at the end. I also want to thank the Koffler's before us, and Debra's. They were wonderful statements that were very inclusive. Mine will be a little more narrow-focused. One, was slip three historically ever a fully functional slip? No. It was used for overnighting and emergency dockage.

Two, did the Steamship Authority insist that the peer renovation was not being driven by growth and that slip number three needed its capacity increased so that they could maintain two functioning slips at all times during the renovation? Yes. The answer to that was yes. Sorry. Three, how will the piers be used this summer? The Steamship Authority is now saying all three slips are needed to be fully functional

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this summer. This means, two or more vessels could be loading and unloading concurrently. A practice that was initiated a few summers ago with two vessels, with two fully functional piers. How does going from two fully functional piers to three fully functional peers not illustrate growth? This I can't answer.

The unbridled arrogance, and excuse me, Steamship Authority, of the Steamship Authority in the face of this reality of growth and its negative health and environmental impacts is to threaten 24/7 operations in hopes of quelling any discussion. As stated in the Steamship Authority's Enabling Act, the Steamship Authority exists for the benefit of all the people of the Commonwealth. At what point will the people of Martha's Vineyard and Falmouth demand that the Steamship Authority think out of its constricted box of forcing the ever-increasing traffic burden through the limited port of Woods Hole? Will it be when the oversized ode to an architect's ego of a terminal building is completed and the cost overruns for the entire port facility renovations are placed squarely on the shoulders of island traffic rate increases, and possible special assessments, for both the islands and the hosting shoreside ports? Or will it be when a catastrophic accident happens on Falmouth roads that are not adequate to the load and speeds testing them daily from the Steamship Authority? Or finally, will it be when an emergency or disaster between Woods Hole and the Wise Line Canal bridges halts all ferry service to the Vineyard? I leave you with these unanswered questions. Thank you.

Additionally, hold on one second, please. Wallace has asked me to read a statement from him. Thank you for your forbearance. His title of his statement is, he would like the Steamship Authority to give democracy a chance. Port communities will be watching the statehouse response to Bill SD 1733 filed by Senator Susan Moran. Mainly due to the existing statutory scheme of the Steamship Authority governance, Cape-wide community issues of traffic, noise, and air quality have not been addressed. Larger vessels and increased scheduling of steamship authority trips have outstripped facilities to the extent that the Steamship Authority governance may be deemed to have crossed a legal threshold of nuisance, creating unsafe, unhealthy, and unwelcome conditions that currently impact the very communities it is responsible for serving.

If earlier on in the steamship authority planning processes, there had been more democratic governance, we might not be having this hearing today. A clarification, "and there have been a few of SD 1733," it follows. SD 1733 does not propose a change in individual voting percentages or financial apportionment of deficits. The practical change is the requirement of a minimum of three votes out of five towns to achieve a majority decision on any given board motion or policy concern. It is incumbent on all stakeholders to support the passage of SD 1733 and to give democracy a chance going forward. That's it. Thank you.

Steven Sayers: Ms. Stark, for the record, your--

Pam: Oh, I'm sorry. Yes, Pamela Stark, 9 Little Harbor Road, Woods Hole.

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Steven: Thank you very much.

Pam: Thank you.

Steven: All right. The next person in the queue is Ellie, and after Ellie, it's Jonathan Goldman. Ellie, if you could unmute yourself.

Ellie Armstrong: Hi, everybody. I have a very short, simple question. Can you hear me?

Steven: Could you identify yourself first and give your address?

Ellie: Yes. Sorry. Ellie Armstrong from 57 Millfield Street in Woods Hole, Massachusetts, 02543.

Steven: Thank you.

Ellie: My question is, considering how very expansive these new docks are, and how much trouble the Steamship Authority is causing, would it be better to build a bridge and just completely eliminate the ferries? [silence] That's it.

Steven: All right. Thank you very much. Next one is Jonathan Goldman, and after Mr. Goldman, it's Russ Murphy. Mr. Goldman, if you could unmute yourself.

Jonathan Goldman: Yes.

Steven: Thank you.

Jonathan: I don't know why the video isn't working. All right. I want to thank all the people who have just spoken.

Steven: If you could also give us your address as well.

Jonathan: Jonathan Goldman. Sydney Street, Woods Hole.

Steven: Thank you very much.

Jonathan: Everybody who has spoken has been extremely articulate. Everybody who has spoken has basically repeated what we have talked about for a long time. When I heard the HMI report at Falmouth High School a couple of years ago, it was clear to me that the challenge for the SSA really wasn't listening and responding to that report, and chief amongst it that really made an effective-- that affected me, personally, was how the culture of the SSA functions, or doesn't function, in a community relations way. Now, I understand this meeting is primarily for the discussion of the 5:30 boat, but I think indicative of the larger problem here is the disregard of those basic elements that are enumerated in the Enabling Act, specifically having to do with Quality of life issues.

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Secondly, in hearing the County Commissioner from the Vineyard Commission, person Adam, I am overwhelmed by how many restaurants, businesses, have expanded on the Vineyard, have grown. This growth is undeniable, and I fear, unsustainable as the SSA, as the primary conduit for all the products, services, and elements that go over to function to help Martha's Vineyard function. It becomes, in retrospect, that you never really did grok the idea or understand the ideas put forward by the HMI. I am really stymied to think that any change is going to happen because this is kind of like that Charles Adams cartoon of a suggestion box with a cutaway view that shows you a grinder inside of it. You put your suggestion in and it gets grounded, ground up.

It's fine if, ostensibly, you are listening, but the bottom line is this is an issue that I raised at that meeting at Falmouth High School, and it's about trust, and the trust is really, really thin. There is a chance, over that period of time, called the pandemic, where we could reevaluate essential needs, services, et cetera, but the vineyard, according to Adam-- I'm sorry, but it didn't get his last name.

Steven: Adam Turner.

Jonathan: Turner, Adam Turner. Thank you. Is an example of extreme overabundance, and that's remarkable. It works if you are in Manhattan, but I don't see how it works on an island that wants to contain its growth, that doesn't want as much traffic as both sides have experienced, regardless of what time of day it is. Damien's point about the critical and essential lifeline products that are going to come over at 5:30 in the morning, which is based on your determination of how trucking has to be ameliorated. I think that's a huge problem because not just those who are unevenly not given the time of day when it comes to their complaints, I mean, there were other meetings where we were in the basement on the first floor of the Falmouth library, when truckers showed up and would say things like, "Well, you knew what you were doing when you bought that house. You knew that it was on Woods Hole Road and that the sound was going to be a potential problem."

Yes, but that totally disregards the, as Ms. Siegel said, the 900 residents, houses, of which there's probably at least three or four people in them, which makes it a very large number of people who will be disturbed, or have been disturbed, and how we change that, how we become more civil to each other is in these concessions. As it stands, the protest against the Enabling Act is for equity, it is for kindness, it is for neighborliness, it is for trying to solve challenges on both sides of the sound. Yet, there's a ball in a tiny shop that is in charge of back and forth between those two places.

It is, I know, extremely expensive to be able to think about a new port renovation, like New Bedford, which is poised to do that, but the reality is, with new infrastructure, monies coming both to be able to build a faster and bigger bridge, or bridges, that will bring more people more easily, I don't see how a law cobbled together probably in the late '50s, so that it happens in 1960 originally, isn't thinking, now, about 2050. I don't know who said that, but this is not a time to be thinking in those old terms. It is

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growth, the light alone that we can now see from that butterfly parapet, that goes out to the boat on the third slip is something that completely changes the view scape. That's from Water street, looking across the Landfall parking lot and seeing that thing at night lighting up. I don't really quite get where downlighting was ever even considered.

This isn't really an architectural critique, this is a fundamental social problem. You had an opportunity over this horrible year to reconfigure your approach to the impacted communities, and other than just having another meeting, painfully, at this point, on Zoom, we have not evolved. This is a combination of two extremely well-educated and smart communities. I expect more. I expect kindness, which should be one of the first choice that has to do with the health and benefit of the whole commonwealth. That's what this is.

Right now, Falmouth, for, I would suggest, decades, has been at the brunt end of everything that survives over on the Vineyard and thrives.

That there are 900 businesses, whether they are 20 different large material businesses like lumber stores, mandating that they can have a 5:30 AM shipment at the expense of their neighbors is just wrong. It would be so important to hear from you, or Bob, or Sean, as a spokesman that you recognize this. We need to move forward, not just stick our fingers in our ears and say, "I can't hear you," because that's what the actions demonstrate, and it's just very frustrating. I appreciate that you do this, and it's important, but in terms of solving these monumental challenges of equity, we're missing the mark. The fact that last week's Cashman report, via Sean, of probes that have to go down to be able to determine about the rocks, to me, is unfathomable for a major shoreline renovation project. That this isn't integral to the millions of dollars that have been spent in theorizing how we're going to do this thing, just bodes poorly.

I want to thank you, Steve, for being the brunt of all of this for so many years, but we need some progress. We really do. Thank you.

Steven: Thank you, Mr. Goldman. The next person is Russ Murphy, and after Mr. Murphy, it's Donna Hammers. There are eight people in the queue. Mr. Murphy, if you could unmute yourself.

Russell Murphy: I will do that. I'm not seeing any video. Do you have video?

Steven: We see you, and we hear you.

Russell: Thank you very much.

Steven: There's someone in the background as well. She's leaving, though.

Russell: [chuckles] As she always does.

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Steven: Oh, that's too bad.

Russell: No, that's not true.

Steven: If you could give your address as well.

Russell: Yes. My name is Russell Murphy. My address is Bowditch Road, Woods Hole, 02543. I have a brief statement to make, which I will read from-- The more than 100 petitioners, who requested this hearing, sincerely hope that the presently scheduled 5:30 trips from Woods Hole will be eliminated, that the authority will actively pursue use of New Bedford as a supplementary shipping port, and that the SSA will join with a Falmouth Select Board to solve the severe traffic problems now created by freight shipping out of Woods Hole. I'll submit a more formal written statement, for the record. It reiterates many of the objections to the schedule heard today.

To save time, I'd like to make three brief observations. First, the Authority has so far failed to use its data and expertise to work up an alternative 2022 schedule that eliminates the 5:30 freight trips. This was specifically requested, as you noted, at a recent Falmouth transportation committee. It makes meaningful discussion of changes in the schedule much more difficult, but I was pleased to hear you report that a study will be underway and that an alternative and formal schedule will be presented and that will present an opportunity for additional discussion.

To my knowledge, second, the Authority has never acted on Mr. Packer's recent invitation to have SSA representatives visit his facilities in New Bedford to discuss how they could be used to alleviate current stresses on Woods Hole. Failure to do so suggests a regrettable lack of interest in New Bedford as an alternative shipping port. Third, a different kind of thought. The voters of Key West, Florida, a city comparable in size to Falmouth, recently passed a referendum drastically limiting the size and number of cruise ships entering its harbor and reducing the number of passengers permitted to disembark onto the island.

They acted, despite sustained scaremongering tactics by opponents. At some point, communities facing development are forced to say, "Enough is enough." Steamships schedules should not be driven by the consequences of overdevelopment. "Adequate transportation," as required by the Enabling Act means balanced and fair transportation of persons and accessories of life. The current system is fundamentally unfair to Falmouth and Woods Hole. If the authority, once again, overrides the objections heard today and leaves the 2022 schedule as is, we will have seen the strongest argument in favor of the Moran amendment. I appreciate your time. Thank you.

Steven: Thank you very much, Mr. Murphy. Next is Donna Hammers, and after Donna Hammers is Judith Laster.

Donna Hammers: Hi, can you hear me?

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Steven: Barely. It's very soft.

Donna: Okay. Hello, can you hear me now?

Steven: Barely. You're very soft. If you could somehow turn up your volume.

Donna: How's that? Is that better?

Steven: That's a little bit better.

Donna: Okay. First of all, my name is Donna Hammers, 326 Woods Hole Road, and I want to thank you for listening. I'm a musician, and I listen deeply to the earth, and noise pollution is a real thing. It adds to stress levels in people, plants, and animals. Also, I totally agree with what everyone else has said, that's really concerned about this, and I support Susan Morant's bill. Woods Hole is a magical, magical, precious place, and it's an extremely important place for the balance of the whole world where people are studying about the oceans and the atmosphere, to save ourselves from global warming and sea-level rise. We need to preserve Woods Hole, and we need to take care of Woods Hole and the people who live there.

The animals are endangered with these trucks flying through here. Just this week, I saw coyotes, there's deer, there's wild turkeys. They cross Woods Hole all the time. They could cause accidents, if there ever was an accident with one of these fuel highly flammable trucks whipping around that corner down by the gas station. I see them in the morning when I go to work at the bakery. On an icy morning, that could cause such toxic death to so many people and the water.

Lack of sleep actually, they know now, leads to dementia and Alzheimer's, if you don't get seven to nine hours of sleep. I work with people with Alzheimer's and dementia, and it's a horrible, sad thing that we don't want to wish upon anybody. These days, with COVID, we all need sleep to keep our immune systems strong. The trucks will continue to add to air pollution, which will hurt our lungs and also will contribute to global warming. It's totally irresponsible. It's time for a change, like Jonathan was saying.

It's time to think outside the box, and to think about the next generations. I dare you to really, really do something different. It's time. The whole planet is reconsidering everything at this point because of COVID and global warming. We won't have an Island. It'll be underwater. This whole area will be underwater. We only have like 10 years to turn this around.

All this capitalization and wanting more goods is totally irresponsible. We don't need more material goods. We don't need more development. We need to live more simply and be more self-reliant. Many, many people are growing their own food now. They won't have to have trucks bringing all these different food, and plus with the pollution on the planet, it could be contaminated food. We need to be self-sustaining,

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and more and more people are realizing this. There's really not a need. It's just a greed.

Let's see. I just want to finish by saying, we can do more with recycling, and maybe we could use boats to transport things, simple, the old-fashioned way. New Bedford maybe would benefit as a port, and they're really hurting economically. Maybe they could really benefit. Let's really create something different that will really help the planet and the people. Thank you.

Steven: Thank you, Ms. Hammers. The next person is Judith Laster, and then someone I assume with the first name of Kristen.

Ms. Laster if you could unmute yourself. Yes. Thank you.

Judy: Thank you. Judy Laster, Woods Hole. I am going to start out by saying, I really hope that next May, we're not back here having the same conversation that we've had every year for the past number of years. I hope the reason that we're not back here is because the Steamship Authority listens to us and acts on it, and works to promote and implement the suggestions that have been made for years, which are reasonable and which would benefit not only Cape Cod, but Martha's Vineyard and Nantucket as well.

I'm just going to start out by saying, yes, this is about the 5:30 boat. Last year, you managed to eliminate the 5:30 boats. Martha's Vineyard went on. Martha's Vineyard was able to be accessed with the goods and services that they needed. That should serve as a starting point for this discussion.

What I'd like to do initially is go back to May 27th of 2019, when there was an op-ed, in of all places, the Boston Globe, showing that this is not just a Woods Hole issue. It's a regional, a Massachusetts, and greater than Massachusetts issue. The title of that op-ed was *A Tipping Point for the Steamship Authority*. I'm sure you're probably aware of this, and I'm sure you read it at the time.

It starts out by saying, "Should Massachusetts replace the Enabling Act that 60 years ago gave birth to the Woods Hole Martha's Vineyard and Nantucket Steamship Authority. The organization was created by the State in 1960 as a quasi-independent authority to provide adequate transportation of persons and necessities of life between the mainland and the islands. Times have changed, but the Steamship Authority is not-" This is not me saying this. Again, I'm quoting from the Boston Globe.

"-but the Steamship Authority has not with dire outcomes. In the spring of 2018, the SSA experienced three blackouts, a grounding, and a number of critical IT system outages. According to a report released in December, 2018 by HMS Consulting, a consulting group hired by the Steamship Authority, these events led to an erosion in public confidence and raised questions about the Steamship Authority's vessel maintenance practices, fleet rotations, public communications, and other aspects of

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its operations. Underlying these challenges is a relentless population growth in Southeastern Mass, and on the Cape and islands, especially during the summer, and things are getting worse because as the report underscores, the SSA suffers from an absence of strategic planning."

I'm not going to read the whole rest of the op-ed, but I commend it to you and I'd like you to incorporate it into the record. It does say, however, the overburdened system is clearly at a tipping point.

This is not a new conversation. We have this annually. Ostensibly, the entry point is the 5:30 boat, but as we all know, it's a much bigger issue than that. I think Jonathan stayed at a lot of the things that I was going to say, but I will just say a few things before I finish up.

One, representative from the Vineyard actually made the arguments for us, the things that they care about over there in terms of getting served by the trucking that they need, are the same things that we need over here. The traffic created by people speeding down Woods Hole road passing in really unsafe places, creating, what we call here, no left turn season, make it so that it has a deleterious economic effect on those of us who have businesses in the Woods Hole village. As a person who is in that situation I know for a fact, every year people say that they don't want to come to Woods Hole because of the traffic and the parking. That would not be the case if we were able to create logical solutions that are in part that would stem from problems created by the steamship traffic. I know you guys tried years ago, you bought lots more land on the Cape, somehow the traffic to Woods Hole does not get reduced.

The same thing that the Vineyard cares about are what we care about. In addition, the gentleman said that their service people come over. Yes, they park in Woods Hole, their cars and trucks sit here all day. They get ticket after ticket. The ticket prices in Woods Hole were raised this year because the chief said that they need to do something about Vineyard parker's, long-term parking. That's not a good solution when people are more willing to just pay for the parking tickets than they are to try and find a solution because they need to get to work on the Vineyard. That is something that should be something that vineyard would want to be working on with us.

Senator Moran's legislation is certainly not the first effort and certainly not the first amendment to the Enabling Act of the Steamship Authority, as I'm sure you will know. Legislation should not be considered an outrage. It is what we do in this world. We are a democracy. We are trying to create a more democratic process for us to deliberate, and if Senator Moran's legislation is the only way that that's going to happen, then we have to support it. I can't understand why the people on the Vineyard or Nantucket would be concerned about creating a more democratic decision-making situation for us to deliberate things under, not for us, for you, for your governing board. Theoretically, your governing board should be able to do what is in the best interest of all communities.

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Planning for the future, it's not something that you can sweep under the rug. Your consultants gave you a report. I have no idea how much of that has been implemented, but I would like to request that you, again, share the updates of what you have implemented from the strategic planning that they recommended that you do. I have not seen any of that.

Then in closing, I'll just say that other authorities in Massachusetts, and we tend to have a lot of them here, have had these same problems with the communities that get hurt by their actions in the past. Ultimately they're forced to change, whether it's through litigation or legislation. I think we are actually giving you the opportunity to do the right thing. I hope rather than placating us just with a hearing, an annual hearing for the so-called annoying people of Woods Hole, that you will choose to actually listen to what we're saying and act on it and realize that what we're talking about is in your best interest. We are spending a lot of our time and energy and giving that to you as the Steamship Authority freely. It's time for you to give us the respect that we deserve, and rather than just placating us, actually listening to us and acting on what we request. Thank you.

Steven: Thank you very much, Ms. Laster.

Next person is Kristen. Then after that, is CTE Angel Scott **[unintelligible 01:09:26]**.

Kristen, if you could unmute yourself and identify yourself and also tell us your address.

Kristen: Hello.

Steven: Hello.

Kristen: I'm Kristen Alexander. I'm on **[unintelligible 00:09:41]** Drive off of 28. I just would like to reiterate the New Bedford solution. Over the 60 plus years of living here, watched the enormous amounts of traffic increase, and I understand that the Vineyard needs their services at the time that they need them. As Mr. Turner had said, that there are enormous amounts of services needed. It just speaks to how much we should be considering a different port, like New Bedford for the morning run. The trucks arrive early. They wait alongside the road often as far up as where I live, which is 10 minutes from the port in Woods Hole. They pull off on the side of the road and keep running until they can get down into Woods Hole, because they're not allowed to sit down there at 4:30, five o'clock until they're ready.

The thing that I would like to add is to just really consider. We've asked that before many times, and I'm not quite sure why that has not been on the table again. Thank you.

Steven: Thank you very much, Ms. Alexander. The CTE person is no longer there, so Karen Alcott, isn't that the person? After Ms. Alcott, is John Woodwall. **[silence]** Ms. Alcott, if you could-- Thank you very much.

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Karen: Hi.

Steven: Hi.

Karen: My name is Karen Alcott. I live on Fay Road in Woods Hole. I've been a resident of Woods Hole my entire life. A lot has been said already today, but I just want to chime in on a couple of points. The hearing is about the 5:30 boat. I want to object to the 5:30 boat. It seems unnecessary. As you've heard from many eloquent people, the impact is not just Woods Hole and Woods Hole Road and brakes and diesel fumes and noise and rumbling. It affects not just Woods Hole, it affects Falmouth. It affects people up to Bourne. It's really a regional problem. What I've heard a lot today suggest that this is just one episode of a longstanding issue about how community solve problems.

I grew up in Woods Hole. I've always loved the Steamship Authority. I've been to Martha's Vineyard many, many times over my life. I love the area. It's just a travesty that we're wrecking what was precious about this place of Woods Hole by overburdening it. I know that there's been lots of people who've made very good suggestions. I do support looking at New Bedford and moving freight traffic over there, and hitting the supply needs that are needed by the Vineyard in a more resilient way. I think you've heard a lot of people saying that this lifeline argument is really looking at it at the wrong way. We're all trying to work it out, but stuffing something through a small pipe in Woods Hole is just not the way to handle it.

I would suggest, whether it's the ticket office, or the disfiguring of the water side, or the piling issues, there seems to be a very recurrent theme that I'm hearing, which is a really lack of forward-thinking, a lack of forward planning. It's incredulous, the laundry list of things that you hear that are objections that are fallout debris from some of the actions the Steamship has taken.

My question is really, where is the long-term planning? Where is the regional planning? Why are we having to constantly bring up a barrage of line-by-line issues and issues and issues, and not be more in the 21st century? The Enabling Act is over 60 years old. It's time for a refresh. There's more than 5,000 people on the Vineyard these days, there's up to 100,000 in the summer. I really think that we should be using technology. We should be using smart cloud operations with planning. If Amazon can go deliver all these packages all over to enable everyone's life, then why aren't we being smarter in the way that we're looking at logistics, and preserving the special place that we have?

I really encourage you to have a long-term plan, be public about it, be responsive. There's no answers to these 18 questions that the public has submitted to you. How is that at all reasonable? I guess, there's many things to go dissect and take apart and work on, but if it's not done in a way that can sustain, we just have these arguments year after year after year, this needs to be a long-term plan and it needs to be a long-term thinking as a regional approach.

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I hope you'll take that under consideration. I hope that the dialogue with the public will be respected and appreciated, as Judy Laster just said. There are lots of people that are trying to help. It's time for the SSA to not be so tone-deaf, but actually say, "Yes, I can see how that would work." Think what's going to happen in 5 years, 10 years, 25 years, 50 years to the city. It's going to grow. It can't possibly take more throughput through the small pipe.

Thank you very much. I hope we'll make some progress.

Steven: Thank you, Ms. Alcott. The next person is John Woodwell. After Mr. Woodwell, it's Peloney, which I assume is the last name.

Mr. Woodwell, if you could unmute yourself. Thank you.

John: Oh, thank you very much. First, I'd like to thank Adam Turner for his candid comments. This is really the first time that we've heard that sort of candor from a supporter of Steamship Authority operations in the wee hours of the morning. The issue being, according to him, is that Martha's Vineyard is jammed with cars by 7:00 AM. The question is, how did it get jammed with cars by 7:00 AM? After all, it was 1997 when the people across Martha's Vineyard in five towns, voted overwhelmingly to limit Steamship Authority operations, and the shipment, of course, to the Vineyard too, in 1997 levels. Since then, the Steamship Authority has completely disregarded the will of those people, and more than doubled the shipment of cars onto the island. The Steamship Authority has sold the streets, sold the transportation system that everybody owned, and did so by reaping the proceeds of the sale of these cars into the Vineyard.

I'd like to call your attention to this document by Steven Sayers. This is 2001, April 25th. This is according to Steve Sayers, these are his words. "In April, 1999, the members also voted unanimously, that's members of the board of the Steamship Authority, to adopt a goal to reduce freight traffic levels through the ports of Hyannis in Woods Hole in the 1997 levels as soon as practicable, but not later than May, 2000 for the Woods Hole Martha's Vineyard run." The Steamship Authority has broken that promise in a big way. I would note that this document came as a result of Craig Johnson's wish to secure permission from the Steamship Authority monopoly to send freight at his own risk, at his own expense, risk his own financial neck to ship freight from New Bedford. The Steamship Authority and its monopolistic wisdom, under the guidance of Steven Sayers, in one paragraph above in signature, "We recommend that seatbelt's application to provide year-round ferry service between New Bedford and the islands should be denied." That was one next thing of a lifeline from New Bedford. The Steamship Authority has killed off a lifeline from New Bedford.

Let's fast forward another decade to Ralph Packers. He decided not to ask the Steamship Authority if the Steamship Authority would allow him to expand shipments to Martha's Vineyard. He just went ahead and did it. He expanded his freight service to Martha's Vineyard, which the Steamship Authority used its legal authority to shut

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down his lifeline. Here is the document, April 28th, 2011. There it is right there. The legal document that next Ralph Packard's lifeline. The Steamship Authority is not in the lifeline business. It is in the anti-lifeline business. It's in the business of feeding itself and making things comfortable for itself. What else does it do with its authority?

How does the Steamship Authority get this stranglehold on the people of Martha's Vineyard? How does it force the people of Martha's Vineyard to use its services and prohibit those people and others, anyone else from using anybody else's service? First, it has a monopoly. That means that it's illegal monopoly, and it has the legal clout to prohibit competition with itself which SBC uses, "We killed off those two lifelines, those two [inaudible 01:20:08] who would otherwise be shipping freight from New Bedford, and anybody else, of course, who might have considered doing so but recognized this is a cautionary tale, and so I'm not going to bother trying.

The Steamship Authority also has the legal power to shake down the taxpayers. If you don't do what the Steamship Authority says, the Steamship Authority says, "You know, if we allow this competition, our revenues will go down, and then we will have to extract revenue from the taxpayers." Okay, so we need to get rid of that means by which the Steamship Authority maintains its hegemony.

It also practices, it has a patronage program, this kickback program that ensures loyalty by people from the board to its customers. It says, "Well, we're going to have to get rid of this patronage program. If we can't shift costs in this way, charge these people this money and give it to authority, to these people over here as a gift." This, of course, is the same method perfected by the formative Soviet Union and other despotic regimes to keep people under control and keep their regime in business. If you allow the regime to fall, our gifts to you are going to end and terrible things will happen.

This is, as Steven Sayers has recently said, a "scary situation". He has also suggested that this is the people of Martha's Vineyard and Nantucket, "a matter of life and death". No, it is not. It is a matter of the Steamship Authority keeping itself fully in control. This is, of course, the so-called lifeline that left thousands upon thousands of people stranded on both sides of Martha's Vineyard, the Steamship Authority, the anti-lifeline. This is why we are looking for a legislative solution because the Steamship Authority is not, certainly not going to repair itself.

Thank you very much.

Steven: Thank you, Mr. Woodwell. The next person is Peloney. I don't know if it's a man or a woman. If you could unmute yourself. Good afternoon, or good evening maybe.

Bronwyn: Hi. Can you hear me?

Steven: Yes, we can hear you. If you could identify yourself.

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Bronwyn: Okay. I am Bronwyn Peloney. I live at 24 Sumner Street. I'm from Woods Hole, Massachusetts, and I'm here to object to the 5:30 boat. I agree with everything that everyone has so articulately put forth, and I just wanted to add, on behalf of the tremendous amount of people my age who are parenting in Woods Hole right now, I've been asked to speak on their behalf. We want to know how the steamship expects us to cross the road. We can't cross the road when there is a ferry that has been let out or when people are rushing to the ferry.

The Steamship has never made an effort to put in a crosswalk or do anything to try to mitigate the amount of traffic. We wait upwards of 15 to 20 minutes to cross from one side of our town to the other. The other issue that the mothers wanted me to bring to the table is air quality. We will be obtaining individual air quality monitoring kits because we feel that the air quality shifts depending on the amount of steamship traffic and the amount just of idling and exhaust. I live right off Woods Hole Road, and there are so many times in the day when all you can smell is the pollution from the cars backed up waiting for the ferry.

Those are my two main points that I would just like added that hadn't been addressed. Everything else has been addressed. I would just ask that the Steamship Authority, please listen and take our requests very seriously. Thank you.

Steven: Thank you, Ms. Peloney. The next person is Ralph Herbst, and there are six people in the queue. Mr. Herbst, if you could unmute yourself. After Mr. Herbst, it's Becky Connors. Mr. Herbst, we still cannot hear you. There you go.

Ralph Herbst: Can you hear me now?

Steven: Yes.

Ralph: Thank you. All right, thank you for the opportunity to speak. My name is Ralph Herbst, I live at 121 Regis Road in Falmouth. I live as far from Woods Hole as you can get, and still be in Falmouth, but for the last 30 years of living here, I've heard nothing but issues about the Steamship Authority and the issues that are prevalent because of the unbridled growth on Martha's Vineyard. This whole situation is, obviously to me, that is the reason that the issues are here today, and I'm worried about the fact that Martha's Vineyard does not help themselves. They simply say, "We're going to do what we want to do, and we'll just let the Steamship Authority take care of us."

It appears to me in the recent meetings that I've attended, that Steamship Authority's attorney represents Martha's Vineyard. They need to represent themselves, and the fact that the Martha's Vineyard Commission Chairman testified at today's hearing, I think was a good start. I'm not interested in hearing the Steamship Authority defend the Martha's Vineyard's position. I want to hear the Martha's Vineyard people defend their position and present alternatives. It's not up to the Steamship Authority to find the alternatives. It's up to the people who live on Martha's Vineyard to do that.

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Lastly, the issues that have been brought forward about the cancellation of the 5:30 boat. I personally spent my career in the transportation industry. We carry passengers and we carry cargo, and it's just ludicrous to think that the schedule of the truckers going over to Martha's Vineyard has to be dictated by the fact that the truckers have to return home in time to have dinner with their families. We, in my industry, we got up at 4:30 or 5:00 in the morning, some days, and other days, we didn't get home until midnight. It's just ludicrous to think that truckers and their work conditions dictate the fact that they have to have a 5:30 start to get over to Martha's Vineyard.

Lastly, I've been thinking that the merchants at Martha's Vineyard, if they can't store enough of what they need from noon on one day until the morning of the next, then they're not ready to serve the public. It's just crazy that they seem to think that they have to have fresh produce produced on a daily basis. That's just not the way you can operate. I appreciate the opportunity to speak, and I hope that you will definitely listen to what has been said today, and take it to heart and make some changes. Thank you.

Steven: Thank you, Mr. Herbst. The next person is Becky Connors, and after Ms. Connors, it's Catherine Bumpus. [silence] There we go. Ms. Connors, if you could unmute yourself?

Becky: Absolutely. Sorry about that.

Steven: Thank you very much.

Becky: Becky Connors. I reside at 540 Woods Hole Road, and I manage the property called The Sands of Time at 549 Woods Hole Road, which is a hotel. I speak on behalf of both the people that live on Woods Hole Road and the people that joined me in my hotel, saying that the 5:30 boat traffic continues to be quite a problem to, as a business and human living on the road.

Now, I understand Adam Turner had a great point that early boat is important for the livelihood of people over there. I think it's time to think about New Bedford, as many of my people who came before me said. One thing I wanted to point out is, when I was young, we had the Nantucket ferry come out of Woods Hole here. The steamship reimaged it and moved the operation of that Nantucket ferry
[unintelligible 01:30:07]

Steven: You have just frozen.

Becky: I'm asking you to do the same. Okay, sorry about that.

Steven: You're freezing every now and then. I don't know whether you can get closer to your internet.



Becky: I will try and do that. Anyway, I'm asking that the Steamship Authority change the way that they think about it. Right now I'm as close to the wi-fi as I can now. My point was, when I was younger, we had the Nantucket ferry here in Woods Hole. We changed the way that we ran that business. The business shifted into Hyannis, for business reasons. I'm asking again, along with a number of my neighbors and Falmouth people, to make a serious consideration for the New Bedford port. Maybe it's just for those early morning runs and that would take care of Adam's needs to get that traffic down there, but there does need to be a shift. You cannot do this funnel into Woods Hole and expect it to continue to grow at the rate that it's going to grow. The Island is reaching all-time highs, and it's not going to stop.

We need to come up with alternative solutions so that people can walk across the street without taking their life in their own hands, and get a good night's sleep in Woods Hole, and get the services to the people that need them on the Vineyard. I'm just reiterating what's been said before, but wanted to put the voice in as a business owner as well.

Steven: Thank you very much, Ms. Connors.

Becky: Thank you.

Steven: The next person is Catherine Bumpers, and then Jeff Crystal. Ms. Bumpers if you could unmute yourself.

Catherine: Thank you. I'm sorry. I'm going to not use my video because that slows down my internet connection. Can you hear me?

Steven: You're very soft.

Catherine: Let me try. How about now? Is that better?

Steven: Possibly.

Catherine: I'm sorry about that. My internet connection is not sometimes as good for Zoom as I'd like it to be.

When the 5:30 boat was first proposed, there was a lot of discussion both by the board and by the port council about concerns that it would raise problems with the neighbors and with the operations of the Steamship Authority. People were not given the opportunity to weigh in on that conversation at that time because the Steamship Authority failed in its legal obligation to advertise the changes in the schedule. When the community did become aware of it, it had been going on for a period of time, and both the Steamship Authority and the Vineyard had become used to having the convenience of the 5:30 boat, or the convenience of the island.

Falmouth is being asked to bear the burden of convenience for the island, and to not have traffic when it is inconvenient for them. That's not a very neighborly thing to ask

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us to do, and it is not a very good sharing of the burden. We understand that they are a seasonal community as we are. We are both very special places, and we would like to be able to work together. We'd ask that the Steamship Authority be respectful in its operations to all the communities that they operate in. Thank you.

Steven: Thank you, Ms. Bumpers. The next person is Jeff Crystal. Mr. Crystal. Yes, thank you for unmuting yourself.

Jeff: Sure. Thank you. Jeff Crystal, town of Tisbury. I'm a Tisbury selectman as well. I didn't prepare a title for my comment. If I did, it would have been something along the lines of steamship is our lifeline.

When my constituents need medical care cancer treatments, COVID shots, or even to take their six-year-old child that suffers from a seizure disorder to children's hospital for a 31-day stay, and for those parents, the parents of that child to have to commute daily, and yes, that means taking the 5:30 AM back to the Island to get to work and attend to their other children, I consider that just one definition of the steamship lifeline.

Mr. Sayers, board members, Mr. Davis, thank you for the opportunity to speak today. I think the last time I had this opportunity, we were at the Falmouth High School. As you know, and we've heard today that this discussion has been ongoing for years, and this past year, we finally, I feel we made some progress with forming and appointing members to two groups. One was, and I'm going to get the names wrong, I'm sorry, the long-range transportation task force, I believe. The other was the noise and traffic mitigation working group, I believe.

These two groups, by all accounts from reports that I've heard, have been making progress. Their work and desire to continue constructive dialogue reflects the Island's acknowledgment of learning about the concerns in Woods Hole, and our willingness to listen to them. I heard earlier today, this is how we solve our differences, and I agree.

We must, however, protect our island's interests, which are now being served by the scheduled 5:30 AM ferry. We are here to be part of that process, which we started. We appeared to be moving along, yet now there seems to be something people that wish to circumvent the discussions that we've been having within these working groups, and move right to legislative action. We respectfully ask that the steamship board continues with the 5:30 AM ferry for the delivery of the goods, the services that are essential for our Island. We ask that these two working groups resume productive and honest discussions. Thank you.

Steven: Thank you, Mr. Crystal.

The next person is Robert Morris, and then Jim Rogers. Mr. Morris, if you could unmute yourself.

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Robert: I am un-muted now, Steve.

Steven: Yes, thank you very much.

Robert: The last gentleman who spoke said that you need your goods and services. I don't deny that. However, you want them at the time that it's most convenient to you. The gentleman from the Martha's Vineyard Commission got up and showed us that they don't want traffic in the middle of the day. Well, we don't want it in the middle of the night, and that's what we're getting right now.

At last week or the week before this meeting in Falmouth at **[unintelligible 01:37:54]** committee, Steve Sayers was asked by one of the members of that committee what would happen if the 5:30 boat were eliminated. Here I'm quoting, Mr. Sayers said the Holers would run into trouble getting back to their home base a hundred miles or so from Woods Hole. Well, what a shame. One follow gets home late at night, but 900 houses are awakened, and two or three people in each one of those houses. Mr. Sayers further said it also would put a strain on restaurants and businesses, which then have to deal with shipment during the busy hours. Well, what a shame? I just can't believe that Woods Hole and Falmouth people, their health is being sacrificed for the convenience of the vineyard. It's been attested to by Mr. Sayers, by the fellow from the commission.

Enough said. Thank you very much.

Steven: Thank you, Mr. Morris. Mr. Rogers. After Mr. Rogers is John Dalin. Mr. Rogers, if you could unmute yourself.

Rogers: Yes.

Steven: Thank you.

Rogers: Thank you. My name is Jim Rogers. I live on **[unintelligible 01:39:31]** in Tisbury. I'm currently the Chair of the Tisbury select board, and I'm actually just drove on 6:15 boat. Hopefully, I don't lose you here.

I just want to echo some of what my fellow board number, Jeff Crystal, said, that the working groups are highly important, and we were making progress with those working groups. I've lived on Martha's Vineyard all of my life. My father used to work for the Steamship Authority. They used to come on **[unintelligible 01:39:59]** on those days. It's not an easy solution. I said that at the last public hearing that **[unintelligible 01:40:05]**, it's not as easy as people think it is, just all of a sudden come out in New Bedford. There's weather issues, there's cost issues, the amount of fuel that would cost the authority to run vessels all the way to New Bedford would be exorbitant. There's a lot of issues. It's not as simple as it seems.

I'm very sympathetic to the concerns of the people on Woods Hole Road and the people in Falmouth in general. I want to listen to those concerns, as Jeff said, and

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the working groups are planned to do just that. As far as the change in **[unintelligible 01:40:38]** legislation, I'm totally opposed to that. There's rationale that was put in place 60 years ago, but it was sound rationale, based upon the service that needs to be provided. It's just not a good thing to change that **[inaudible 01:40:55]** legislation.

This hearing has covered a lot more than I thought it was going to today. Mr Sayers, I'd like to take you up on the opportunity **[unintelligible 01:41:04]** board will submit a written statement that gives our response to a lot of the items that were discussed today. I want to thank you for the opportunity of speaking.

Steven: Thank you, Mr Rogers.

Now, because I've been handling this hearing, we have three people left in the queue, and I think that will call it for the evening, these three people. In the order that they have asked, is John Dowling, who will be next, and then Adam Turner, I think has asked to respond to some of the comments that have made. The final testimony will be, again, Matt Trumbull, who started off, and I think he deserves to be the last person to speak as well.

Mr. Dowling, if you could unmute yourself.

John: I am John Dowling. I live out of Woods Hole on Ransom Road, which is about halfway between Woods Hole and Falmouth. I see trucks coming down Woods Hole Road in both directions at excessive speeds all the time. It is a disaster waiting to happen. This should be taken into consideration. It doesn't seem to have been the case. That's one of the the issues that I think need to be dealt with. It's not simply noise in Woods Hole, but the danger that we are presently facing, of the trucks coming along Woods Hole Road. I could give you some examples of what has been happening, but probably most of you know about that.

It seems to me, from the conversation this evening, that there is a need for a legislative change in the way the Steamship Authority is organized, and its representation. We will certainly work for that. We also live, in addition to Falmouth, in Boston, and we will try to work with our legislature to get such a change underway.

Our own view is that at least moving some of the traffic, particularly the freight traffic, to New Bedford makes an enormous amount of sense. Let me leave it at that. It's been a very long and interesting evening.

Mrs. Dowling: Thank you.

John: Thank you.

Steven: Thank you, Mr. Dowling. I see Mrs. Dowling as well.

Mrs. Dowling: That's right . Thank you so much.

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John: we're at 106 Ransom Road in Falmouth.

Steven: Great. Thank you again. The next person is Adam Turner. He will be followed by by Matt Trumbull again. Adam, if you could unmute yourself. You have to unmute yourself, Adam. There you go.

Adam: Firstly of all, thank you. I appeared here to just talk about the 2022 schedule. I didn't prepare any comments about all the other issues that were raised. Again, I said at the end of my statement, we take this very seriously. There's been a lot of criticism of the Vineyard, but we've said two of our previous presidents of the commission to be on these on the Long-Range commission, we sent our traffic engineer, [unintelligible 01:44:47] traffic planner to be on the short range stuff. We take this stuff very, very seriously, and if there are alternatives, we definitely want to be part of the solution.

We also are struggling with growth. That's a conversation that the Vineyard people are having among our side over here. I definitely want to just say that.

Finally, if there are alternatives to the 5:30 boat, which I haven't heard one, but if there were, that would give us what we need, we would certainly be open to it. You can't just keep saying New Bedford, New Bedford, New Bedford. Maybe a solution, but that's not going to be next year. That was all I commented on. We certainly will work hard with our neighbors in Woods Hole and Falmouth, always have. When we were asked to do these things, we joined, we didn't put staff, we basically assigned significant commissioners, because we realize that this is a long term program that we need, and we're working towards it.

I just want that in the record, that nobody's objecting to the issues that Woods Hole and Falmouth are raising, it's just what are we going to do? We've got to do that together. We spent a lot of time trying to do that together. My comments were only that, for 2022, I don't see any alternatives to that. In the future, if there are alternatives, maybe we will look differently at the 5:30 boat. Right now, from the information that I had, this is what we recommend. Again, we're not skirting it, we're certainly not skirting the growth. Some of the people were pretty harsh on the vineyard. We've really tried and we will continue to work, again, with our neighbors over there, to form solutions, and move this authority forward in the future.

Thank you again for your time, Mr. Sayers.

Steven: Thank you, Mr. Turner. If I could say one thing before you go. There have been two alternative schedules that have been suggested by the Falmouth Transportation Management Committee, that we will be considering over the course of this process that both which would eliminate the 5:30 AM boat.

Adam: I realize there is an alternative schedule, but it doesn't get to what I'm talking about, which is the conditions over here for all the things that are essential to the economy and the well being. Again, if there were alternatives, for example, a

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different port or a different strategy, to get building materials over here, maybe the volume would be different, and we could go away with the 5:30 boat. I realize there's alternatives, it's just words, but I haven't seen any facts on how many trucks and other kinds of things. I tried to just offer the facts of what we've got over here and how it can be done. If the Steamship can get all those things together and route all that traffic that's needed at this particular time, and do it in a different way, we're certainly open to listening to it.

Steven: We'll be analyzing that. Some more people have raised their hands, but if I could ask those people to submit their testimony in writing. They have not raised their hands until now, and it's already almost two hours into the hearing. I think it's appropriate for Mr. Trumbull to have the last word. He has his hands raised. He will be the last person from whom we accept testimony in person. Everyone else, again, we encourage you to submit your testimony in writing, and do so by emailing it to schedules@steamshipauthority.com, or you could also mail a letter, if you don't use email, to Robert Davis, General Manager at the Steamship Authority at 228 Palmer Avenue in Falmouth 0250.

Mr Trumbull.

Nat Trumbull: Thank you to all our previous speakers. The Steamship Authority is proposing for yet another year to be abusive to Falmouth residents with its operating freight schedule from Woods Hole. When the Steamship Authority relaunches its 5:30 freight schedule in two weeks from now to last until October 19th, Falmouth residents will be awoken at 5:00 AM or earlier on a daily basis. It's impossible not to wake up when a heavily loaded truck of up to 40 feet in length goes by one's home at 5:00 AM, or earlier.

Dozens and dozens, and as we've heard this evening, more likely hundreds, the Falmouth residents and their families are being awoken. I consider this abusive. More broadly, I'd argue that the Steamship Authority's intensive scheduling of freight through Falmouth neighborhoods is also about the diesel soot and other emissions from up to 600 trucks a day that impact directly our neighborhoods and homes. This is as much about the health impacts of sleep deprivation, as it is about the significant levels of emissions from diesel trucks that pass in close proximity to our neighbors, our families, and our children. As I've already said, we're asking you to eliminate the 5:30 AM daily freight schedule from Woods Hole. Because Mr. Turner asked, Falmouth's transportation management committee members have pointed to some very specific solutions, including running early afternoon trips. These are trips 2:35 to 2:36 on a daily basis. Those trips are available according to the proposed 2022 schedule. They're now labeled unscheduled trips on Monday through Friday that are available to operate if needed. Another suggestion from the Falmouth transportation management commission is that the steamship simply move its whole schedule back by 30 minutes a day.

We do not consider food delivery to the Vineyard to require a 5:30 AM freight ferry. That food can be delivered later in the morning or the evening before. There is, after
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all, a 6:00 AM ferry, a 6:30 AM ferry, a 7:00 AM ferry, an 8:15 AM ferry, an 8:35 AM ferry, a 9:00 AM ferry, and so on and so forth from Woods Hole. Food necessities needed very early in the morning could be delivered in advance and kept overnight on Island in refrigerators.

We've been asking the Steamship Authority to eliminate the 5:30 AM freight from Woods Hole for the last five years. Last year, when the Steamship Authority proposed its 2020 schedule, general manager Davis received 63 written letters in response. Only 6 of those 63 letters supported the 5:30 AM freight schedule from Woods Hole.

We've read and even heard this evening about the presumed additional costs that New Bedford freight would incur on deliveries to the Island.

We've also read report after report, and these are serious and detailed studies, which the Steamship Authority itself contracted and paid for, that the impact on the final cost of goods on the Vineyard would be less than 1% or 2% of those goods if the goods were to come out of New Bedford. We've even read that there could be some lower prices on some goods. Well, how could this be? New Bedford's further. It takes more time to get there. It takes more fuel. Well, that's the steamships perspective, but if you look more broadly, a very large percentage of goods heading to the Vineyard go right by New Bedford, the distance 43 miles by road to reach and wait for a boat in Woods Hole. Those goods go up in aging bridge through rotaries, congested rotaries, and even now there's congestion and down a 4-mile length of **[unintelligible 01:52:56]** road in Falmouth to reach Woods Hole.

I asked Greg Carroll recently what he thought of the two summers of freight trips running from New Bedford exactly 20 years ago. You told me, and I don't think he'll mind my quoting him, "It was great. You could send trucks there when there was no space in Woods Hole."

I believe the Steamship Authority's attitude towards Falmouth continues to be a scorched earth approach. I can't find any other way to describe it. Steamship Authority board members can go back and look at the hundreds of letters sent to the steamship during past public hearings. Very similar to today's hearing over the last five years, and I can assure you there was not an equivalent number of letters from Vineyard writers. It's simply unfair. The 5:30 ferry is all about convenience for Vineyard shippers.

I've spoken with the two largest grocery operations on the Island, stop and shop in a family owned business. They are not clamoring for the 5:30 AM ferry. The owner of the latter told me that he's on principle against the 5:30 AM ferry, because sending fully loaded noisy trucks in front of your neighbor's homes is not what one neighbor does to another at 5:00 AM. He said that the Vineyard can find it on their solution.

This has already been quoted tonight, but I'd like to read it again. From Section 6 of the Steamship Authority's Enabling Act, "The exercise of the powers granted by this
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Act will be in all respects for the benefit of the people of the Commonwealth," and it's our Commonwealth too.

Steven: Thank you, Mr. Trumbull. With that, we will close the public in-person testimony for today's hearing. Again, we encourage everyone to submit testimony in writing either by email, at schedules@steamshipauthority.com, or in writing by snail mail to General Manager, Robert Davis, 228 Palmer Avenue. Falmouth, Massachusetts 02540. Thank you very much for all of your patience, all of your attention, and all of the testimony and comments tonight. Have a good evening.

[01:55:31] [END OF AUDIO]

APPENDIX C

From: [JAMES ASHLEY](#)
To: [schedules](#)
Subject: test
Date: Monday, March 22, 2021 10:15:55 AM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

test

From: [Kimberlee McHugh](#)
To: [schedules](#) [REDACTED]
Subject: RE: test
Date: Monday, March 22, 2021 11:23:54 AM

Got it

KM
Director of Marketing
X306

From: JAMES ASHLEY [REDACTED]
Sent: Monday, March 22, 2021 10:16 AM
To: schedules <schedules@steamshipauthority.com>
Subject: test

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

test

From: [Robert Jaye](#)
To: [benjamin.muller@state.ma.us](#); [schedules](#); [William.Straus@mahouse.gov](#); [susan.moran@masenate.gov](#); [doug.jones@falmouthma.gov](#); [nancy.taylor@falmouthma.gov](#); [megan.english-braga@falmouthma.gov](#); [Mark.Montigny@masenate.gov](#); [nat@teia.org](#); [sam.patterson@falmouthma.gov](#); [Dylan.Fernandes@mahouse.gov](#); [Antonio.Cabral@mahouse.gov](#); [info@billkeating.org](#); [david.vieira@mahouse.gov](#); [Kathryn.Wilson](#); [townmanager@falmouthma.gov](#); [jfroman@townofbourne.com](#); [doug.brown@falmouthma.gov](#); [rdavis@steamshipaut](#)
Subject: Thank you Nate. on the Steamship Authority's proposed 2022 freightoperating schedules
Date: Tuesday, April 20, 2021 4:41:05 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hi Nate

Thank you for all your efforts with the Steam Ship Authority

Regards

Robert

On Apr 18, 2021, at 8:00 PM, Nathaniel Trumbull <nat@teia.org> wrote:

April 18, 2021

Dear Steamship Authority General Manager Robert Davis,

We object to the Steamship Authority's proposed 2022 freight operating schedules between Woods Hole and Martha's Vineyard as announced in the Steamship Authority's advertisement in the *Falmouth Enterprise* on March 19, 2021.

We request that you conduct a public hearing, to be held within 14 days of receipt of this petition, on the proposed 2022 freight operating schedules, per Section 15A of the SSA Enabling Act.

Those who have signed the petition are being blind copied with this email.

Sincerely,

1 Albert Fitzelle 16 Glendon Road
Woods Hole, MA
02543

2 Alberto Collasius jr 11 Juniper Point Rd
Woods Hole mass. 02543

3 Andrea Rugh 37 Gosnold Rd
Woods Hole, MA 02543

4 Andrew R Solow 44 Quissett Ave
Woods Hole MA

5 Ann Newbury Po box724, Woods Hole, Ma 02543

6 Anne Halpin 319 Woods Hole Road
Falmouth 02540

7 Barbara Blair 246 Woods Hole Road, Falmouth, MA 02540
8 Barbara Jones 38 Locust St., Falmouth, MA 02540
and
One School St., Woods Hole, MA 02543
9 Bill Hallstein 36 South Rd
Falmouth, MA
10 Bonnie Simon 144 Gardiner Rd.
Woods Hole, MA
11 Bronwen Polloni 24 Sumner street
Woods Hole MA 02543
12 Carol Wagner 526 Woods Hole Road
Woods Hole, MA 02543
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Woods Hole MA
02543
14 Damien Kuffler 49 Gosnold Rd.
Woods Hole
MA 02543
15 Dana Mock-Munoz de Luna 19 Glendon rd
Woods Hole, MA
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Woods Hole, MA
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18 David Remsen 19 Glendon Road
Woods Hole
19 David Tucker 1 Buzzards Bay Avenue, Woods Hole, MA 02543
20 Dawna Hammers 326 Woods hole Rd falmouth
21 Deborah Siegal 50 Friends Way
W. Falmouth, MA 02574
22 Diana Roth PO Box 651
Woods Hole
23 Dianne McPherson 520 Woods Hole Rd,
Woods Hole, MA 02543
24 Douglas Amon 8 Quissett Ave
Woods Hole, MA 02543
25 Elena Trumbull 11 Church, Woods Hole
26 Eric Hines 26 Lawrence Farm Road
27 Eugenie Kuffler 49 Gosnold Road, Woods Hole 02534 MA
28 Hannah Coppola 40 Eric Clarisonic Lane
Falmouth, MA.
02540
29 Hope Allison 115 Gardiner rd woods Hole ma
30 James Allison 50 Hilton Ave.
Woods Hole, MA 02543
31 James Sullivan 22 Scraggy Neck Road Cataumet Mass
32 Jan Elliott PO Box 598 (Glendon Rd.)
Woods Hole MA 02543

33 Jane Vose 468 Woods Hole Rd., Woods Hole, MA 02543
34 Jen Hastings 18 Spencer Baird
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35 Jim Newman 5 Buzzards Bay Ave, Woods Hole MA 02543
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57 Martha Ellen Katz 100 Gore Street
Cambridge MA
02141
58 Matthias Bossi 1 Wilson Road

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59 Melissa Allison 50 Hilton Ave
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Vineyard Haven Ma 02568
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66 Patricia Keoughan 86F Riddle Hill Rd.
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70 Philip Logan 482 woods hole road
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71 Philip Richardson 146 Church Street
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72 Rachel Pearson 26 Lawrence Farm Rd, Woods Hole, MA 02543
73 Rebecca Connors 540 Woods Hole Road
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75 Richard Armstrong 57 Millfield
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76 Richard Balkin 3 oyster pond road
Falmouth ma.
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Falmouth, MA 02540
78 Richard Lovering 338 Woods Hole Rd
Falmouth, MA
79 Richard Payne 50 Friends Way
West Falmouth, MA 02540
80 Rob Blomberg 559 WOODS HOLE Rd
81 Robert Bennett 503 Sippewissett Road
Falmouth, MA 02540
82 Robert J Morris 45 Quissett Ave
Woods Hole
83 Robert Jaye 7 Church Street Woods Hole
84 Roger Day 55 Larches Way

Woods Hole, MA 02543
85 Ron Zweig 8 Fay Road
P. O. Box 365
Woods Hole, MA 02543
86 Ronald Geering 246 Woods Hole Road, Falmouth, MA, 02540
87 Russell Murphy 5 Bowditch Road
Woods Hole, MA
02543
88 Samantha Broun 7 Hackmatack Way
Falmouth, MA 02540
89 Sebastian Simon 144 Gardiner Rd.
Woods Hole, MA
90 Shirley Wozena 296 Woods Hole Rd.
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Falmouth, MA 02540
95 Susanne Goodman Hallstein 36 South Rd
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97 Theresa Clarkin 11 Rex Lane
98 Viki Merrick 23 Buzzards Bay Ave
Woods Hole, MA 02543
99 Wallace Stark 9 Little Harbor Rd
100 Walt Schanbacher 14 Cowdry Road
Woods Hole, MA 02543
101 Wendy Blomberg 559 Woods Hole Road
102 Wendy Nies 49 Glendon Road
Woods Hole, MA
103 William Roslansky 26 Albatross Street
Woods Hole, MA

<PetitiontoSSAtoholdhearing2022freightschedules18April2021.pdf>

From: [Robert Davis](#)
To: benjamin.muller@state.ma.us; nat@teia.org; William.Straus@mahouse.gov; susan.moran@masenate.gov; doug.jones@falmouthma.gov; nancy.taylor@falmouthma.gov; megan.english-braga@falmouthma.gov; Mark.Montigny@masenate.gov; Kathryn.Wilson; sam.patterson@falmouthma.gov; Dylan.Fernandes@mahouse.gov; Antonio.Cabral@mahouse.gov; info@billkeating.org; david.vieira@mahouse.gov; [schedules](#); townmanager@falmouthma.gov; jfroman@townofbourne.com; doug.brown@falmouthma.gov
Subject: RE: Request that you conduct a public hearing, to be held within 14days of receipt of this petition, on the Steamship Authority's proposed 2022
Date: Thursday, April 22, 2021 9:50:40 AM

Nat,

Sorry for not responding earlier to acknowledge receipt of this hearing request.

The hearing is scheduled for Monday May 3, 2021 at 4:30pm via Zoom. Attached please find the posting of this hearing.

https://www-steamship-assets.s3.amazonaws.com/files/public_hearing_notice_for_website2021.pdf

Bob

Robert B. Davis
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
228 Palmer Avenue
Falmouth, Massachusetts 02540
508-548-5011 ext. 200

From: Nathaniel Trumbull [mailto:nat@teia.org]
Sent: Sunday, April 18, 2021 8:01 PM
To: Robert Davis <rdavis@steamshipauthority.com>; [schedules](#) <schedules@steamshipauthority.com>
Cc: susan.moran@masenate.gov; Doug Jones <doug.jones@falmouthma.gov>; Doug Brown <doug.brown@falmouthma.gov>; Julian Suso <townmanager@falmouthma.gov>; nancy.taylor@falmouthma.gov; sam.patterson@falmouthma.gov; Antonio.Cabral@mahouse.gov; MarkMontigny <Mark.Montigny@masenate.gov>; david.vieira@mahouse.gov; megan.english-braga@falmouthma.gov; William.Straus@mahouse.gov; Fernandes, Dylan - Rep. (HOU) <Dylan.Fernandes@mahouse.gov>; Bill Keating <info@billkeating.org>; jfroman@townofbourne.com; Kathryn Wilson <kwilson@steamshipauthority.com>; benjamin.muller@state.ma.us
Subject: Request that you conduct a public hearing, to be held within 14 days of receipt of this petition, on the Steamship Authority's proposed 2022 freight operating schedules

WARNING: This email originated from outside of The Steamship Authority. Please

use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

April 18, 2021

Dear Steamship Authority General Manager Robert Davis,

We object to the Steamship Authority's proposed 2022 freight operating schedules between Woods Hole and Martha's Vineyard as announced in the Steamship Authority's advertisement in the *Falmouth Enterprise* on March 19, 2021.

We request that you conduct a public hearing, to be held within 14 days of receipt of this petition, on the proposed 2022 freight operating schedules, per Section 15A of the SSA Enabling Act.

Those who have signed the petition are being blind copied with this email.

Sincerely,

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2 Alberto Collasius jr 11 Juniper Point Rd
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Woods Hole, MA 02543
101 Wendy Blomberg 559 Woods Hole Road
102 Wendy Nies 49 Glendon Road
Woods Hole, MA
103 William Roslansky 26 Albatross Street
Woods Hole, MA

From: [Steve Sayers](#)
To: [schedules](#)
Subject: FW: Schedules email amcphee
Date: Monday, April 26, 2021 10:25:01 AM

Just checking to see who receives the “scheduled” emails. Please let Sean Driscoll know. Thanks,
Steve

From: Sean Driscoll <sdriscoll@steamshipauthority.com>
Sent: Monday, April 26, 2021 10:03 AM
To: Andrew McPhee <amcphee@steamshipauthority.com>; Steve Sayers <ssayers@steamshipauthority.com>
Subject: RE: Schedules email amcphee

Andrew, just following up – was this done?

--Sean

From: Andrew McPhee <amcphee@steamshipauthority.com>
Sent: Wednesday, April 21, 2021 7:57 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>; Steve Sayers <ssayers@steamshipauthority.com>
Subject: FW: Schedules email amcphee

From: HelpDesk <HelpDesk@steamshipauthority.com>
Sent: Wednesday, April 21, 2021 7:46 AM
To: Support Center <SupportCenter@steamshipauthority.com>
Cc: Andrew McPhee <amcphee@steamshipauthority.com>
Subject: FW: Schedules email amcphee

From: Sean Driscoll <sdriscoll@steamshipauthority.com>
Sent: Tuesday, April 20, 2021 3:04 PM
To: HelpDesk <HelpDesk@steamshipauthority.com>
Subject: Schedules email

Hi – can you please add Steve Sayers to the schedules@steamshipauthority.com email distribution?
Thanks.

-Sean

Sean F. Driscoll

Communications Director and Records Access Officer
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
228 Palmer Ave.
Falmouth, MA 02540
508-548-5011 ext. 302
[Facebook](#) | [Twitter](#)

From: [Robert Davis](#)
To: [schedules](#); [Steve Sayers](#)
Subject: RE: Schedules email amcphee
Date: Monday, April 26, 2021 11:51:36 AM

I received them.

Bob

From: Steve Sayers
Sent: Monday, April 26, 2021 10:25 AM
To: schedules <schedules@steamshipauthority.com>
Subject: FW: Schedules email amcphee

Just checking to see who receives the “scheduled” emails. Please let Sean Driscoll know. Thanks,
Steve

From: Sean Driscoll <sdriscoll@steamshipauthority.com>
Sent: Monday, April 26, 2021 10:03 AM
To: Andrew McPhee <amcphee@steamshipauthority.com>; Steve Sayers <ssayers@steamshipauthority.com>
Subject: RE: Schedules email amcphee

Andrew, just following up – was this done?

--Sean

From: Andrew McPhee <amcphee@steamshipauthority.com>
Sent: Wednesday, April 21, 2021 7:57 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>; Steve Sayers <ssayers@steamshipauthority.com>
Subject: FW: Schedules email amcphee

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Sent: Wednesday, April 21, 2021 7:46 AM
To: Support Center <SupportCenter@steamshipauthority.com>
Cc: Andrew McPhee <amcphee@steamshipauthority.com>
Subject: FW: Schedules email amcphee

From: Sean Driscoll <sdriscoll@steamshipauthority.com>
Sent: Tuesday, April 20, 2021 3:04 PM

To: HelpDesk <HelpDesk@steamshipauthority.com>

Subject: Schedules email

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Thanks.

-Sean

Sean F. Driscoll

Communications Director and Records Access Officer

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

228 Palmer Ave.

Falmouth, MA 02540

508-548-5011 ext. 302

[Facebook](#) | [Twitter](#)

From: [REDACTED]
To: [schedules](#)
Subject: Please include in written comments for Hearing, May 3, 2021
Date: Sunday, May 2, 2021 3:56:17 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear General Manager Bob Davis:

I am writing to oppose any increased traffic through Falmouth or on Woods Hole Road. The SSA needs to move their freight through New Bedford!

Surely there would be care & compassion for the fragile environment of Cape Cod?

Thank you,

G & G Beaudette

From: [Stephen Laster](#)
To: selectboard@falmouthma.gov; [schedules](#)
Subject: Testimony for Monday May 2 - Summer 2022 Schedule Meeting
Date: Sunday, May 2, 2021 8:55:38 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board of Governors,

I am writing to object to your proposed Summer 2022 schedule and to ask you to eliminate the 5:30 am ferry run. I request that you embrace a near-term and long-term sustainable plan that stops the unchecked growth of freight trucks through the village of Woods Hole and the streets of Falmouth. I would have testified in person (Zoom) at the Monday, May 3rd meeting, but my work schedule will not allow me to attend the meeting. I request that this notification, which I am sharing with the Falmouth Selectboard, be entered into your public record.

The simple fact is that you are failing to meet your fiduciary responsibilities to the SSA by pursuing an economically disastrous strategy of endless growth in the port of Woods Hole. As you know, under your leadership, truck traffic has grown from some 60,000 vehicles per year in 1993 to well over 138,000 in 2018. This growth is not sustainable and is destroying the peace in Falmouth.

You have embraced a 5:30 am ferry run full of very loud freight trucks and now have the unimaginable carelessness to begin to speak of a 7x24 operation from Woods Hole. Your meeting records demonstrate that the 5:30 am run was supposed to be experimental. Your leadership at that time noted that if the impact were too significant, the experiment would need to stop. It is a true shame the folks of Woods Hole cannot take the SSA at your word.

The simple truth is that some, but not all, on the SSA Board of Governors hide behind the lifeline concept to overburden Woods Hole. You misinterpret the critical need of supplying the Vineyard with the idea that there are no other alternates than Woods Hole. This is simply not true. Private carriers, who you work diligently to discourage so that you can protect your State-sponsored monopoly, have demonstrated that much of the freight you jam through Woods Hole can be routed via other means.

As one who has lived on the Woods Hole Road for 26 years, I implore you to finally do the right thing: Create a genuinely sustainable plan that allows both Martha's Vineyard and Woods Hole to live peacefully. Create a plan that ensures you are a lifeline for decades to come. Develop real solutions that eliminate the 5:30 am run and reduce the number of trucks

you send down Woods Hole Road.

Creating sustainable solutions and positive change is the morally correct outcome. If you genuinely intend to leave a vibrant and reliable SSA legacy, now is the time to change course. Please work holistically and implement a balanced and sustainable approach. Enough is indeed enough..

Stephen Laster
Woods Hole Rd
Falmouth MA

From: [Doug Brown](#)
To: [schedules](#)
Subject: Boat
Date: Monday, May 3, 2021 7:56:29 AM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello SSA

I won't be able to participate in the meeting today as a prior work commitment prevents my attendance.

This is a letter to comment on the proposed schedule for 2022.

I would like to remind you that the Falmouth Select Board voted twice to send letters to you to request you discontinue the 5:30 boat leaving Woods Hole.

I additionally personally request your sincere consideration of the suggestion made recently by the Transportation Management Committee to compress your schedule by 30 minutes to start the boat at 6:00am. I believe it is a reasonable request.

Thank You, Doug Brown
Brown Building Coz
PO Box 2276
Teaticket MA 02536
Office & Fax 508 540 6182
Cell [REDACTED]

From: [Dawna Hammers](#)
To: [schedules](#)
Subject: please notify me
Date: Monday, May 3, 2021 4:41:32 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

From: [Myla Kabat-Zinn](#)
To: [schedules](#)
Subject: re: 5:30 boat and off cape freight options
Date: Monday, May 3, 2021 7:07:51 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

My name is Myla Kabat-Zinn and my address is 46 Buzzards Bay Ave., in Woods Hole.

I attended the meeting today but couldn't comment because I had to leave early. I think there are fundamental and very serious problems with the current system. All the power and decision making resides with the Islands. There has to be a mechanism for compromise and a way to address the very real needs of the residents of Falmouth. Otherwise we're just prisoners of whatever the Islands and the SSA dictate.

If the 5:30 boat is so essential to the Vineyard but has an outsized negative effect on the many residents along the route, then the SSA should in good conscience explore establishing freight runs from New Bedford at that time and perhaps other times as well.

I strongly support Senator Moran's amendment to the enabling act.

Thank you for your attention,

Myla Kabat-Zinn

From: [Russell Murphy](#)
To: [schedules](#)
Subject: Statement for the Record of the May 3 Hearing on 2022 Proposed Schedule
Date: Tuesday, May 4, 2021 11:43:47 AM
Attachments: [ssa hearing statement.docx](#)

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Attached please find my statement to be entered in the record of the May 3 public hearing on the proposed 2022 SSA schedule. Thank you for your consideration.
Russell G. Murphy

--

Russell G. Murphy
Research Professor of Law
Suffolk University Law School
120 Tremont St.
Boston MA 02108
617-573-8052
[REDACTED]

Statement Submitted For the Record of the May 3, 2021 Public Hearing on Proposed 2022 SSA Schedule.

I object to the proposed 2022 SSA schedule for the following reasons.

1. It is apparent that no effort has been made by the Authority to seriously explore eliminating or modifying the 5:30 AM summer freight trips to and from MV and Woods Hole. At a recent Falmouth Transportation Management Committee meeting, the Authority was asked to prepare a revised schedule that would address this matter. Suggestions have been made, and rejected, on ways the overall schedule might be reconstructed to provide the service needed by the island without burdening Falmouth and Woods Hole with the harmful consequences of the 5:30 trips. The Authority's unwillingness to use its data and expertise to explore an alternative schedule makes one feel that this hearing is a futile exercise in citizen advocacy.

2. The problem of the 5:30 trips is inextricably tied to the lack of serious efforts to develop New Bedford as a supplementary port for shipping and retrieving certain types of products. I am aware of the challenges posed by such a change in the existing system. But, as long as the Authority dismisses shipping from New Bedford, there will continue to be blind adherence to a schedule that brings no relief to the Town of Falmouth and Woods Hole. For example, the Authority was asked by Mr. Packer to send representatives to New Bedford to view his facilities and brainstorm ways in which they could be used to complement existing Woods Hole services and link SSA transportation to a now rapidly developing regional transportation system based in New Bedford. Apparently, that has not happened. The SSA must take the initiative on this, promoting it to New Bedford leaders and public officials, and it must use its monopolistic licensing powers to create diversified port and shipping modalities. It has not done so. As long as this continues, the environmental, community well-being, and infrastructure harms we now experience will go unabated.

3. Finally, the issue of schedule change continues to be held hostage by the unrelenting drive for development on Martha's Vineyard. Even if this is what the residents of the island truly want, how long can Falmouth and Woods Hole absorb the summer presence of more than 600 trucks per day on its roads and highways? The experience of Key West, Florida, a community roughly equal in size to Falmouth, is instructive. The residents and voters of that island recently voted to severely restrict the number and kinds of cruise ships permitted to enter its harbor, and drastically limited the number of passengers allowed to disembark onto the island. This happened in the face of sustained fear-mongering by a small but powerful group of business interests. A few years earlier, residents voted down a referendum question that would have authorized extensive dredging of the harbor to enable monster-sized cruise ships to enter the harbor. On tourism and development, the people of Key West simply said, enough is enough! SSA schedules should not be dictated by over-development of the islands.

It bears repeating that efforts to change the existing and proposed freight schedules have nothing to do with jeopardizing the health, safety, or economic well-being of residents and businesses on the Vineyard. To me, what is requested today is a small accommodation, neighbor to neighbor. If, as expected, our pleas fall once again on deaf ears, the proof will be made that the only way to make real progress is through the Moran amendment and a change in the Authority's voting structure.

Russell G. Murphy
Bowditch Road
Woods Hole

May 4, 2021

From: [David Martin](#)
To: [schedules](#); [REDACTED]
Subject: Written comment re: 5/3/21 Hearing on freight operations
Date: Tuesday, May 4, 2021 1:53:07 PM

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Island and SSA leadership repeatedly state the time has come for them to communicate with the mainland port communities to develop understanding and consensus. Passage of the "Moran Bill" would assure that outcome.

David Martin
10 Buzzards Bay Ave.
Woods Hole, MA

From: [Matthias Bossi](#)
To: [schedules](#)
Subject: Freight traffic in
Date: Tuesday, May 4, 2021 1:57:05 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Bob,

First, we ask you to eliminate the daily freight schedule from Woods Hole. It causes fully loaded trucks up to 40' in length to cross multiple Falmouth neighborhoods or earlier. In the summer, the number of trucks can exceed 600 per day. The noise from those trucks is unavoidable. This is impacting hundreds of Falmouth residents and includes the neighborhoods of Palmer Ave., North Main St., Locust St., Woods Hole Road, Crane St., and Cowdry. You are depriving hundreds of Town of Falmouth residents of sleep or earlier. This is a public health issue. We ask you to recognize that and respond by making a long-requested change in the 2022 freight operating schedule.

Second, we ask for meaningful and serious examination of New Bedford as an additional off-Cape freight port for shipping to the Vineyard. No one is asking Woods Hole to stop taking freight. The Steamship Authority needs to embrace, and not run away from, regional transportation planning. New Bedford as a supplementary mainland port must be part of that regional planning. More specifically, we ask that freight going through Woods Hole to the Vineyard be limited to either time-sensitive freight or be from Cape Cod or north of the bridges. That non-time-sensitive freight coming from west and north of New Bedford should go through New Bedford.

Thanks, Matthias Bossi
1 Wilson Road
Woods Hole, MA

Twitter: @PlanetRidiculon
[ridiculon.bandcamp.com](#)
[stellsounds.com](#)
[rabbitrabbitradio.com](#)

Sent from my Baofeng BF-888S

From: [Catherine Bumpus](#)
To: nat@teia.org; [schedules](#)
Subject: Public Comment
Date: Tuesday, May 4, 2021 2:24:17 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Mr. Davis, Mr Sayers, Members of the Board, and Members of the Port Council,
When the 5:30 AM boat was first proposed, there was discussion by the board and by the port council about the importance of being respectful of the community and that it was possible people would object to it. I remember it being raised at meetings I attended and these concerns are reflected in Marc Hanover's comments found in the meeting summaries from 2011. In fact, people were not given the opportunity to object to the addition of the 5:30 boat because they were unaware of it at the time. The Steamship Authority failed in their legal obligation to advertise the change in schedule and the trips did not appear on the publicly published schedules, only on the private schedules, because it was a freight boat. By the time the community became aware of the additional trips the Vineyard had gotten used to the convenience of less traffic during the day. Falmouth is bearing a significant burden for the convenience of the Vineyard. After almost 10 years of the community raising concerns the Steamship's response was to form a working group. Which feels like just another delaying tactic to put off the very real issue of how the Authority will manage the growth in demand for its services.

Sincerely,
Catherine Bumpus
Millfield St
Woods Hole

From: [Bonnie Simon](#)
To: [schedules](#)
Subject: am WH-MV ferry
Date: Tuesday, May 4, 2021 2:28:47 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Sir:

I understand that a New Bedford to MV is more expensive for SSA than WH-MV - just look at a map. However, there is only one 2-lane road going into Woods Hole. It is not a highway but rather a residential street that people live on. The time has come to divert as much commercial traffic as possible away from using Woods Hole as the primary terminus for ferries to MV, not to add additional ferry runs.

Woods Hole residents have been at war with SSA for as long as I can remember - 60 years! From the endless standby lines, which finally were eliminated, to the additional dock which was supposed to only be used during construction, to the enormous, inappropriately designed proposed terminal - note the Vineyard has two lovely, modest, cape-style terminals, and now we have the 5:30am ferries. It is time to pause and ask what really is necessary.

Woods Hole/Mainland residents are as much a part of this equation as the islanders.

Sincerely,

Bonnie Ward Simon

144 Gardiner Rd.
Woods Hole, MA 02543
508-540-1804

262 Central Park West, Apt. 12E
New York, NY 10024

Best contact: [REDACTED]

From: [Phil Richardson](#)
To: prichardson@whoi.edu; [schedules](#)
Subject: Excess truck traffic noise and congestion in Woods Hole and Falmouth
Date: Tuesday, May 4, 2021 2:29:28 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

To General Manager Robert B. Davis, Steamship Authority,

I strongly urge the SSA to shift truck traffic from Woods Hole to New Bedford whenever possible but especially in the early morning when so many people in Woods Hole and Falmouth are seriously impacted by noise. This could provide a solution to the problem of the trucks dominating the roads into Woods Hole, especially in the morning, but also all day, especially in the summer.

There is a solution and that is to consider regional transportation and have the SSA become a cooperating member that seeks a solution to the problems of Falmouth and Woods Hole caused by the noise and congestion on our roads and in our communities. The SSA has not seriously tried to establish a truck traffic transport from New Bedford to Marthas Vineyard and it should be seeking this. The lifeline argument is wearing thin as we learn about what is actually being carried by early ferries to Marthas Vineyard; It does not sound like what actual lifeline items should be. The so-called lifeline should be expanded to transport freight from New Bedford on SSA boats or on other boats from other organizations. The SSA needs partners to carry truck traffic from New Bedford, most of which passes by New Bedford before coming over the bridges to Cape Cod and then down the narrowing roads into Woods Hole causing the noise and congestion. The SSA should be forced to actively seek solutions to our problems. Studies have shown this could work and not necessarily be more expensive for Marthas Vineyard people.


I favor the approach about rewriting the Enabling Act and making Woods Hole and other relevant towns have more voting weight in order to force a conversation and an equitable solution to the noise and congestion problems in our town. Since the SSA has not responded to years of critical reviews and our critical comments about limiting the increasingly heavy traffic to the Vineyard through Woods Hole, we are concluding that we need voting power to force compliance.

Unfortunately the SSA is presently expanding in a huge construction project taking over our harbor, extending ferry landings into the harbor and expanding the size of terminal buildings. The SSA should be trying to reduce the footprint in Woods Hole not expanding it. The SSA should be trying to limit the truck and car traffic not expand it. The SSA should be considering the welfare of the Commonwealth not just the SSA's welfare and not just Marthas Vineyard.

Thank you,

Philip Richardson
146 Church Street
Woods Hole, MA

02543

Philip L. Richardson
prichardson@whoi.edu
Woods Hole Oceanographic Institution
Woods Hole, MA 02543
508 540 2648 H


From: [Diana Roth](#)
To: [schedules](#)
Subject: Public Hearing Comments
Date: Tuesday, May 4, 2021 4:07:52 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Mr. Davis,

I would like to urge you and the Steamship Authority Board of Directors to seriously examine the many comments and suggestions from local residents yesterday at the public hearing.

It has become increasingly clear that Falmouth and Woods Hole roads can not safely accommodate the public and the freight traveling on them everyday to get to the island. The substantial noise and congestion is inherently hazardous to the health and well-being of the local populous, as well as visitors to the area.

While there are many important issues facing the Steamship Authority regarding future growth and development, it is obvious today that as much freight as possible, as well as other vehicular traffic, must be routed through New Bedford. No one will benefit if daily trips and traffic keep increasing to and from the small village of Woods Hole, as this is very clearly unsustainable going forward.

The Steamship Authority would benefit in many ways from a sincere and proactive plan to address traffic issues. The surrounding communities would become safer and more livable for residents and visitors alike. The Steamship Authority could be a leader in the industry by looking to the future and engaging with all stakeholders to develop realistic solutions going forward.

Sincerely,

Diana Roth
10 Dearborn Ave.
Falmouth

From: [Laura Hastings](#)
To: [schedules](#)
Subject: Comment on public hearing
Date: Tuesday, May 4, 2021 4:25:21 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear General Manager Robert Davis, Steamship Authority:

I hope you were able to absorb the number and range of concerns that Falmouth residents have about the Steamship Authority actions that were voiced at yesterday's hearing. We have years of built-up irritation towards the organization, due to the lack of attention paid to communities impacted by its actions.

More importantly, we are living through real changes to our quality of life brought on by the expansion of the Steamship Authority, and we are worried. This concern is not about me or my children or my community. We are stewards of a living earth. Noise pollution is our immediate concern. But, as folks pointed out, birds and plants and other wildlife are affected by the Steamship Authority's expansion and its operations. I recall the case of your organization participating in dumping sewage in the Sound a decade or two ago. The MA state government may not have been sensitive to these issues in the 1960s, but we are well past that time.

In short, we request a re-balance of commercial interests with a decent quality of life. I *wonder how Martha's Vineyard residents might respond to their Falmouth neighbors' concerns?* I'm not convinced by one person announcing that MV residents require the 5:30 truck ferry as a "lifeline". Please.

Thanks for your time working on behalf of the residents of Massachusetts,

Laura Hastings
18 Spencer Baird Rd.
Woods Hole, MA 02543

From: [REDACTED]
To: [schedules](#)
Subject: Daily Freight Schedule from Woods Hole to the Vineyard and Regional Transportation Planning
Date: Tuesday, May 4, 2021 5:38:13 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Mr. Robert B. Davis,

I am writing to request that the Steamship Authority eliminate the 5:30 AM daily freight schedule from Woods Hole to the Vineyard. As you have heard for many years and at yesterday's hearing, fully loaded trucks traveling to that ferry have a negative impact on multiple Falmouth neighborhoods at 5:00 AM and earlier. Noise from those trucks is waking people in these neighborhoods, effecting their health and well-being and having a negative impact on the health of the community. We ask you to recognize that and respond by making a long-requested change in the 2022 freight operating schedule.

Second, I am requesting that the SSA make a meaningful and serious examination of New Bedford as an additional off-Cape freight port for shipping to the Vineyard. I am not asking that the SSA stop using Woods Hole for freight, but I am asking that you embrace, and not run away from, regional transportation planning. New Bedford, as a supplementary mainland port, must be part of that regional planning. Finally, I ask that freight going through Woods Hole to the Vineyard be limited to time-sensitive freight. For other freight I ask that you consider other ports where the lives of its citizens will be less disrupted.

Respectfully,

Peter Shile
25 Gardiner Road
Woods Hole, MA
02543

From: [Stephen Starosta](#)
To: [schedules](#)
Subject: oppose 5:30 am boat
Date: Wednesday, May 5, 2021 8:47:11 AM

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Dear Mr. Davis.

As a life-long resident of Falmouth, I oppose the addition of a 5:30 am boat out of Woods Hole. It is too disruptive to Falmouth and Woods Hole residents who live on Woods Hole Road. I agree that it is a public health crisis.

I also firmly support moving all freight service to the New Bedford port which in my mind is perfectly suited to handle large trucks as well as that it will lessen the traffic in Falmouth.

Sincerely,

Stephen Starosta
Falmouth, MA.

Stephen Starosta
259 W. 15th Street
New York, NY 10011


From: [Suzanne Kuffler](#)
To: [schedules](#)
Subject: record of stated comments at the May 3 meeting with the SSA
Date: Wednesday, May 5, 2021 11:37:34 AM

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General Manager
Robert B. Davis
Steamship Authority

Re: A broader interpretation and implementation of the Enabling Act: Quality of Life

Dear Mr. Davis;

Please find included below a copy of my remarks made during the May 3, 2021 public / SSA zoom interaction.

Woods Hole is disproportionately impacted by SSA activities. The Enabling Act is interested in the quality of life issues for all members of the Commonwealth.

Thank you.

Suzanne Kuffler
Gosnold Road
Woods Hole

I would like to see the SSA broaden its accountability to Falmouth, Woods Hole and Bourne by taking seriously the quality of life clause in the Enabling Act as a strong part of its mission.

Since the SSA is engaged in the delivery of goods and services to the Islands, I find it a compelling approach to the Enabling Act to see the SSA delivering important goods and services to the mainland with the same commitment as to the islands. Reasonable parties on the mainland and on the islands can see this improvement as a fair and just approach. In this process a well thought out balance of business at all levels and services at all levels is needed. I find the present structure way out of balance. Progress on implementing a fairer application of the Enabling Act is

needed.

For example, a good or better night's sleep is a commodity that the SSA could deliver to Falmouth, Bourne and Woos Hole by shifting its scheduling to accommodate a later freight boat in the morning.

Community life is being affected with Woods Hole disproportionately so. The 5:30 A freight trip lacks fairness under the Enabling Act. Reimagining scheduling may seem hard for a lot of entities but not as hard as persistent sleep deprivation for residents of Falmouth, Bourne and Woods Hole. It is time for a change.

Another quality of life element is downsizing the operation in Woods Hole also under the quality of life clause of the Enabling Act since continually rising truck and auto emissions at the SSA site reduces the health resilience of humans and plants. This imposition is not a fair bargain for anyone or a responsible bargain for the region and the state. The present growth rate real and projected is not sustainable on this side.

These two issues and others underlie the 18 topics and the many related questions that were acknowledged by SSA management on April 8th. The April 20th board meeting contained information that the next proposed community discussion would be in the fall at the 90% stage of planning. Since residents are interested in influencing planning for their reasonable and fair benefit it would be helpful for the questions to be answered and returned to us well before the Fall. The community would under the quality of life clause benefit from further discussion to make sure their adjustments requests are represented. The community requests both the

answers to our questions and another meeting well before the 90% phase.

I would like to close by personally supporting the Moran proposal. The amendment does not provide veto power but rather a better sense of the Enabling Act's relation to all of the Commonwealth's members.

Suzanne Kuffler
Gosnold Road
Woods Hole

From: [Jay Allison](#)
To: [REDACTED]; [REDACTED]; [schedules](#)
Subject: Comment on Ferry Traffic
Date: Wednesday, May 5, 2021 11:44:03 AM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Robert B. Davis, General Manager, Steamship Authority:

I write to encourage the Authority to take seriously and act positively upon the concerns of mainland port residents.

It is important to recognize that the mainland ports are not opponents of Martha's Vineyard in any way. We have kinship; we are connected by the same water. In fact, it might be best to reframe any conflict in that light. For example, think of Woods Hole as the canary in Martha's Vineyard's coal mine. We will feel the stress first. If growth is happening too fast or unsustainably, look to Woods Hole to express it. That's what we are doing.

The Vineyard and Woods Hole are, paradoxically perhaps, on the same side. Neither of us wants harm to come to our precious communities through over-expansion.

I hope that Islanders will consider plans for a necessary diversity of *true* "Life Lines"-- not simply over-burdening one port, but expanding to more mainland connections, finding ways to anticipate problems and prevent them before they occur. Simply increasing traffic through a single vulnerable port does not do that. It is a poor Life Line Plan.

More is not necessarily better in this situation, for any of us. We should plan with that in mind.

Thank you,

Jay Allison
Woods Hole, MA

cc: Nathaniel Trumbull, Melissa Allison

From: [Becky Conners](#)
To: [schedules](#); [REDACTED]
Subject: Thank you for listening to our concerns
Date: Wednesday, May 5, 2021 12:38:34 PM

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Mr Davis,

Thank you for the opportunity to speak on Monday afternoon, I apologize that my internet was not working well. The point I was trying to make is that the Steamship has in the past changed their operations - moving the Nantucket operations to Hyannis. It is way past time to reevaluate Woods Hole. I agree with the other speakers and believe it is time to move the freight operations to New Bedford and discontinue the 5:30 am boat. The noise/disruption that the freight trucks cause all day - and starting at 4:30am in the morning is overwhelming in our small village. The people and roads of Falmouth and Woods Hole are bearing the full brunt of the islands exponential growth and it is just not sustainable& Please help.

Becky Conners
540 and 549 Woods Hole Road
Woods Hole, MA 02543

From: [Kate](#)
To: [schedules](#)
Subject: Comments on Proposed 2022 Schedule
Date: Wednesday, May 5, 2021 2:10:49 PM
Attachments: [May 5. Comments to SSA.docx](#)

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am attaching my comments of the proposed schedule.

Kate Nace Day
5 Bowditch Road
Woods Hole
Town of Falmouth

May 5, 2021

Mr. Robert Davis
General Manager
Woods Hole Steamship Authority

Dear Mr. Davis:

As requested by Special Counsel Steven Sayers at the recent public hearing on the SSA proposed 2022 ferry schedule, I am writing to submit a few brief comments.

My father came to Woods Hole in 1938. He recognized – and later gave to his four children - a place to return, to be home. The four of us left, but we always returned. My husband Russell Murphy and I now live in the house where I spent much of my childhood.

A first principle of Woods Hole is respect for the sea - its power and beauty. That principle underlies and surrounds almost every activity in Woods Hole, in work and family, from childhood to last days. When I see the harms done to the beauty of the waterfront and Great Harbor, the lack of respect is chilling.

I truly believe, however, that one day federal and state climate policies will require enduring limits on growth, development, and transit. Then, the sovereignty of the SSA will end and part of our waterfront will be reclaimed, restored and given back to the people as public space.

In the meanwhile, I request:

1. the elimination the 5:30AM daily freight schedule from Woods Hole;
and,
2. meaningful and serious examination of New Bedford as an additional off-Cape freight port for shipping to the Vineyard.

Kate Nace Day
5 Bowditch Road
Woods Hole

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: SSA letter final May
Date: Friday, May 7, 2021 9:35:51 AM
Attachments: [SSA letter final May 6.docx](#)
[ATT00001.htm](#)

From: James Malkin <[REDACTED]>
Sent: Thursday, May 6, 2021 7:14 PM
To: Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>; Steve Sayers <ssayers@steamshipauthority.com>
Subject: SSA letter final May 6

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Robert/Steve/Sean - I received the attached letter today from Denise Schepici, the CEO of Martha's Vineyard Hospital who learned of the hearing on the 530 Woods Hole to VH seasonal ferry and asked that this letter be forwarded to you for your consideration.

Thank you.

JMM
[REDACTED]

"Those are my principles, and if you don't like them...well, I have others"

Begin forwarded message:

From: "Schepici, Denise" <DSCHEPICI1@PARTNERS.ORG>
Subject: SSA letter final May 6
Date: May 6, 2021 at 1:56:53 PM CDT
To: James Malkin <[REDACTED]>

Dear Jim, can you kindly forward this correspondence from me to the leadership of SSA that I have addressed in the letter?

Many thanks in advance.

The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail contains patient information, please contact the Mass General Brigham Compliance HelpLine at <http://www.massgeneralbrigham.org/complianceline>. If the e-mail was sent to you in error but does not contain patient information, please contact the sender and properly dispose of the

e-mail.

Please note that this e-mail is not secure (encrypted). If you do not wish to continue communication over unencrypted e-mail, please notify the sender of this message immediately. Continuing to send or respond to e-mail after receiving this message means you understand and accept this risk and wish to continue to communicate over unencrypted e-mail.



May 6, 2021

To: Robert Davis, Steven Sayers and Sean Driscoll,

As the CEO of Martha's Vineyard Hospital (MVH) and Windemere Nursing and Rehabilitation Hospital (WNR), I am writing this letter of concern regarding the recent discussions to discontinue the 5:30 a.m. ferry from Woods Hole to Vineyard Haven.

Together, MVH and WNR, is the largest employer on Martha's Vineyard and serves year-round Islanders, seasonal residents, short term vacationers, day trippers and tourists from around the world. We are a 24/7, 365-day operation, 7 miles out to sea with the SSA being an essential lifeline to key resources not available on an Island of our scale. The SSA serves as an essential transport system for direct caregivers, some of whom live on the Cape and further out, who provide routine, emergency, and specialty services to Island residents and visitors who need them, when they need them. Many caregiver shifts begin at 7 a.m. Arriving in Vineyard Haven at 6:15 then traveling to the Hospital gets them to their departments just in time. This includes respiratory therapists; nurses from Falmouth, Woods Hole and other parts of the Cape; physicians; case managers; chefs who prepare meals on wheels for Island Elders; and, specialty equipment and technologists for specialized radiological testing.

The 5:30 a.m. ferry is essential to our core supply chain needs like food, linen, medical supplies, and specialty pharmaceuticals. These needs have been exacerbated by the pandemic; shortages of key supplies require us to order smaller shipments more frequently. As importantly, it is also an essential time for tradesmen to travel for services critical to the maintenance of our large campus-electricians; plumbers; HVAC contractors; biomedical engineers and the like, to arrive, perform needed services and to return to the mainland. Beginning early means these contractors can maximize their productivity in a day, avoid costly lodging expenses, and keep us up and running to serve the community when something breaks unexpectedly.

To assume this level of daily need can simply be moved to a later ferry is impractical especially "in season" when the ferry schedules fill quickly. It would disrupt our delivery of patient care; create a hardship to our employees who commute; negatively impact our daily supply chain requirements; and, further exacerbate traffic and congestion patterns creating a predictable, negative (and avoidable) domino effect on the Island and in Woods Hole during early commuter hours.

With this in mind, I urge the SSA to continue the 5:30 a.m. service from WH to VH without interruption.

Very sincerely yours,

Denise Schepici MPH
President & CEO
Martha's Vineyard Hospital | Windemere Nursing and Rehabilitation Center
dschepici1@partners.org
Office 508- 957- 9558

From: [REDACTED]
To: [schedules](#)
Subject: freight operations
Date: Friday, May 7, 2021 10:33:54 AM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Mr Davis - As I'm sure you know by now, the Steamship Authority's freight operations, which have grown rapidly in recent years, are a serious problem here in Woods Hole and Falmouth. It's hard not to be angry at the callous unresponsiveness of your organization to the legitimate concerns of residents. At its core, this is an issue of simple fairness: why should this real and growing cost be borne by people who don't benefit from your service? I hope you will change tack and take concrete steps to address our concerns. Andrew Solow, Quissett Ave, Woods Hole

From: [REDACTED]
To: [schedules](#); susan.moran@masenate.gov; sam.patterson@falmouthma.gov; nancy.taylor@falmouthma.gov; doug.jones@falmouthma.gov; dylan.fernandes@mahouse.gov; megan.english-braga@falmouthma.gov; doug.brown@falmouthma.gov
Subject: Re 5:30 boat et al
Date: Friday, May 7, 2021 11:10:02 AM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Re the public hearing earlier this week, I agree with others about the 5:30 boat as WAY too early. A better dialog has to be set up btw the Vineyard and Falmouth residents. If there is a working group - what are they doing? When will they have actions items?

The need for freight through New Bedford is immense. That discussion needs to begin now even if it will take a few years to get up and running. You need to start that direction NOW!

Nicole Goldman

[REDACTED]

12 Sidney Street

Woods Hole, MA 02543

[REDACTED]

From: [DOUGLAS AMON](#)
To: [schedules](#); susan.moran@masenate.gov; sam.patterson@falmouthma.gov; nancy.taylor@falmouthma.gov; doug.jones@falmouthma.gov; dylan.fernandes@mahouse.gov; megan.english@falmouthma.gov; doug.brown@falmouthma.gov
Subject: Voicing Concerns
Date: Friday, May 7, 2021 12:10:12 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

General Manager Robert B. Davis, Steamship Authority

Dear Steamshippers,
I would like to add my quiet voice in support of eliminating the 5:30 Ship from Woods Hole to Martha's Vineyard. Please throw the Woods Hole residents a lifeline so that we may escape the early morning rumble of trucks and return to our pleasant dreams of our community and neighboring islands.
Thanks.
Doug Amon
8 Quisset Ave
Woods Hole, MA 02543

Note- my wife's grandfather, Samuel Cahoon, was the owner of the Harborside Fish Market in the village of Woods Hole.

Sent from my iPad

From: [Dowling, John E.](#)
To: sam.peterson@falmouth.gov; [schedules](#); susan.moran@masenate.gov
Subject: May 3rd SSA Meeting
Date: Friday, May 7, 2021 2:52:04 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Mr. Davis,

I am writing to add to the arguments raised at the SSA hearing that was held this past Monday, May 3rd that the SSA must consider moving much of the freight traffic to the Vineyard from Woods Hole to New Bedford. I live on Ransom Road about one-third the way between Woods Hole and Falmouth. The 600 trucks going either way on the Woods Hole Road each day make exiting Ransom Road onto Woods Hole Road extraordinarily difficult and dangerous. The trucks are often going fast - in excess of 40 miles per hour - and Ransom Road is not easily visible especially when going toward Falmouth. Many residents of Ransom Road will not turn left when exiting onto the main road because of this danger, and we have a number of residents in their 70s and 80s who live on the road. In my view it is a disaster waiting to happen.

I found the Vineyard residents who spoke at the hearing condescending with regard to the concerns of those requesting the SSA consider this option and some of the arguments raised were spurious. For example, that the trip from New Bedford would take too long - one and three quarters hours. How long does it take a truck to travel from New Bedford to Woods Hole especially in the summer when there are often long lines of cars attempting to cross the Bourne Bridge? And more fuel would be needed, ignoring the fact that the trucks use fuel too. I felt that these representatives were dismissive of the arguments raised about the scheduling and amount of truck traffic coming into Woods Hole on a two lane road because of the present legislation that gives the Islands complete veto power over what the mainland ports might propose. It is time that the legislation be altered to make it more equitable, and I am in favor of a legislative change such as proposed by Senator Moran.

I am not convinced that a 5:30 am ferry is needed, but there are even more serious issues with regard to the present situation. Clearly there is too much truck traffic for the road conditions, and it is a public safety issue. I do urge the SSA to consider seriously alternatives to the present situation before we have a disaster which mandates a change.

John E. Dowling
106 Ransom Road
Falmouth, MA 02540

From: [Laurie](#)
To: [schedules](#)
Subject: 0530 boat and other problematic SSA issues
Date: Saturday, May 8, 2021 8:06:24 AM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

The decision by the Steamship Authority to continue to run a 5:30 AM for a full 6 months for the questionable benefit of a handful of Vineyard businesses, and to the detriment of hundreds of households in Falmouth is almost behind comprehension in its unfairness.

The rationalization for this is that Falmouth residents must sacrifice their sleep, quiet neighborhoods, safety on the roads, air quality and sanity so that Vineyard towns don't have to have trucks on their roads during the busy hours of the day. What about Falmouth? We have all these trucks servicing the Vineyard clogging our roads at all hours of the day, and because of the early freight boat, this starts before 5 AM for half the year.

This is on top of the burden the citizens of Falmouth already face daily thanks to ALL the Martha's Vineyard traffic funneling through our town: endless traffic jams and slowdowns, air pollution, vehicles racing through our side streets and quiet back roads to avoid said traffic jams, noise-noise-noise, speeding and aggressive drivers racing to "catch the boat", trash in the parking lots, acres and acres of pavement for parking, and damaged roads, is again, too much to ask of the people of Falmouth.

I often wonder how folks on the Vineyard would view the problem if **every single** car, van, truck, person, service, food item, building supply, retail provision, etc., headed to Falmouth, rumbled down State Road starting at 4:30 AM to load up in Vineyard Haven. It's not hard to guess.

It would be the tiniest of concessions to Falmouth and its long-suffering population, who already put up with so many negatives from SSA practices, to cancel the 5:30 AM boat altogether.

Sincerely,

Laurie Raymond
31 Davis Rd.
Falmouth, MA

Sent from my iPad

From: [Barbara Blair](#)
To: [schedules](#)
Subject: Freight to Martha's Vineyard
Date: Saturday, May 8, 2021 2:53:06 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority,

I have lived on Woods Hole Road since 1993. During that time, noise and air pollution have increased. We have our sleep disturbed daily, early in the morning. It's hard to cross the street safely in the summer. However, these inconveniences are much less important than the ever present threat of human injury, death and environmental poisoning in the event of an accident with a tank truck carrying toxic materials down our narrow, densely populated road. You have blocked efforts to transport hazardous chemicals by sea from New Bedford, in order to perpetuate your monopoly.

My concern is that some day the citizens of Falmouth and Woods Hole will be your victims. Our loss will be due to your action unless you take steps to develop and allow shipping from New Bedford.

Please stop the early freight runs and work to develop shipping of hazardous materials from the port of New Bedford.

Yours truly,
Barbara Blair
246 Woods Hole Road
Falmouth, MA 02540

From: Comcast
To: [schedules](#); susan.moran@masenate.gov; sam.patterson@falmouthma.gov; nancy.taylor@falmouthma.gov; doug.jones@falmouthma.gov; Dylan.Fernandes@mahouse.gov; megan.english-braga@falmouthma.gov; doug.brown@falmouthma.gov
Subject: It's just a matter of time
Date: Saturday, May 8, 2021 3:22:39 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Mr. Davis,

I was one of the petitioners asking the SSA for a public hearing regarding early boats and freight trucks coming through Falmouth (and other towns). I have lived in Falmouth since 1968 and I am now a grandmother here. My grandchildren stand on a corner of Woods Hole Road, as my daughter did waiting for their school bus to our Falmouth schools.

Years ago my husband and I saw that this growth of traffic couldn't continue without risks. Efforts have been made to curb this unrealistic expansion but it seems we need to petition and fuss to get a coherent response. We are still waiting.

New Bedford is still an option for freight (as it was 30 years ago) despite how much SSA resists.

It's really just a matter of time. Our neighbors on the Vineyard will benefit from freight service from New Bedford as well.

Thank you for your consideration of my concerns,

Margaret Fitzelle
Glendon Road
Woods Hole

From: [balkin](#)
To: [schedules](#)
Subject: Horrific traffic on Woods Hole Road
Date: Saturday, May 8, 2021 8:50:37 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Sirs,

I have lived in Falmouth for seven years on the corner of Oyster Pond and Woods Hole roads. The speed limit at that point is posted at 25 miles per hour. It is really terrifying to watch the huge trucks race through that intersection at outrageous speeds.

I have also been following for years the sincere attempts made by the citizenry of Falmouth and Woods Hole to appeal to the ferry board to deal with the traffic, noise and danger caused by these huge vehicles, which have no business roaring down this narrow road. The arrogance displayed by the board is stunning.

If you won't listen to logic, try to imagine that you made your home here. I know this may seem simplistic, but perhaps you might think how you would wish to be treated should you be on the opposite side of this debate.

If you aren't persuaded by a moral argument, then consider what it will cost you when one of those trucks careens off the road and there's untold damage.

Send those trucks to New Bedford. They do not belong here.

Sincerely, Richard Balkin

Sent from my iPhone

From: [balkin](#)
To: [schedules](#); susan.moran@masenate.gov
Subject: Re: Horrific traffic on Woods Hole Road
Date: Saturday, May 8, 2021 8:57:59 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Sent from my iPhone

> On May 8, 2021, at 8:50 PM, balkin wrote:

>

> ÿpDear Sirs,

> I have lived in Falmouth for seven years on the corner of Oyster Pond and Woods Hole roads. The speed limit at that point is posted at 25 miles per hour. It is really terrifying to watch the huge trucks race through that intersection at outrageous speeds.

> I have also been following for years the sincere attempts made by the citizenry of Falmouth and Woods Hole to appeal to the ferry board to deal with the traffic, noise and danger caused by these huge vehicles, which have no business roaring down this narrow road. The arrogance displayed by the board is stunning.

> If you won t listen to logic, try to imagine that you made your home here. I know this may seem simplistic, but perhaps you might think how you would wish to be treated should you be on the opposite side of this debate.

> If you aren t persuaded by a moral argument, then consider what it will cost you when one of those trucks careens off the road and there s untold damage.

> Send those trucks to New Bedford. They do not belong here.

> Sincerely, Richard Balkin

>

> Sent from my iPhone

From: [balkin](#)
To: [schedules](#); dylan.fernandes@mahouse.gov
Subject: Re: Horrific traffic on Woods Hole Road
Date: Saturday, May 8, 2021 8:59:03 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Sent from my iPhone

> On May 8, 2021, at 8:50 PM, balkin wrote:

>

> ÿpDear Sirs,

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> If you aren t persuaded by a moral argument, then consider what it will cost you when one of those trucks careens off the road and there s untold damage.

> Send those trucks to New Bedford. They do not belong here.

> Sincerely, Richard Balkin

>

> Sent from my iPhone

From: [PAT KEOUGHAN](#)
To: [REDACTED]; [schedules](#)
Subject: Woods Hole Rd. Traffic
Date: Sunday, May 9, 2021 10:09:12 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello,

I'd like to submit my statement about the effect of Steamship Authority Ferry traffic on my life. I live off Woods Hole Rd. just past the bike path crossing going towards Woods Hole:

1. My only route to my town, Falmouth, and my hospital, Falmouth Hospital, is along Woods Hole Rd. I go to the hospital 3 times a week in the summer. There are times I can't get out of my road because of ferry traffic and all the local traffic that have come in behind the ferry traffic after waiting are backed up at the bike crossing. When I can finally get out I'm in bumper to bumper traffic to Falmouth town or the hospital. My 5 to 7 minute drive becomes often 3 times as long now that you have added to the size of ferries and the number of ferries. This happens almost every time I leave home. Going home on Woods Hole Rd. is almost as bad. There are so many cars that are locals and our tourists that the added cars going to the ferry slow down Woods Hole Rd. And anyone who has to make a left turn in our one lane has to wait for the ferry traffic to pass to turn holding up everyone behind all along the road. I chose to live where I do because I love it even tho I'd have to deal with the ferry traffic 25 years ago. Today's traffic is nothing like 25 years ago. The ferry cars are like a freight train that never ends going by my road today.

2. As far as I am from Woods Hole Rd. I am woken up early in the morning by the noise of the large trucks barreling towards Woods Hole.

3. I have asthma and emphysema. I am most concerned that your traffic leaves SO much exhaust as to leave the air above the road grey on many summer days. I had to pay for air conditioning in my car due to your pollution or drive to Woods Hole with windows up in 90 degree heat.

Please do what you can to divert most of the larger vehicles and all you can of others off our road that is one lane each way with double lines along most of it. Stop adding ferries and cars to the ferries. We are beyond dealing with what is there now, let alone what you are deciding to add without telling us in the future. Don't add it. Woods Hole Rd. is a Falmouth road and Woods Hole is a town in Falmouth. Neither are yours. Thank you for your attention to this .

Sincerely,

Patricia Keoughan
86F Riddle Hill Rd., Falmouth

[REDACTED]

From: [Dick Payne](#)
To: [schedules](#)
Subject: Freight truck operations
Date: Monday, May 10, 2021 4:18:33 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

There are many more people in Falmouth who are affected by the early morning truck traffic for a 5:30 ferry to Martha's Vineyard than just the neighbors along Palmer Avenue and Woods Hole Road. On the Town GIS map I count over 900 houses in the area bounded by the Falmouth/Bourne town line, south to the junction of Routes 28 and 28A, and between those two roads. I live in one of those houses and can testify that early morning truck traffic does wake me up starting at about 4:30 a.m.

As a member of Citizens Climate Lobby I would also like to point out that those trucks spew a very large amount of diesel smoke, which contains carbon dioxide that contributes to our climate problems as well as gases which compromise our health. An east wind means we all breath polluted air.

Richard Payne
West Falmouth, MA

From: [Robert Davis](#)
To: [schedules](#)
Subject: FW: Noise
Date: Monday, May 17, 2021 12:41:50 PM

From: mel wontel [REDACTED]
Sent: Sunday, May 16, 2021 9:42 AM
To: whtraffic <whtraffic@steamshipauthority.com>
Subject: Noise

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

To whom this concerns I think this goes to Robert Davis I live on Woods Hole Rd. and I received a postcard in the mail the other day I'm just going to add my two cents I think people are extremely petty and have nothing better to do with their time on their hands then to complain about asinine things, I'm right off the main road I hear nothing you guys are doing great down there no issues from me I think people need to start collecting snails or volunteering at pet shelters or some thing ..sorry that people are being such a pain in your ass have a good day!

Malinda VanderSluis
300 Woods Hole Road unit 1A
Falmouth, MA 02540

[Sent from Yahoo Mail for iPhone](#)

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Edgartown SSA Letter May 21.pdf
Date: Tuesday, May 18, 2021 1:07:07 PM
Attachments: [ATT00001.txt](#)
[Edgartown SSA Letter May 21.pdf](#)

-----Original Message-----

From: James Malkin
Sent: Tuesday, May 18, 2021 1:06 PM
To: Robert Davis ; Sean Driscoll
Subject: Edgartown SSA Letter May 21.pdf

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.



**TOWN OF EDGARTOWN
OFFICE OF SELECTMEN**

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

TELEPHONE
(508) 627-6180

FAX
(508) 627-6183

<https://edgartown-ma.us/>

May 18, 2021

Woods Hole, Martha's Vineyard and
Nantucket Steamship Authority Board
PO Box 284
Woods Hole, MA 02543
100 Cambridge Street, Suite 300
Boston, MA 02114

RE: Reduction in Ferry Service to the Island of Martha's Vineyard

Honorable Members of the Board:

The Board of Selectmen feel that this boat is vital to the Vineyard and the Town of Edgartown. We are strongly opposed to any action that will interfere with that lifeline such as cancelling our 5:30 freight boat.

This essential service facilitates everything from medical appointments to connecting flights from Logan Airport. It would be unfeasible to expect the delivery of food and other supplies to occur mid-morning when Edgartown's antiquated roads are filled with traffic and pedestrians. During this trying time we need to set conditions for the success of commercial enterprises and the Island's majority, rather than implement haphazard changes that would only benefit a small minority of Falmouth residents. In the next several weeks the Island's population will swell to over 100,000 people. The second and third order effects of this surge can only be negated by a steady stream of supplies flowing from the mainland. An interruption of service in any fashion would ultimately be extremely detrimental to this cycle.


Please stop considering this action, and turn your attention to how you can better serve Martha's Vineyard.

Sincerely,

James Hagerty
Town Administrator
For the Edgartown Board of Selectmen

From: [Robert Davis](#)
To: [schedules](#)
Subject: FW: Edgartown SSA Letter May 21.pdf
Date: Tuesday, May 18, 2021 1:33:52 PM
Attachments: [ATT00001.txt](#)
[Edgartown SSA Letter May 21.pdf](#)

-----Original Message-----

From: James Malkin [mailto:

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**TOWN OF EDGARTOWN
OFFICE OF SELECTMEN**

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

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(508) 627-6180

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May 18, 2021

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PO Box 284
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100 Cambridge Street, Suite 300
Boston, MA 02114

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Please stop considering this action, and turn your attention to how you can better serve Martha's Vineyard.

Sincerely,

James Hagerty
Town Administrator
For the Edgartown Board of Selectmen

From: [Robert Davis](#)
To: [schedules](#)
Subject: FW: Support for the 5:30 Boat
Date: Tuesday, May 18, 2021 6:29:51 PM

-----Original Message-----

From: John Cahill [REDACTED]
Sent: Tuesday, May 18, 2021 6:14 PM
To: Robert Davis
Subject: Support for the 5:30 Boat

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hi Robert,

I m writing to you today as a resident and a business owner in Vineyard Haven.

Both my home and business is located in downtown Vineyard Haven. In fact, my home is just three blocks from the Steamship Authority and my business is across the street. And I chose to live here.

My purpose for writing is to share my personal support for both 5:30 boats out of Woods Hole and Vineyard Haven.

Most early mornings (6am to 7am) you will find me going for a mile or two walk which includes a walk thru downtown.

I hear and see the various trucks delivering produce and product to business owners opening their shops. The owners are waiting - anxious to receive their supplies and set up for the day.

I also see dozens of workers coming off each boat ready to start their jobs in the neighborhood.

Just like our good neighbors in Woods Hole and Falmouth, we both live in communities dependent on a seasonal economy. We only have a short window of weeks to earn a living.

So that is why the hustle and bustle of early trucks and workers never bothers me. It is who we are. And the early boats makes all this possible.

As one of the old timers said to me years ago - Gather all the acorns you can. It s a long winter.

Thank you,
John Cahill

From: [Robert Davis](#)
To: [schedules](#)
Subject: FW: Letter to the Steamship from the Select Board
Date: Wednesday, May 19, 2021 3:06:39 PM
Attachments: [Select Board letter.pdf](#)

----- Original message -----

From: Pam Bennett <pbennett@tisburyma.gov>
Date: 5/19/21 12:07 PM (GMT-05:00)
To: Robert Davis <rdavis@steamshipauthority.com>, John Cahill [REDACTED]
Cc: "John Grande, Town Administrator" <jgrande@tisburyma.gov>
Subject: Letter to the Steamship from the Select Board

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

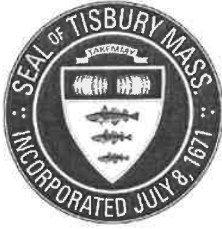
[Letter to the Steamship from the Select Board.](#)

Sincerely,

*Pam Bennett
Human Resources Coordinator
Town of Tisbury
PO Box 1239
Vineyard Haven, MA 02568
508-696-4201*

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From: [REDACTED]
Sent: Wednesday, May 19, 2021 10:38 AM
To: Pam Bennett <pbennett@tisburyma.gov>
Subject: to:Steamship



**Town of Tisbury
Office of the Select Board
51 Spring Street, P.O. Box 1239
Vineyard Haven, MA 02568
(Tel. 508-696-4203)**

May 18, 2021

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

Re: Reduction in Service to the Island of Martha's Vineyard

Dear Members of the Board:

The Tisbury Select Board is adamantly opposed to the elimination of the 5:30 a.m. ferry service to the island.

The Town of Tisbury is the year-round port for the Island of Martha's Vineyard for the transit of passengers, freight, and vehicles. Our residents, businesses, and daily commuters rely on the early morning boats for our workforce, daily deliveries, and to meet medical appointments off-island. Eliminating or reducing the morning ferry service from and to Woods Hole, and specifically, the 5:30 a.m. ferry service to the island will have a substantial adverse impact on the island. The reduction in ferry service will increase traffic congestion on the island, impede public transit service provided by the Vineyard Transportation Authority, and unnecessarily prevent the smooth and timely flow of goods and services to the island.

The Steamship Authority provides an essential service for the island towns. This essential service cannot be met with an elimination or reduction in service. We believe the current schedule for ferry service provided by the Steamship Authority is just meeting the minimum needs of the island.

Tisbury is committed to the existing planning processes initiated by the Steamship Authority. The planning committees provide an excellent opportunity to consider mitigation of operational-related impacts on the residents of our port communities.

Sincerely,

James J. Rogers
Chair, Tisbury Select Board

Cc. Robert B. Davis, General Manager, Port Council Chairman
John Cahill, Port Council Representative

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:39:17 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 7:43 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Angela Campbell <acampbell@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

This email was sent to Allison Fletcher, Angela Campbell, Mark Rozum, Bob Davis and Sean Driscoll.

It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185358

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
Absolutely increase number of daily ferries to and from Nantucket!!! Why are you waiting when the demand is there?!			

Name	Phone	eMail Address
virginia d. Irwin		
Address Line 1	Address Line 2	
23 Wild Duck Rd.		
City	State	Zip
wilton	CT	06897

You may not disclose any information regarding any customer (such as a customer's name, address, email address, telephone number, and/or other identifying information) except as is necessary and appropriate to investigate and respond to a customer's comment in connection with the conduct of the SSA's operations. You also may not disclose any personnel information regarding any SSA employee (such as employment applications,

employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:39:23 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 7:45 AM
To: Charles Monteiro <cmonteiro@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Charlie Monteiro, Mark Rozum, Bob Davis and Sean Driscoll. It was assigned to Charlie Monteiro.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185359

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
I saw the article in Daybreak Nantucket requesting comments for increased ferry capacity. Perhaps ferry capacity could be increased strictly for island residents. Ferry capacity for all others should not be increased until Nantucket addresses the broader issue of renters and other transients included Uber consolidators bringing far too many cars to the island. Some renters now bring 2-3 cars to the island for a week rental or even a long weekend rental causing major congestion on the island. This opinion is not for publication.			

Name	Phone	eMail Address
Lynn Boyajian		
Address Line 1	Address Line 2	
27 Pine St		
City	State	Zip
Nantucket	MA	02554

You may not disclose any information regarding any customer (such as a customer's name, address, email address, telephone number, and/or other identifying information) except as is necessary and appropriate to investigate and respond to a customer's comment in connection with the conduct of the SSA's operations. You also may not disclose any personnel information regarding any SSA employee (such as employment applications,

employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:39:34 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 7:45 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll. It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185360

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Complaint	Hyannis Terminal
Comment			
Please open up boat reservations. We have various trips booked this summer and have been on wait lists since [REDACTED] for trips in [REDACTED] and [REDACTED]. I have been coming to our family's summer home on the island for years and have never had a problem booking a trip. Please rectify			

Name	Phone	eMail Address
Tom Schneider	[REDACTED]	[REDACTED]
Address Line 1		Address Line 2
50 Sturges Ridge Road		
City	State	Zip
Wilton	CT	06897

You may not disclose any information regarding any customer (such as a customer's name, address, email address, telephone number, and/or other identifying information) except as is necessary and appropriate to investigate and respond to a customer's comment in connection with the conduct of the SSA's operations. You also may not disclose any

personnel information regarding any SSA employee (such as employment applications, employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:39:39 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 9:19 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

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This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll. It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185361

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	Reservations
Comment			
More boats to Nantucket please.			

Name	Phone	eMail Address
Tedd Van Buskirk		
Address Line 1	Address Line 2	
47 Tall Oaks Drive		
City	State	Zip
Summit	NJ	07901

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the SSAi's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:39:53 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 9:22 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll. It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185363

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	Hyannis Terminal
Comment			
Please add more vehicle transport to nantucket. This year has shown how difficult it is for even property owners. When my husband applied in early May, he was told the first available was August 28, but he could get off island on August 1... This has become a high stress situation especially because there is no options like drive on drive off. Thank you for your consideration			

Name	Phone	eMail Address
Elizabeth von Kessler		
Address Line 1		Address Line 2
75 Grove St		APT 229
City	State	Zip
Wellesley	MA	02482

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termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:40:00 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 9:22 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

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This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll. It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185364

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
I wanted to vote my strong support of starting your summer ferry schedule MUCH earlier next year. If you can, start it earlier this year as well. As you know, the real estate market on the islands has been blistering hot and many of us need to furnish entire properties--requiring many vehicular trips across the sound. But there are NO ferries available. None. please help!			

Name	Phone	eMail Address
Hap Cooper		
Address Line 1	Address Line 2	
8 Sesapana Rd		
City	State	Zip
Nantucket	MA	02554

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personnel information regarding any SSA employee (such as employment applications, employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:40:07 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 9:23 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll.
 It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185365

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	Hyannis Terminal
Comment			
My family has been coming to Nantucket for many generations. Actually some ancestors were born on Nantucket going back to the 1700's. It has been increasingly difficult for this 70+ year old to get on island with a car for my 4-5 month stay(wish it was longer). What has been surprising is the lack of availability even in mid-June and mid-week. I have been on a waitlist for many months. My suggestion is that if Nantucket is going to have festival after festival, that a summer schedule start before June 24th. Thank you Stay positive Test negative Alice Breed [REDACTED]			

Name	Phone	eMail Address
Alice Breed	[REDACTED]	[REDACTED]
Address Line 1	Address Line 2	
2 Newlands st		
City	State	Zip
Chevy Chase	MD	20854

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personnel information regarding any SSA employee (such as employment applications, employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Car ferry schedule
Date: Thursday, May 20, 2021 9:40:24 AM

-----Original Message-----

From: Judy Deutsch
Sent: Thursday, May 20, 2021 6:24 AM
To: Sean Driscoll
Subject: Car ferry schedule

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Please start the summer schedule earlier - like Memorial Day. It s crazy busy!

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: More Round Trips
Date: Thursday, May 20, 2021 9:40:28 AM

-----Original Message-----

From: David Lensing
Sent: Thursday, May 20, 2021 6:45 AM
To: Sean Driscoll
Subject: More Round Trips

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

You need to start the summer schedule much earlier.

David Lensing
5C Stonebarn Way
Nantucket

Sent from my iPhone

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Schedule
Date: Thursday, May 20, 2021 9:40:34 AM

-----Original Message-----

From: ackbeach nest
Sent: Thursday, May 20, 2021 7:05 AM
To: Sean Driscoll
Subject: Schedule

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hi,

Just wanted to give feedback on ferry schedule. I m a longtime visitor to Nantucket (45 years) and owner for 35. I just came over [REDACTED] from Hyannis on standby (after waiting 7 hours). I had a ticket for [REDACTED] but had a dental; emergency and needed to change ticket. This has to be a common occurrence. Life happens and schedules change. The past several years it has been difficult to get my one car on and off ferry. As a summer resident we usually open our house in April and/or May. Ferry schedule is quite restricted then especially if driving from somewhere other than Boston.

I want to commend the steamship staff. They have always been incredible. Positive attitudes and super organized. Really don t know how they navigate the crowds all year.

Enjoy your day
Robin Kelly

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Extra Car Ferrys
Date: Thursday, May 20, 2021 9:40:39 AM

-----Original Message-----

From: Holly Faulkner
Sent: Thursday, May 20, 2021 7:05 AM
To: Sean Driscoll
Subject: Extra Car Ferrys

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Good morning!

I think it would be a fabulous idea to add additional car ferry boats per day to this years summers calendar. I tried booking a car ferry over for a trip in June and I am still currently on the waitlist. We have been coming to Nantucket for over 30 years and never have I had such a problem!

Please consider adding additional boats during this unprecedented wave of activity!

All the best,
Holly Faulkner
Summer resident of Nantucket

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: No reservation availability for island residents
Date: Thursday, May 20, 2021 9:40:48 AM

From: Kay Sheehan <kayksheehan@gmail.com>
Sent: Thursday, May 20, 2021 7:10 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: No reservation availability for island residents

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am a Nantucket resident and participate in the excursion program. I need to take my car off for service at the dealer in Hyannis. There are some options available to take the car off, but there are no reservations available to get my car back to the island before mid August. We definitely need more availability, and those registered with in the excursion program should have first access to available space rather than allowing all those spots to be booked by renters/landlords and seasonal visitors.

Thank you.

Kay Sheehan
508-325-7295


 Virus-free. www.avg.com

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: More boats
Date: Thursday, May 20, 2021 9:40:52 AM

-----Original Message-----

From: nannette Orr
Sent: Thursday, May 20, 2021 7:15 AM
To: Sean Driscoll
Subject: More boats

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Please, please, please provide more boats as soon as possible & & & . Next year is better than never, but if you could improve the situation now, it would make a lot of people happier!

Thanks,

Nannette Orr
Sconset

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: More boats
Date: Thursday, May 20, 2021 9:40:59 AM

-----Original Message-----

From: Mary Holland
Sent: Thursday, May 20, 2021 7:24 AM
To: Sean Driscoll
Subject: More boats

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I think starting the summer schedule earlier in the year, by mid May at the latest, is an excellent idea. There has been no available space to reserve over the Memorial Day weekend and the prior and following week since the beginning of April.
Thank you! Mary Holland, 16 Ahab

Sent from my iPhone

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Ferry availability for Nkt home owners
Date: Thursday, May 20, 2021 9:41:05 AM

-----Original Message-----

From: Diane Dietle
Sent: Thursday, May 20, 2021 7:58 AM
To: Sean Driscoll
Subject: Ferry availability for Nkt home owners

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Everyone is very worried about nkt since we can no longer get a ferry when you need to go off island. I had to leave for a funeral and am waiting 3 weeks to get back, having to spend extra \$\$ for a hotel.

If the ferry can not change to help the owners, you will see a decline in Nkt or more small airlines will offer options but we need ferries.

If you Own or live more than 6 months, you should have a plan ahead of renters coming with 3 cars.

Think of a way to help The people coming that truly are your life blood.

Thank you

D

Sent through the clouds and magic too:-))

Please excuse any typos or errors the iPhone has created.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: no ferry availability
Date: Thursday, May 20, 2021 9:41:10 AM

-----Original Message-----

From: molly kim
Sent: Thursday, May 20, 2021 8:17 AM
To: Sean Driscoll
Subject: no ferry availability

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hi

We have moved our rental vacation time and have changed my ferry reservation (with car)& .unsuccessfully. I m on a waitlist for [REDACTED]. When I agreed to the earlier rental date I didn t think I would have trouble that booking the ferry but I was wrong.

I m hopeful that more boats can be added, ie the summer schedule.

Thanks for taking feedback,
Molly Deisroth-Kim
[REDACTED]

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Steamship reservations comment
Date: Thursday, May 20, 2021 9:41:17 AM

From: barbara white [REDACTED]
Sent: Thursday, May 20, 2021 6:28 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Steamship reservations comment

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We are year-round residents. (Since 71 and 73) It seems that the schedule has had little change in over 40 years. Every year since it was started we fill out the "head start" program in hopes that we get our reservations correct. It is like throwing darts at the dart board. For one, when our children were seniors in high school, we had no idea which college they'd be going to in the fall when we had to fill out the schedule around Christmas the year before. And, of course, each time, we guessed wrong and had to scramble to get them off island.

Even this year, we guessed wrong. We didn't know when we filled out the "head start" that one of our sets of parents would be having a big anniversary party a week before our reservations to go off island which were for Sept 1. We put ourselves on a waiting list and got reservations to go off - but 4 days before the event which will mean 4 days of hotel bills.

Getting off island in the fall is next to impossible for us. Like most islanders, this often means having to rent a car in Hyannis. And, that prevents us from coming home with items on our "off island shopping list" which we keep on the refrigerator.

When we were teachers here, we could never get a convenient boat off island for a weekend. We couldn't leave school to catch the noon boat on a Friday, so it meant we'd get on the 5:30 boat, getting us on the mainland at 8:30-9:00. Getting somewhere like Vermont meant getting there around midnight. And, if it was skiing you were looking to do, that then meant an early rise on Saturday. And, you couldn't get in the second weekend day because you'd have to leave early to catch a boat (2:45) home so that you and the children would be somewhat ready for school on Monday. I wished for so many years that there would be a 2:45 boat LEAVING the island on Friday afternoons to accommodate the school schedule. Instead, teachers and their families were stuck and many parents would just pull their kids from school early.

So, we really welcome a good hard look at the present schedule. It is archaic. We could use more than 3 boats most of the months of the year as times have changed, the population has more than doubled since we got here.

Please consider more boats in the so-called "off season" and also consider ways to keep more spaces open for the year rounders who struggle with the present schedule.

On a positive note, we have had multiple medical emergencies over the past almost 50 years, and the SSA has ALWAYS managed to squeeze us on or get us home. It hasn't always been easy, but they have managed it.

Thank you.

Barbara and Mark White

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:41:28 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 9:24 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum
 <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll
 <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll.
 It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185366

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
Please, please, please add more car boats for the Memorial Holiday and early June. The 1st reservation for the entire summer that I could get when I tried to book a ferry 3 weeks ago was August 17!!!! I have since cleared a waitlist, but for an undesired day/time- at least I have something. Thank you Christine Seaver			

Name	Phone	eMail Address
Christine Seaver		
Address Line 1	Address Line 2	
51 Ocean Avenue		
City	State	Zip
Siasconset	MA	02564

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the SSAi₀^{1/2}s General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 9:43:00 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 9:42 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll.
 It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185368

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
We need more spaces for Nantucket residents on the car ferry. More boats need to start in April. Please consider this.			

Name	Phone	eMail Address
Michael Kalman		
Address Line 1	Address Line 2	
40 somerset Lane		
City	State	Zip
nantucket	MA	02554

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From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: More car ferries in June
Date: Thursday, May 20, 2021 10:35:02 AM

-----Original Message-----

From: Leslie Killian
Sent: Thursday, May 20, 2021 10:29 AM
To: Sean Driscoll
Subject: More car ferries in June

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

If possible, could you please add more car ferries in June as this is when residents travel or bring cars up.
Thank you so much,
Leslie Killian
Summer resident

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Steamship Reservations concerns
Date: Thursday, May 20, 2021 11:21:34 AM

From: Pamela Suan [REDACTED]
Sent: Thursday, May 20, 2021 11:20 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Steamship Reservations concerns

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We have been using the Steamship for about 30 years now. Initially as the start of a family vacation adventure and since 2005 as a way to get to our summer cottage. In 2018 we purchased a year round home and began to spend 6-7 months in the Island. Although we are not technically full time residents we very much feel a part of the community.

I try to have my mother spend a significant amount of time with us each season. At 88 it is easier if I transport her in the car. Ironically before her knees became an issue I had a senior dog with mobility issues. The SSA staff was always very accommodating and placed us near the elevators.

This season there are no ferry reservations throughout June, July and most of August. I was scheduled for a trip over on [REDACTED] and due to a scheduling problem with my daughter's move I need to be with her on the [REDACTED]. I will be loading a car and trying to go stand by next week but worry about the perishable items I transport to allow me to not have to go out as much during these still risky pandemic times as well as the supplies that are just so expensive on the Island.

In addition, since I am driving from Maryland, but have family no closer than CT, I have no lodging within 2 1/2 hours of the terminal. I can now not get transportation back to help my daughter and then my mother in CT because if I take my car off the island I can't get it back on the week of [REDACTED]. This leaves us as a family without a car.

I don't think I am alone in saying that life on an island requires patience and planning BUT this year the stress of trying to obtain passage is very upsetting. To not be able to let Grandparents be here with extended family goes against all the reasons we are on Nantucket. It is so sad that there is no way to transport those who mean the most to us.

Those of us who live on the Island depend upon the Steamship. I never imagined that I would need to book all my potential trips in January. Certainly these are unprecedented times but hopefully something can be done to make life a bit more normal for homeowners on the Island.

Thank you for considering expanding service sooner next season. The article in this mornings paper prompted me to write in support of changes.

Thank you

Pamela Suan

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: ferry res
Date: Thursday, May 20, 2021 11:21:44 AM

From: Vicki Livingstone [REDACTED]
Sent: Thursday, May 20, 2021 10:54 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: ferry res

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello, I was so shocked to find that when I called to make my ferry res to Nantucket that there was no space!!! I called the very day reservations opened (and was waitlisted!! This has NEVER happened before. I am waiting to get on [REDACTED] but am confirmed for the [REDACTED]. WHY did this happen? You also have 2 fewer car ferry crossings a day now. It is 3 and used to be 5!!

Vicki Livingstone
727 S. Orange Grove Blvd #7
Pasadena, Ca 91105
[REDACTED]

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: ferry res
Date: Thursday, May 20, 2021 11:21:48 AM

From: Vicki Livingstone <vstonedeco1@gmail.com>
Sent: Thursday, May 20, 2021 10:53 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: ferry res

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Tuesday, Hello, I was so shocked to find that when I called to make my ferry res to Nantucket that there was no space!!! I called the very day reservations opened (tuesday, Jan 12th) and was waitlisted!! This has NEVER happened before. I am waiting to get on [REDACTED] but am confirmed for the [REDACTED]. WHY did this happen? You also have 2 fewer car ferry crossings a day now. It is 3 and used to be 5!! You must return to your previous schedule!! Vicki Livingstone

[Vicki Livingstone](#)
[727 S. Orange Grove Blvd #7](#)
[Pasadena, Ca 91105](#)
[REDACTED]

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Steamship Capacity
Date: Thursday, May 20, 2021 11:47:59 AM

-----Original Message-----

From: Pat Rossin Callaghan
Sent: Thursday, May 20, 2021 11:38 AM
To: Sean Driscoll
Subject: Steamship Capacity

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Please increase the number of trips! It is so difficult to get on and off the island that I have considered moving to the Cape!
Pat Rossin Callaghan
44 Pochick Ave.
Nantucket

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Boat availability
Date: Thursday, May 20, 2021 11:48:38 AM

From: Rita Infante [REDACTED]
Sent: Thursday, May 20, 2021 9:35 AM
To: Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Boat availability

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am writing about the lack of car ferry availability this summer. I am a long time summer resident (and any other time I can get on island) and never have experienced a lack of availability for my car. This year I cannot get my car over until [REDACTED]. I have a crippled dog who has to remain in the car to get over and I don't know what I'm going to do this year. Please consider adding additional boats to accommodate island homeowners. I appreciate, in advance, your attention to this matter so that my family can enjoy our home like we have for close to 20 years!

Thank you,

Rita Infante

From: [Love, Shannon M](#)
To: [schedules](#)
Subject: Mondelez International / Nabisco
Date: Thursday, May 20, 2021 12:09:40 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello Steamship!

I am just writing to ask you not to cancel the 5:30 or 6:00am Reservation to the island. Honestly, there are several reasons why we need these times.

- **Safety for our drivers to be over there when there is less traffic and they are able to make it to their store**
 - **The island is small enough to have to maneuver around in the trucks we need to bring over**
- The drivers need to be able to make it over when the stores receiving hours are available
 - Stores are requiring we are there early enough to get the product on the shelves as soon as possible
 - Stores do not have a lot of back room in order to hold on to several cases of back stock requiring us to need to be over there early
- The drivers would be able to make it over to the island and not take up spots for individuals who want to be there for leisure
- The drivers would be able to go over with all work trucks vs private vehicles.
- Reducing schedule times, jeopardizing the availability coming back
 - For the times changing in the morning, they would have to be later in the afternoon to come back in order to return all of the vehicles
 - Creating the same problem on the back end where individuals will not want the times being later
- We complete deliveries on the main land after we go to the island
 - We would not be able to complete this if we are not able to go over to the island early and return in a reasonable amount of time

Please let me know if you are able to keep these times as they are extremely beneficial to the way we operate as a company.

Thank you.

Thank you,
Shannon Love
70 Industrial Drive
North Smithfield, RI

Pronouns: She/Her/Hers



From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 2:11:02 PM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 1:05 PM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Angela Campbell <acampbell@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

This email was sent to Allison Fletcher, Angela Campbell, Mark Rozum, Bob Davis and Sean Driscoll.

It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185369

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
The popularity of bringing a car to Nantucket makes it very difficult for a year-rounder to make a round trip reservation for an excursion fare except months in advance for the period April to October. In Spring you can get outbound but not the return and in the Fall the reverse. The preferred trips for residents are only for the same day, which is not the same. I believe the SSA should hold a full 30 car slots on each trip in each direction until 7 days prior, before releasing all but the preferred slots. Thank you for your consideration.			

Name	Phone	eMail Address
HOWARD DICKLER		
Address Line 1		Address Line 2
POB 2978 - MAIL		PHYSICAL: 13 LYONS LANE
City	State	Zip
NANTUCKET	MA	02584

You may not disclose any information regarding any customer (such as a customer's name,

address, email address, telephone number, and/or other identifying information) except as is necessary and appropriate to investigate and respond to a customer's comment in connection with the conduct of the SSA's operations. You also may not disclose any personnel information regarding any SSA employee (such as employment applications, employee work evaluations, disciplinary documentation, and/or promotion, demotion, or termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 2:11:07 PM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 1:07 PM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll.
 It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185370

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	Reservations
Comment			
<p>I am very much in favor of lengthening the SSA "car ferry" Summer Schedule from May 15th through November 1st or there about. I know this would be a huge added expense to the SSA so we would most likely see increased prices or reduced service in another area. That is to be expected. I don't really feel sorry for families who can't get their second or third car over to Nantucket...and so many of them are friends of mine! I do feel sorry for the people who, live on island, have purchased a car off island and can't get a reservation to get new car on island. Also, there are people moving on off island who can't get reservations so their furniture, etc. can be moved. For example, I have a friend closing on a home in early June and his trucking company can't get a reservation so he'll have no furniture in house until November or so. Probably not the end of the world but... I do think bringing back the Drive On/Drive Off service will calm some nerves regarding existing reservations! Best regards, Kit Murphy</p>			

Name	Phone	eMail Address
Katherine Murphy		
Address Line 1	Address Line 2	
P.O. Box 814		
City	State	Zip
Siasconset	MA	02564

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From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 2:11:13 PM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 1:08 PM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll.
 It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185371

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	Reservations
Comment			
I am a summer resident on Nantucket and made a couple of advance reservations, but finding it increasingly difficult to get additional car ferry reservations now. Can you increase the number of trips during the high season?			

Name	Phone	eMail Address
Tom Hayden		
Address Line 1	Address Line 2	
455 Sicomac Ave.		
City	State	Zip
Wyckoff	NJ	07481

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From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Thursday, May 20, 2021 2:11:21 PM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Thursday, May 20, 2021 1:09 PM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Mark Rozum, Bob Davis and Sean Driscoll. It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185373

For Your Information

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
I am in favor of moving to a summer schedule earlier than June 24. It gets impossible to make car reservations much earlier than that. I am a year round resident and needed to take advantage of the excursion fare due to a renovation on my house. Without a solid move back date we had to bring the car back before completion. Thanks for the opportunity to comment. Skip			

Name	Phone	eMail Address
Skip Ahneman		
Address Line 1	Address Line 2	
26 SESAPANA RD		
City	State	Zip
NANTUCKET	MA	02554

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termination information pertaining to a particular employee) unless expressly authorized by the SSA's General Manager.

From: [Patrick Cleary](#)
To: [schedules](#)
Subject: Support for the 5:30am boat to the Vineyard
Date: Thursday, May 20, 2021 4:27:39 PM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello ,

I'm writing this email in support of the 5:30am boat from Woods Hole to Martha's Vineyard and keeping it in place . This early boat helps to provide sensitive service to the US Mail , hospitals life-saving drugs all medical prescriptions to not only the hospital but the pharmacies . We do have some medicine which is time sensitive such as chemo and dialysis others packed in dry ice and can't be on truck for extended periods of time . Perishable foods another item which requires special handling also packed in dry ice which are time sensitive and require early am delivery .

These are just a few examples items which would be negatively impacted and many more .

If the 5:30am boat was not in place it would push not only the time sensitive and important commodities but all commodities to a later time and would negative impact the island community .

This early boat allows shippers to move products which are needed and important for the island community on a daily basis . And it keeps the volume of truck getting into Wood hole area when schools are in session and traffic increases .

Thank you ,

Patrick Cleary
Director of Operations
Cape Cod Express
1 Express Drive
Wareham, MA 02571
(508) 322-6127 Direct
(508) 295-5560 Fax
patcleary@capecodexp.com

From: [Jonathan Averill](#)
To: [schedules](#)
Subject: early freight boat
Date: Friday, May 21, 2021 5:53:22 AM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

To whom it may concern,

I urge you to keep the 5:30 am freight boat running.
This is a life line for everyone involved in the foodservice industry.

Thank You!



Jonathan Averill
Owner
Vineyard Cash & Carry

475 Edgartown Rd. Unit-1
Vineyard Haven MA 02568
508-693-7708
vcc2@comcast.net



This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: [Greg Carroll](#)
To: [schedules](#)
Date: Friday, May 21, 2021 7:53:12 AM

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello

My understanding there's some consideration to move the first departure from Woods Hole 5:30 am to 6:00 am . Logistically I guess just take the schedule as it is now and add 30 minutes to each schedules departure ? This would mean last ferry from WH 10:15 departure and last ferry from VH 10:15 departure arriving into WH 11:00 pm .

I couple concerns to me would be the 30 minutes later the food trucks hit the island towns for delivering products in the peak season will add traffic and loading dock zone delays . The Syco's , Us foods ect typically in there delivering towns at 6:30 Am working there delivers and out by 10:00 10:30 . There able to park in loading zones or in front of the restaurants safely . Add the 30 minutes to that will add challenges for parking , maneuver around pedestrians , as each minute after 9:00 am becomes more and more risky. I know this and see this when out doing commercial routes in Bruno's Rolloff recycling and trash services trucks . On the Vineyard Haven side having the early boats allows us to utilize equipment to and from each ferry port safely wile traffic is at a minimum, of course the equipment must return and typically early afternoon to late afternoon with substantial more challenges with pedestrians auto and truck around . Keeping these challenges at lower risk is for the well being for all . Keeping the commodities to and from the islands on early ferries assist and free auto spaces in desired times . I can only imagine the backlash changing the 7:00 and 8:15 Vineyard Haven departures 30 minutes later! Those departures have been sold out year round do too the good timing to medical appointments, shopping and arriving times into Boston.

As for our Moving company pros and cons , later departures from WH 10:15 would help us on several occasions as almost twice a week a extra 30 minutes and we could of made a 10:00 pm with out large moving trucks ,we find ourselves on a first name basis with the employees at the Holiday Inn and room on the square . Leaving the island. 30 minutes gives us a disadvantages , it's just not 30 minutes later , getting into peaks commuting times Boston and out NYC bound truck through Providence would add 15 20 minutes sitting in traffic, the additional 15 plus is critical these days as majority of equipment has ELD monitoring the driver and keeping us in compliance with DOT regulations, part of these regulations is how many hrs a drives can work . With the ferry times added to this the majority of drivers are very close to the Dailey limits adding the additional times from traveling in traffic could and will cause us to shut down and regroup the next day and get into Stand bye early the next morning coursing more WH traffic !

We also Handel the scheduling for the Stop Shop food trucks to the island. Definitely having them over early is advantage, I see the employees rushing the days produce out the trucks onto the floor almost as it's a race , seems several of the islands elders do there early morning shopping knowing the time the fresh perishables hit the floor ?

I would be in favor of having the ferries start 30 minutes earlier , getting the food trash and hazmat trucks through Falmouth Woods Hole and islands streets would increase safety measures for all

Thank you for reading this !
Be safe and have a great day !

Gregory B Carroll
Carroll's Moving & Storage
[508-693-0348](tel:508-693-0348)
[508-693-0355](tel:508-693-0355) (fax)
greg@carrollsmv.com

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: FW: Customer Feedback
Date: Friday, May 21, 2021 8:36:24 AM

From: monika_andrade@steamshipauthority.com <monika_andrade@steamshipauthority.com>
Sent: Friday, May 21, 2021 8:32 AM
To: Alison Fletcher <afletcher@steamshipauthority.com>; Angela Campbell <acampbell@steamshipauthority.com>; Mark Rozum <mrozum@steamshipauthority.com>; Robert Davis <rdavis@steamshipauthority.com>; Sean Driscoll <sdriscoll@steamshipauthority.com>
Subject: Customer Feedback

This email was sent to Allison Fletcher, Angela Campbell, Mark Rozum, Bob Davis and Sean Driscoll.

It was assigned to Allison Fletcher.

You may access the Customer Feedback site at [Customer Feedback Site](#), transaction number 185375

Investigate and Reply to Customer

Date Reported	Status	Subject	Related To
05/20/2021	Open	Suggestion	M/V Nantucket
Comment			
I saw on Daybreak you were looking for feedback on the schedule - it would definitely be helpful to make the "summer schedule" earlier in Spring and later in Fall. It is extremely difficult to get a boat reservation for those of us living on island. Also, not sure if there is another way to help out the college students getting reservations to leave the island - the Headstart doesn't always work as schools are just now releasing move-in dates for the Fall. The earliest date I could get was [REDACTED] and we were looking for [REDACTED]. Thank you for your considerations.			

Name	Phone	eMail Address
Jill Roethke	[REDACTED]	[REDACTED]
Address Line 1	Address Line 2	
14 Bluebird Lane		
City	State	Zip
Nantucket	MA	02554

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From: [David Lensing](#)
To: [schedules](#)
Subject: Car Ferry
Date: Friday, May 21, 2021 10:59:44 AM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We can t get a reservation to ferry our car to Nantucket. Please add some more trips now

David Lensing

Sent from my iPhone

From: [Lynn Filipski](#)
To: [schedules](#)
Subject: Ferry capacity
Date: Friday, May 21, 2021 4:14:45 PM

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I have heard from many summer island residents that they cannot get a ferry reservation for this summer. Although eligible for advance reservations, they did not know their plans early and were waiting for CDC guidance on travel as well as vaccine availability.

If the freight ferry could run, that would be an excellent alternative.

Lynn Filipski

President, Siasconset Civic Association

Sent from my iPhone

From: [Sean Driscoll](#)
To: [schedules](#)
Subject: Oak Bluffs letter in support of 0530 trip
Date: Tuesday, June 15, 2021 4:01:17 PM
Attachments: [Oak Bluffs letter.pdf](#)

Sean F. Driscoll

Communications Director and Records Access Officer
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
228 Palmer Ave.
Falmouth, MA 02540
508-548-5011 ext. 302
[Facebook](#) | [Twitter](#)



TOWN OF OAK BLUFFS

Post Office Box 1327 • Oak Bluffs, MA 02557
Telephone 508-693-3554 • Fax 508-696-7736

Select Board

Brian C. Packish, *Chair*
Jason M. Balboni
Gail M. Barmakian
Emma Green-Beach
Ryan P. Ruley

June 7, 2021

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

Kathryn Wilson, Chair
Moirra E. Tierney, Vice Chair
Robert R. Jones
James M. Malkin
Robert F. Ranney

Proposed Schedule Reduction of Ferry Service to Martha's Vineyard

Honorable Members of the Board,

It has come to our attention that a proposal has been made to the Steamship Authority Board to eliminate the 5:30 A.M. ferry and thereby reduce service to the Island of Martha's Vineyard. The Board of Selectpersons for the Town of Oak Bluffs is in strong opposition to this proposal which seems to happens.

As has been said time and time again, ferry service through the Steamship Authority, the only service which can accommodate both passengers and vehicles, is our lifeline. There is no substitution. This has never been so important as the needs of the Island grow with the population for supplies, medical services, fuel, food, construction materials, and other necessities. To cut service would only decrease the supply and/or delivery of essential goods that trucks on the 5:30 AM boat bring over at a crucial time when they travel the Island roads and make deliveries before the seasonal gridlock begins.

There is no question of the need to continue running this early boat for our community. As a practical matter, this additional boat relieves the strain of an already chaotic traffic situation in Woods Hole, Tisbury and Oak Bluffs. Available space for ferry service to and from the Islands is already limited and having the 5:30 AM to relieve some of the burden just makes sense. We hope to work with the Authority to increase the level of services as the needs of local residents often get overlooked during the summer and shoulder seasons.

The Board does thank the Steamship Authority Board and staff for their efforts while also stressing its mission pursuant to enabling legislation to serve the needs of the

Island. The authority is in effect our only public transportation. We hope to work together on a sustainable plan as we struggle with present and future needs as it regards this lifeline.

Sincerely,
For the Select Board of Oak Bluffs



Brian C. Packish, Chair

cc: Board of Selectmen of the Town of Aquinnah
Board of Selectmen of the Town of Chilmark
Board of Selectmen of the Town of Edgartown
Select Board of the Town of Tisbury
Select Board of the Town of West Tisbury
Dukes County Commissioners
Selectboard of the Town of Nantucket
Senator Julian Cyr
Representative Dylan Fernandes
Robert D. Davis, General Manager

APPENDIX D

Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight Ferries from Woods Hole Each Business Day (Mon-Fri) from May 19, 2021 - June 23, 2021

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
*	5:30 AM	M/V Governor	3.8	0.2	2.2	9.4	2.1	0.2	0.0	0.0	80.5%
	6:30 AM	M/V Woods Hole	1.0	0.1	0.9	3.7	0.6	7.2	0.2	0.0	82.5%
	7:30 AM	M/V Governor	2.0	0.1	1.0	3.6	0.5	3.7	0.5	0.0	73.1%
	8:35 AM	M/V Woods Hole	7.7	0.1	2.7	4.0	2.5	2.8	0.8	0.0	82.7%
	9:50 AM	M/V Governor	10.9	0.3	2.6	2.9	3.2	0.8	0.4	0.1	86.7%
	11:05 AM	M/V Woods Hole	27.6	0.4	5.2	1.6	2.0	0.9	0.0	0.1	92.7%
	12:20 PM	M/V Governor	16.8	0.2	2.6	0.8	0.7	2.5	0.2	0.0	86.7%
	1:35 PM	M/V Woods Hole	27.3	0.2	4.7	2.4	1.3	0.3	0.0	0.3	84.7%
	2:50 PM	M/V Governor	23.1	0.6	3.8	2.1	0.5	1.3	0.1	0.5	97.9%
	4:05 PM	M/V Woods Hole	39.3	0.2	5.0	0.8	0.3	0.2	0.0	0.3	95.2%
	5:20 PM	M/V Governor	32.4	0.6	5.7	0.9	0.1	0.2	0.0	0.2	100.0%
	6:30 PM	M/V Woods Hole	34.0	0.3	5.8	0.8	0.1	0.9	0.0	0.3	92.1%
	7:45 PM	M/V Governor	29.6	0.3	5.3	0.4	0.0	0.0	0.0	0.3	92.5%
	8:45 PM	M/V Woods Hole	27.8	0.3	3.6	0.7	0.1	0.2	0.0	0.1	67.9%

Notes: * 4-Space Trucks reflects four (4) trucks in total that were recorded on Trip 201 during the Ransomware incident, in error. No 4-space vehicles were on Trip 201 during this period.

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight
Ferries from Woods Hole Each Business Day (Mon-Fri) from June 24, 2021 - August 31, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
5:30 AM	M/V Governor	4.7	0.3	2.0	9.2	2.4	0.0	0.0	0.4	3.7	81.9%
6:30 AM	M/V Nantucket	18.2	0.1	4.4	3.3	0.7	2.4	0.1	0.2	3.3	83.8%
6:45 AM	M/V Sankaty	0.0	0.0	0.5	1.2	0.5	7.1	0.2	0.0	0.1	86.3%
7:30 AM	M/V Governor	5.8	0.1	1.2	3.9	1.4	2.7	0.2	0.6	0.0	78.8%
8:35 AM	M/V Nantucket	27.7	0.2	4.1	2.8	1.2	0.9	0.1	0.9	6.4	90.5%
9:00 AM	M/V Sankaty	6.1	0.2	1.3	2.3	2.4	2.0	0.6	0.2	4.0	78.2%
9:50 AM	M/V Governor	17.0	0.1	2.3	1.8	1.4	1.5	0.1	0.4	6.9	84.4%
11:05 AM	M/V Nantucket	36.5	0.8	3.3	1.4	1.0	0.3	0.0	0.8	9.2	97.2%
11:30 AM	M/V Sankaty	12.0	0.3	1.6	1.1	2.0	1.8	0.2	0.1	0.3	78.7%
12:20 PM	M/V Governor	22.0	0.4	3.0	1.0	1.3	0.9	0.1	0.4	3.2	89.1%
1:35 PM	M/V Nantucket	37.1	0.4	3.4	1.3	0.2	0.2	0.0	0.4	2.9	90.2%
2:00 PM	M/V Sankaty	30.2	0.1	3.5	1.0	0.4	0.0	0.0	0.0	0.2	94.7%
2:50 PM	M/V Governor	24.3	0.4	3.0	1.7	0.6	0.5	0.0	0.2	0.4	88.0%
4:05 PM	M/V Nantucket	37.3	0.4	4.7	0.5	0.1	0.2	0.0	0.2	1.4	88.9%
5:20 PM	M/V Governor	28.1	0.6	4.2	0.9	0.2	0.6	0.0	0.1	0.6	95.3%
6:30 PM	M/V Nantucket	28.6	0.2	3.0	0.6	0.0	0.3	0.0	0.1	0.6	68.9%
7:45 PM	M/V Governor	27.3	0.2	3.5	0.3	0.0	0.1	0.0	0.1	0.6	80.0%
8:45 PM	M/V Nantucket	15.6	0.1	1.4	0.2	0.1	0.0	0.0	0.1	0.5	35.9%

2021 Summary From WH

Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight Ferries from Woods Hole Each Weekend (Sat-Sun) from May 19, 2021 - June 23, 2021

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
5:30 AM	M/V Governor	8.8	0.8	1.8	5.9	0.4	0.0	0.0	0.0	0.0	63.1%
6:30 AM	M/V Woods Hole	9.3	0.4	1.2	1.6	1.1	2.1	0.4	0.2	0.0	56.7%
7:30 AM	M/V Governor	20.3	0.3	3.6	0.9	0.7	0.8	0.0	0.7	0.4	78.9%
8:35 AM	M/V Woods Hole	23.9	0.6	3.6	1.3	0.7	0.2	0.3	0.3	0.4	71.6%
9:50 AM	M/V Governor	28.0	0.3	2.4	0.5	0.8	0.1	0.0	0.2	2.1	86.8%
11:05 AM	M/V Woods Hole	34.6	0.3	3.6	0.7	0.6	0.7	0.1	0.4	3.3	89.6%
12:20 PM	M/V Governor	33.9	1.3	4.6	0.3	0.1	0.4	0.0	0.0	1.4	100.0%
1:35 PM	M/V Woods Hole	43.6	0.3	4.9	0.3	0.1	0.2	0.0	0.3	2.1	100.0%
2:50 PM	M/V Governor	36.0	0.7	4.9	0.7	0.0	0.2	0.0	0.1	1.7	100.0%
4:05 PM	M/V Woods Hole	42.2	0.2	5.3	0.5	0.0	0.0	0.0	0.3	0.5	97.8%
5:20 PM	M/V Governor	32.3	0.8	5.4	0.6	0.0	0.1	0.0	0.0	0.5	100.0%
6:30 PM	M/V Woods Hole	36.5	0.6	7.0	0.3	0.1	0.1	0.0	0.2	0.1	91.4%
7:45 PM	M/V Governor	32.9	0.1	5.4	0.4	0.1	0.0	0.0	0.3	0.0	99.3%
8:45 PM	M/V Woods Hole	13.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	31.1%

2021 Summary From WH

September 2021 Port Council Meeting - General Manager's Report

Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight Ferries from Woods Hole Each Weekend (Sat-Sun) from June 24, 2021 - August 31, 2021

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
5:30 AM	M/V Governor	16.6	0.2	1.6	6.8	0.7	0.0	0.0	0.3	1.5	86.3%
6:30 AM	M/V Nantucket	36.2	0.1	2.7	0.7	0.2	1.1	0.0	0.3	1.5	90.5%
* 6:45 AM	M/V Sankaty	0.0	0.0	0.0	0.0	2.0	6.0	0.0	0.0	0.0	76.9%
7:30 AM	M/V Governor	16.4	0.1	1.9	1.4	0.6	2.5	0.0	0.6	3.1	82.0%
8:35 AM	M/V Nantucket	37.4	0.6	3.5	0.8	0.2	0.1	0.1	0.6	9.5	89.4%
* 9:00 AM	M/V Sankaty	27.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	74.4%
9:50 AM	M/V Governor	31.1	0.4	2.5	1.2	1.2	0.2	0.2	1.4	4.8	100.0%
11:05 AM	M/V Nantucket	39.6	0.6	2.8	1.3	0.1	0.2	0.0	0.6	11.2	93.8%
11:30 AM	M/V Sankaty										
12:20 PM	M/V Governor	35.6	0.4	2.2	0.6	0.5	0.3	0.0	0.3	2.1	100.0%
1:35 PM	M/V Nantucket	39.2	0.5	2.1	1.1	0.1	0.1	0.0	0.5	3.2	89.6%
2:00 PM	M/V Sankaty										
2:50 PM	M/V Governor	35.6	0.1	2.9	0.3	0.3	0.1	0.1	0.3	1.9	100.0%
4:05 PM	M/V Nantucket	41.4	0.5	1.8	0.3	0.1	0.0	0.0	0.5	2.1	89.4%
5:20 PM	M/V Governor	37.4	0.2	3.4	0.4	0.0	0.3	0.1	0.2	0.6	100.0%
6:30 PM	M/V Nantucket	42.3	0.2	2.6	0.1	0.1	0.1	0.0	0.5	1.4	91.2%
7:45 PM	M/V Governor	36.3	0.4	4.6	0.2	0.0	0.1	0.0	0.0	0.3	100.0%
8:45 PM	M/V Nantucket	37.4	0.1	4.5	0.1	0.0	0.1	0.0	0.0	0.3	85.0%

Notes: * Reflects additional service run on August 21, 2021 in anticipation of Hurricane Henri.

2021 Summary From WH

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Woods Hole Each Business Day (Mon-Fri) from May 19, 2021 - June 23, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V IHM or M/V NAN	18.1	0.1	5.7	2.9	1.3	3.6	0.2	0.4	0.8	84.3%
7:00 AM	M/V MAR or M/V NAN	18.5	0.2	7.0	1.8	1.3	3.1	0.1	0.2	0.9	92.0%
8:15 AM	M/V IHM or M/V NAN	23.1	0.1	5.9	1.6	1.8	2.5	0.3	0.3	3.8	85.0%
9:30 AM	M/V MAR or M/V NAN	30.0	0.1	5.1	2.7	1.6	0.8	0.0	0.6	12.2	97.8%
10:45 AM	M/V IHM or M/V NAN	34.5	0.3	3.5	1.8	0.8	2.4	0.1	1.1	7.1	94.0%
12:00 PM	M/V MAR or M/V NAN	41.2	0.6	3.5	1.1	0.3	0.1	0.0	0.9	8.2	99.2%
1:15 PM	M/V IHM or M/V NAN	39.6	0.7	3.6	1.1	1.5	1.0	0.0	0.8	3.1	95.4%
2:30 PM	M/V MAR or M/V NAN	40.1	0.7	5.1	1.1	0.3	0.1	0.0	0.6	3.0	99.6%
3:45 PM	M/V IHM or M/V NAN	42.2	0.8	5.4	0.8	1.5	0.1	0.0	0.5	2.2	96.4%
5:00 PM	M/V MAR or M/V NAN	37.6	0.2	5.3	0.8	0.2	0.9	0.0	0.7	1.8	97.4%
6:15 PM	M/V IHM or M/V NAN	40.8	0.5	6.7	0.8	0.1	0.8	0.0	0.4	1.7	92.0%
7:30 PM	M/V MAR or M/V NAN	38.9	0.2	6.0	1.0	0.1	0.2	0.0	0.2	1.3	96.5%
8:30 PM	M/V IHM or M/V NAN	41.9	0.3	6.0	0.6	0.1	0.0	0.0	0.5	1.6	86.2%
9:45 PM	M/V MAR or M/V NAN	24.5	0.1	3.8	0.4	0.1	0.1	0.0	0.2	0.6	59.6%

2021 Summary From WH

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Woods Hole Each Business Day (Mon-Fri) from June 24, 2021 - August 31, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V Island Home	17.2	0.1	4.9	2.8	1.4	3.9	0.2	0.2	2.0	80.5%
7:00 AM	M/V Martha's Vineyard	15.7	0.1	4.3	3.0	1.6	2.3	0.0	0.3	0.9	81.2%
8:15 AM	M/V Island Home	29.4	0.1	5.3	2.2	1.7	2.3	0.0	1.0	5.1	89.6%
9:30 AM	M/V Martha's Vineyard	34.2	0.2	4.1	1.6	0.8	0.8	0.1	1.0	9.2	95.3%
10:45 AM	M/V Island Home	36.7	0.2	2.9	1.5	0.7	2.2	0.0	0.7	12.1	89.8%
12:00 PM	M/V Martha's Vineyard	41.1	0.6	4.2	1.1	0.3	0.1	0.0	0.7	5.9	99.9%
1:15 PM	M/V Island Home	41.9	0.6	3.6	1.6	1.2	0.6	0.0	0.7	7.3	92.7%
2:30 PM	M/V Martha's Vineyard	41.3	0.4	4.1	1.0	0.2	0.0	0.0	1.0	4.1	97.5%
3:45 PM	M/V Island Home	42.8	0.6	5.2	1.0	1.2	0.1	0.0	1.0	3.2	92.0%
5:00 PM	M/V Martha's Vineyard	37.6	0.4	5.9	0.8	0.1	0.9	0.0	0.9	2.2	98.8%
6:15 PM	M/V Island Home	43.6	0.3	5.8	0.9	0.1	0.6	0.0	0.6	2.0	91.1%
7:30 PM	M/V Martha's Vineyard	40.9	0.2	5.4	0.6	0.1	0.1	0.0	0.4	1.7	97.0%
8:30 PM	M/V Island Home	38.4	0.2	5.0	0.4	0.2	0.1	0.0	0.4	1.8	75.7%
9:45 PM	M/V Martha's Vineyard	19.8	0.1	2.7	0.1	0.0	0.0	0.0	0.4	0.9	46.1%

2021 Summary From WH

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Woods Hole Each Weekend (Sat-Sun) from May 19, 2021 - June 23, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V IHM or M/V NAN	15.5	0.4	3.4	1.2	0.9	2.4	0.2	0.0	0.5	60.9%
7:00 AM	M/V MAR or M/V NAN	24.7	0.3	3.0	1.6	0.9	1.5	0.0	0.4	1.2	80.4%
8:15 AM	M/V IHM or M/V NAN	37.3	0.6	4.3	1.9	0.3	1.2	0.0	0.9	3.7	90.4%
9:30 AM	M/V MAR or M/V NAN	40.6	0.6	3.7	0.9	0.1	0.0	0.0	2.5	23.8	94.2%
10:45 AM	M/V IHM or M/V NAN	47.7	0.3	3.3	1.3	0.0	0.3	0.0	1.1	10.9	95.2%
12:00 PM	M/V MAR or M/V NAN	43.6	0.3	3.9	0.9	0.1	0.0	0.0	1.3	8.4	100.0%
1:15 PM	M/V IHM or M/V NAN	44.1	1.1	4.6	0.6	0.4	0.1	0.0	0.8	4.5	92.2%
2:30 PM	M/V MAR or M/V NAN	43.8	0.5	3.4	0.2	0.1	0.1	0.0	1.3	3.1	98.0%
3:45 PM	M/V IHM or M/V NAN	44.5	0.7	4.7	0.9	0.3	0.2	0.0	0.8	1.7	93.1%
5:00 PM	M/V MAR or M/V NAN	42.5	0.1	5.2	0.3	0.0	0.1	0.0	1.2	2.1	97.6%
6:15 PM	M/V IHM or M/V NAN	43.1	0.7	6.9	0.6	0.2	0.0	0.0	0.4	1.4	91.4%
7:30 PM	M/V MAR or M/V NAN	38.9	0.3	5.7	0.5	0.2	0.0	0.0	0.8	0.4	93.4%
8:30 PM	M/V IHM or M/V NAN	38.2	0.5	6.1	0.6	0.0	0.0	0.0	0.5	0.7	80.2%
9:45 PM	M/V MAR or M/V NAN	17.1	0.1	4.4	0.2	0.0	0.0	0.1	0.3	0.4	45.0%

2021 Summary From WH

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Woods Hole Each Weekend (Sat-Sun) from June 24, 2021 - August 31, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V Island Home	31.2	0.0	2.6	1.3	0.5	2.4	0.0	0.5	1.0	79.2%
7:00 AM	M/V Martha's Vineyard	28.3	0.1	2.8	0.5	1.1	1.8	0.1	0.7	3.9	87.0%
8:15 AM	M/V Island Home	42.2	0.2	2.8	0.8	0.7	1.4	0.1	1.7	9.1	91.5%
9:30 AM	M/V Martha's Vineyard	42.7	0.2	3.8	0.8	0.1	0.2	0.0	1.7	18.3	98.8%
10:45 AM	M/V Island Home	41.9	0.3	3.8	0.9	0.1	1.2	0.0	2.0	12.7	88.6%
12:00 PM	M/V Martha's Vineyard	44.4	0.2	3.7	0.4	0.1	0.0	0.0	1.2	11.4	99.1%
1:15 PM	M/V Island Home	46.5	0.7	3.7	0.8	0.6	0.1	0.1	1.2	8.4	92.3%
2:30 PM	M/V Martha's Vineyard	43.7	0.8	3.1	0.6	0.0	0.1	0.0	0.8	7.4	99.5%
3:45 PM	M/V Island Home	44.9	0.5	2.9	0.9	0.4	0.2	0.1	1.3	4.4	87.3%
5:00 PM	M/V Martha's Vineyard	44.2	0.4	3.2	0.1	0.0	0.1	0.0	1.3	2.3	96.7%
6:15 PM	M/V Island Home	49.5	0.4	4.0	0.3	0.1	0.2	0.0	1.3	1.3	92.1%
7:30 PM	M/V Martha's Vineyard	43.2	0.3	4.6	0.2	0.1	0.2	0.0	0.8	2.3	98.7%
8:30 PM	M/V Island Home	45.2	0.2	4.8	0.2	0.1	0.0	0.1	0.5	0.7	85.0%
9:45 PM	M/V Martha's Vineyard	27.6	0.1	3.6	0.2	0.1	0.1	0.0	0.7	0.5	64.7%

2021 Summary From WH

Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight Ferries from Martha's Vineyard Each Business Day (Mon-Fri) from May 19, 2021 - June 23, 2021

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
5:30 AM	M/V Woods Hole	13.2	0.2	8.0	1.1	1.5	3.3	0.0	0.0	0.0	83.0%
6:30 AM	M/V Governor	6.7	0.2	2.3	1.5	0.7	3.1	0.0	0.1	0.0	66.6%
7:30 AM	M/V Woods Hole	21.8	0.4	5.0	1.0	1.3	0.8	0.0	0.1	0.2	73.2%
8:35 AM	M/V Governor	12.4	0.1	2.7	1.4	0.5	2.5	0.0	0.2	0.4	74.2%
9:50 AM	M/V Woods Hole	0.7	0.0	0.2	0.8	0.4	7.4	0.1	0.0	0.4	68.3%
11:05 AM	M/V Governor	14.8	0.2	2.2	1.2	0.5	3.3	0.1	0.2	0.5	87.9%
12:20 PM	M/V Woods Hole	32.0	0.5	3.9	1.7	1.1	0.7	0.0	0.4	0.8	92.4%
1:35 PM	M/V Governor	16.9	0.2	2.9	2.6	0.5	2.8	0.1	0.3	0.4	95.9%
2:50 PM	M/V Woods Hole	19.7	0.2	3.9	3.8	3.1	0.6	0.0	0.1	1.9	86.5%
4:05 PM	M/V Governor	17.2	0.6	5.0	2.6	1.3	1.0	0.6	0.3	0.9	99.3%
5:20 PM	M/V Woods Hole	21.2	0.3	6.6	2.9	1.1	0.2	0.1	0.2	3.0	77.1%
6:30 PM	M/V Governor	20.0	0.6	6.0	3.0	0.7	0.5	0.4	0.0	0.7	98.9%
7:30 PM	M/V Woods Hole	6.7	0.1	1.2	0.9	0.6	0.4	0.1	0.0	0.6	26.2%
8:45 PM	M/V Governor	2.2	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0	9.3%

2021 Summary From MV

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight
Ferries from Martha's Vineyard Each Business Day (Mon-Fri) from June 24, 2021 - August 31, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
5:30 AM	M/V Nantucket	21.2	0.1	6.1	0.6	1.3	2.8	0.0	0.2	0.2	88.1%
6:30 AM	M/V Governor	6.6	0.2	1.4	2.7	1.5	2.3	0.0	0.1	0.1	68.6%
7:30 AM	M/V Nantucket	34.6	0.1	3.7	0.8	0.1	0.1	0.0	0.2	1.1	81.4%
7:45 AM	M/V Sankaty	18.8	0.4	4.2	0.8	1.3	0.3	0.1	0.2	0.3	79.2%
8:35 AM	M/V Governor	19.7	0.2	3.1	0.8	0.4	2.2	0.0	0.1	0.1	86.7%
9:50 AM	M/V Nantucket	40.9	0.7	3.3	0.6	0.2	0.0	0.0	0.5	1.4	94.6%
10:15 AM	M/V Sankaty	0.1	0.0	0.1	0.7	0.5	7.0	0.0	0.0	0.0	80.9%
11:05 AM	M/V Governor	21.2	0.3	3.0	1.0	1.0	1.8	0.0	0.2	0.5	92.6%
12:20 PM	M/V Nantucket	35.7	0.3	2.9	1.3	0.4	1.3	0.0	0.4	2.8	96.3%
12:45 PM	M/V Sankaty	6.8	0.7	2.1	3.5	1.7	2.8	0.2	0.1	0.1	88.0%
1:35 PM	M/V Governor	19.7	0.2	2.7	2.4	0.8	2.1	0.1	0.2	0.4	97.2%
2:50 PM	M/V Nantucket	30.0	0.2	3.4	2.5	2.4	0.5	0.0	0.9	6.3	96.3%
3:15 PM	M/V Sankaty	23.4	0.4	4.7	1.8	0.9	0.3	0.2	0.0	0.1	94.9%
4:05 PM	M/V Governor	22.8	0.2	4.4	2.8	1.0	0.7	0.3	0.3	0.9	100.0%
5:20 PM	M/V Nantucket	35.2	0.2	4.3	1.8	0.7	0.0	0.0	0.8	16.4	91.7%
6:30 PM	M/V Governor	28.5	0.4	5.5	1.9	0.6	0.3	0.1	0.2	0.8	100.0%
7:30 PM	M/V Nantucket	24.6	0.2	3.3	1.0	0.4	0.5	0.0	0.2	3.5	67.6%
8:45 PM	M/V Governor	19.4	0.1	4.4	0.6	0.3	0.6	0.0	0.1	0.5	71.4%

2021 Summary From MV

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight
Ferries from Martha's Vineyard Each Weekend (Sat-Sun) from May 19, 2021 - June 23, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
5:30 AM	M/V Woods Hole	12.9	0.4	4.3	0.9	1.1	1.9	0.0	0.2	0.0	61.1%
6:30 AM	M/V Governor	12.3	0.3	2.0	0.3	0.2	1.8	0.1	0.0	0.1	60.3%
7:30 AM	M/V Woods Hole	23.4	0.1	3.6	0.6	0.1	0.4	0.0	0.1	0.6	60.6%
8:35 AM	M/V Governor	27.1	0.2	3.1	0.4	0.9	0.9	0.0	0.0	0.1	94.2%
9:50 AM	M/V Woods Hole	18.0	0.2	1.7	0.7	0.6	1.8	0.1	0.1	1.1	61.3%
11:05 AM	M/V Governor	36.4	0.2	3.1	0.9	0.0	0.3	0.0	0.7	0.6	100.0%
12:20 PM	M/V Woods Hole	40.7	0.4	3.2	1.3	0.3	0.3	0.0	1.0	1.0	98.6%
1:35 PM	M/V Governor	32.9	0.4	2.9	1.2	0.6	0.7	0.1	0.3	0.4	100.0%
2:50 PM	M/V Woods Hole	34.5	0.5	3.7	1.5	0.6	0.0	0.0	0.2	2.9	88.0%
4:05 PM	M/V Governor	30.8	0.5	3.2	1.6	0.2	0.0	0.1	0.3	2.0	98.3%
5:20 PM	M/V Woods Hole	28.8	0.0	2.4	0.5	0.3	0.0	0.0	0.3	7.4	66.2%
6:30 PM	M/V Governor	27.3	0.5	3.3	1.0	0.1	0.0	0.0	0.2	1.7	85.0%
7:30 PM	M/V Woods Hole	17.9	0.0	2.0	0.3	0.0	0.0	0.0	0.0	0.7	40.9%
8:45 PM	M/V Governor	9.6	0.4	1.3	0.0	0.0	0.0	0.0	0.4	0.4	28.6%

2021 Summary From MV

Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Freight Ferries from Martha's Vineyard Each Weekend (Sat-Sun) from June 24, 2021 - August 31, 2021

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
5:30 AM	M/V Nantucket	28.6	0.1	3.2	0.4	0.9	1.7	0.0	0.1	0.1	84.3%
6:30 AM	M/V Governor	26.0	0.3	3.0	0.3	0.5	1.3	0.0	0.1	0.1	92.2%
7:30 AM	M/V Nantucket	39.6	0.5	3.3	0.5	0.1	0.0	0.0	0.2	1.4	89.7%
* 7:45 AM	M/V Sankaty	33.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.0	89.7%
8:35 AM	M/V Governor	27.8	0.4	2.5	0.5	0.3	1.9	0.0	0.3	0.7	99.7%
9:50 AM	M/V Nantucket	41.1	0.3	2.5	1.4	0.1	0.1	0.0	1.5	4.0	94.1%
* 10:15 AM	M/V Sankaty	0.0	0.0	1.0	1.0	1.0	7.0	0.0	0.0	0.0	87.2%
11:05 AM	M/V Governor	17.9	0.1	1.1	1.1	0.4	2.9	0.0	0.5	0.9	84.9%
12:20 PM	M/V Nantucket	41.7	0.8	2.1	0.9	0.1	0.1	0.0	0.8	4.3	94.5%
12:45 PM	M/V Sankaty										
1:35 PM	M/V Governor	29.9	1.2	3.6	1.8	0.1	0.6	0.0	0.5	1.2	100.0%
2:50 PM	M/V Nantucket	40.9	0.3	2.4	0.6	0.5	0.1	0.0	0.4	6.6	93.4%
3:15 PM	M/V Sankaty										
4:05 PM	M/V Governor	36.8	0.4	2.6	1.1	0.3	0.0	0.1	0.3	1.6	100.0%
5:20 PM	M/V Nantucket	41.5	0.2	2.2	1.2	0.0	0.0	0.0	0.9	16.3	92.4%
6:30 PM	M/V Governor	36.8	0.4	4.1	0.8	0.1	0.0	0.1	0.5	2.3	100.0%
7:30 PM	M/V Nantucket	40.3	0.2	2.0	0.5	0.0	0.1	0.0	0.8	12.0	87.0%
8:45 PM	M/V Governor	32.8	0.2	4.7	0.3	0.2	0.0	0.0	0.0	0.8	97.9%

Notes: * Reflects additional service run on August 21, 2021 in anticipation of Hurricane Henri.

2021 Summary From MV

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Martha's Vineyard Each Business Day (Mon-Fri) from May 19, 2021 - June 23, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V MAR or M/V NAN	21.0	0.4	7.9	0.8	1.3	0.4	0.0	0.3	0.4	73.9%
7:00 AM	M/V IHM or M/V NAN	34.3	0.7	8.2	1.8	0.2	0.0	0.0	0.3	0.4	82.9%
8:15 AM	M/V MAR or M/V NAN	34.1	0.1	5.4	0.4	0.4	1.2	0.0	0.9	0.7	93.5%
9:30 AM	M/V IHM or M/V NAN	37.0	0.2	5.5	1.3	0.8	1.7	0.0	0.4	1.5	93.7%
10:45 AM	M/V MAR or M/V NAN	36.5	0.3	4.1	0.4	1.1	0.5	0.0	0.8	2.8	94.9%
12:00 PM	M/V IHM or M/V NAN	33.0	0.1	3.8	2.2	1.5	1.5	0.4	0.5	2.0	92.2%
1:15 PM	M/V MAR or M/V NAN	31.3	0.5	3.9	1.7	1.0	0.5	0.0	0.3	2.4	88.7%
2:30 PM	M/V IHM or M/V NAN	27.2	0.1	4.4	4.1	0.5	2.1	0.3	0.6	2.7	89.5%
3:45 PM	M/V MAR or M/V NAN	24.8	0.1	4.4	4.3	1.2	0.0	0.0	0.6	9.7	82.7%
5:00 PM	M/V IHM or M/V NAN	27.9	0.3	7.4	3.7	2.2	0.2	0.4	0.4	5.7	91.1%
6:15 PM	M/V MAR or M/V NAN	21.2	0.2	4.7	1.1	0.5	0.0	0.0	0.5	7.0	59.5%
7:15 PM	M/V IHM or M/V NAN	23.7	0.3	4.4	2.2	0.7	0.9	0.3	0.1	3.5	69.0%
8:30 PM	M/V MAR or M/V NAN	13.6	0.1	2.3	1.3	0.2	0.8	0.0	0.1	1.5	45.5%
9:30 PM	M/V IHM or M/V NAN	4.8	0.2	1.2	0.6	0.2	0.1	0.0	0.2	0.5	14.3%

2021 Summary From MV

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Martha's Vineyard Each Business Day (Mon-Fri) from June 24, 2021 - August 31, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V Martha's Vineyard	25.2	0.2	6.4	1.4	1.3	0.3	0.0	0.1	0.2	79.9%
7:00 AM	M/V Island Home	33.5	0.6	7.0	1.7	0.3	0.4	0.0	0.2	0.7	79.4%
8:15 AM	M/V Martha's Vineyard	32.0	0.1	4.7	0.2	0.7	2.1	0.0	0.6	1.3	96.0%
9:30 AM	M/V Island Home	35.7	0.2	4.3	0.9	0.8	1.9	0.1	0.9	2.7	87.2%
10:45 AM	M/V Martha's Vineyard	37.6	0.6	4.0	0.6	1.1	0.0	0.0	0.5	3.4	94.0%
12:00 PM	M/V Island Home	34.9	0.3	3.0	1.3	1.6	2.1	0.0	0.9	3.2	90.7%
1:15 PM	M/V Martha's Vineyard	33.4	0.5	3.4	1.8	0.9	0.6	0.0	0.4	3.1	92.2%
2:30 PM	M/V Island Home	29.5	0.1	3.9	4.6	0.4	1.9	0.3	0.5	2.4	88.0%
3:45 PM	M/V Martha's Vineyard	27.0	0.2	3.7	4.6	0.8	0.0	0.0	0.9	9.6	85.7%
5:00 PM	M/V Island Home	33.6	0.2	5.0	2.7	2.5	0.1	0.2	0.8	5.4	89.1%
6:15 PM	M/V Martha's Vineyard	32.1	0.2	3.1	1.4	0.5	0.0	0.0	1.1	14.4	79.6%
7:15 PM	M/V Island Home	38.8	0.3	4.5	1.3	0.4	0.6	0.2	0.4	3.6	84.9%
8:30 PM	M/V Martha's Vineyard	30.0	0.1	2.2	0.5	0.3	0.0	0.0	0.5	10.8	68.5%
9:30 PM	M/V Island Home	21.4	0.1	2.5	0.7	0.2	0.5	0.1	0.2	1.8	47.8%

2021 Summary From MV

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Martha's Vineyard Each Weekend (Sat-Sun) from May 19, 2021 - June 23, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V MAR or M/V NAN	18.0	0.2	3.7	0.9	0.0	0.0	0.0	0.2	0.2	47.6%
7:00 AM	M/V IHM or M/V NAN	34.5	0.6	7.0	0.5	0.1	0.7	0.0	0.3	0.1	80.5%
8:15 AM	M/V MAR or M/V NAN	38.3	0.1	5.2	0.4	0.2	0.6	0.0	0.7	0.8	95.3%
9:30 AM	M/V IHM or M/V NAN	41.9	0.2	4.9	1.3	0.1	0.8	0.0	1.7	1.4	92.1%
10:45 AM	M/V MAR or M/V NAN	40.0	0.2	4.6	0.6	0.5	0.1	0.0	1.3	8.4	96.0%
12:00 PM	M/V IHM or M/V NAN	44.1	0.5	5.4	0.7	0.5	0.4	0.1	0.9	44.0	95.2%
1:15 PM	M/V MAR or M/V NAN	39.4	0.2	2.6	1.0	0.3	0.1	0.0	0.5	4.7	91.2%
2:30 PM	M/V IHM or M/V NAN	39.3	0.2	4.4	2.2	0.3	0.1	0.4	1.4	5.9	89.1%
3:45 PM	M/V MAR or M/V NAN	31.6	0.1	3.2	1.0	0.0	0.0	0.0	0.7	9.6	73.8%
5:00 PM	M/V IHM or M/V NAN	38.1	0.5	3.9	1.8	0.7	0.3	0.3	1.2	8.6	88.1%
6:15 PM	M/V MAR or M/V NAN	26.1	0.0	2.0	0.7	0.0	0.0	0.0	1.6	14.0	59.0%
7:15 PM	M/V IHM or M/V NAN	28.5	0.3	3.8	1.1	0.1	0.2	0.2	0.4	1.3	63.6%
8:30 PM	M/V MAR or M/V NAN	21.9	0.1	2.8	0.7	0.1	0.0	0.0	0.0	3.7	53.2%
9:30 PM	M/V IHM or M/V NAN	7.0	0.1	1.1	0.4	0.0	0.0	0.0	0.1	2.6	15.7%

2021 Summary From MV

**Average Numbers of Cars, Trucks and Other Vehicles Carried on the Trips of the SSA's Larger Passenger/Vehicle
Ferries from Martha's Vineyard Each Weekend (Sat-Sun) from June 24, 2021 - August 31, 2021**

Time	Vessel	Cars	Trailers	1-Space Trucks	2-Space Trucks	3-Space Trucks	4-Space Trucks	5-Space Trucks	Cycles	Bicycles	Percentage Occupancy
6:00 AM	M/V Martha's Vineyard	38.9	0.2	4.3	0.3	0.1	0.4	0.0	0.3	0.9	91.9%
7:00 AM	M/V Island Home	41.1	0.2	4.4	0.5	0.2	0.2	0.0	0.5	1.1	80.1%
8:15 AM	M/V Martha's Vineyard	40.0	0.1	4.3	0.4	0.1	0.6	0.0	1.6	2.5	95.9%
9:30 AM	M/V Island Home	42.2	0.3	3.6	1.4	0.9	0.6	0.0	2.2	4.0	89.7%
10:45 AM	M/V Martha's Vineyard	41.5	0.4	2.4	1.2	0.6	0.0	0.0	1.5	6.9	97.3%
12:00 PM	M/V Island Home	45.0	0.8	3.8	1.6	0.3	0.5	0.0	1.4	7.9	93.5%
1:15 PM	M/V Martha's Vineyard	41.3	0.4	2.9	0.8	0.1	0.5	0.0	1.1	4.9	96.6%
2:30 PM	M/V Island Home	45.7	0.1	2.4	2.1	0.3	0.1	0.0	1.7	5.3	89.5%
3:45 PM	M/V Martha's Vineyard	38.8	0.2	2.3	2.4	0.2	0.0	0.0	1.1	12.8	93.7%
5:00 PM	M/V Island Home	43.3	0.3	3.0	1.3	0.6	0.0	0.0	1.3	7.4	85.1%
6:15 PM	M/V Martha's Vineyard	43.2	0.3	2.4	0.6	0.1	0.0	0.0	1.1	11.8	94.4%
7:15 PM	M/V Island Home	43.6	0.1	2.4	0.4	0.1	0.1	0.4	1.0	5.1	82.2%
8:30 PM	M/V Martha's Vineyard	35.2	0.0	1.9	0.3	0.1	0.1	0.0	1.1	7.0	76.2%
9:30 PM	M/V Island Home	26.6	0.1	1.4	0.4	0.2	0.1	0.0	0.5	2.2	49.1%


2021 Summary From MV

APPENDIX E



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

TO: Ed DeWitt, Chair
Falmouth Transportation Management Committee

FROM: Robert Davis, General Manager 

DATE: April 19, 2021

SUBJECT: The SSA's Early Morning Operations at Its Woods Hole Terminal

In addition to the SSA's reports on its proposed operating schedules and the approved minutes of the SSA's Woods Hole/Falmouth Noise and Traffic Mitigation Working Group, which Steve Sayers provided you on March 31, 2021, as well as the information that you requested regarding the SSA's freight operations and options, which I provided you this past Friday, I thought it would be helpful if I were to provide you with the following information regarding Nat Trumbull's request for the Town of Falmouth to ban truck use of Crane Street and Cowdry Road from 10:00 p.m. to 5:30 a.m.

History of the SSA's Early Morning Trips from Woods Hole

The history of the SSA's early morning trips from Woods Hole is described in the previous reports it has issued on its proposed 2018 Winter and Spring Operating Schedules, its proposed 2018 Summer Operating Schedules, its proposed 2020 Summer Operating Schedules, and its proposed 2021 Summer Operating Schedules, which already have been provided to the Committee. In summary:

- Until 2007, the SSA's first regularly scheduled trip from Woods Hole was a freight trip that left at 6:15 a.m. that was designated as a hazardous cargo trip on Mondays through Fridays throughout the year (as well as on Saturdays during the summer operating schedules).
- Since 2007, the SSA has regularly scheduled the first trip of the *Island Home* (or a substitute ferry) to leave Woods Hole at 6:00 a.m., the same time that the *Martha's Vineyard* (or another substitute ferry) historically has made (and continues to make) its first daily sailing from Vineyard Haven.

- In September 2011, the SSA tried out a revised schedule for the *Governor* on a trial basis, having its first trip leave Woods Hole at 5:45 a.m. instead of 7:30 a.m. through the remainder of the 2011 Late Summer Operating Schedule.
- Since 2012, the SSA has regularly scheduled the first trip of the *Governor* to leave Woods Hole at 5:30 a.m. during the summer operating schedules.
- In 2013, the SSA began regularly scheduling its first freight trip to leave Woods Hole at 5:30 a.m. during the spring operating schedules as well, but for the reasons described in its report on its proposed 2018 Winter and Spring Operating Schedules, this 5:30 a.m. trip has not been operated during any of the SSA's spring operating schedules since 2017.
- In 2015, the SSA also regularly scheduled its first freight trip to leave Woods Hole at 5:30 a.m. during the fall operating schedule. However, in 2016 the SSA stopped operating this trip during the fall operating schedule on December 8, 2016; in 2017 the SSA stopped operating this trip on October 28, 2017; and this trip has not been operated during any of the SSA's fall operating schedules since then.
- By contrast, in its report on its proposed 2018 Summer Operating Schedules, the SSA concluded that it could not continue to fulfill its statutory obligation of providing adequate transportation for the island of Martha's Vineyard during its summer operating schedules without continuing to operate its 5:30 a.m. freight trip from Woods Hole. However, in order to mitigate the impact of that trip on Woods Hole residents, it adopted certain new operating policies for that trip beginning in 2018, and over the past few years has adopted additional measures to supplement those policies, both of which are described below.
- Since 2018, the SSA has ran essentially the same summer operating schedules,¹ and it has approved them again for 2021 for the period from May 19, 2021 through October 18, 2021.

The SSA's Efforts to Mitigate Noise from Its Early Morning Operations at the Woods Hole Terminal

Over the past several years, the SSA has intensified its efforts to reduce early morning noise at the Woods Hole terminal. The list of actions that have been taken include:

- The SSA changed its methods of staging trucks at the terminal during the early morning so they do not have to back up (or use their backup alarms) when being staged before being

¹ Except that, due to the emergency created by the COVID-19 pandemic, beginning March 22, 2020, the SSA modified its operating schedules to reduce the amount of its service from what had been originally approved for that year. As a result, instead of beginning to operate the 5:30 a.m. freight trip from Woods Hole last year on May 14, 2020, the SSA did not begin to operate it until June 17, 2020.

loaded onto the ferries. As a result, the use of trucks' backup alarms has been eliminated almost entirely.

- The SSA stopped assigning the *Katama*, *Gay Head* or *Sankaty* to operate the 5:30 a.m. freight trip, as all of those boats require trucks to back up, and use their backup alarms, when they are being loaded onto those boats. The SSA now assigns only the *Governor*, *Woods Hole* or another drive-through ferry to run that 5:30 a.m. freight trip, because trucks drive forward onto those boats when they are loaded.
- The SSA has limited the size of the trucks it carries on its 5:30 a.m. freight trip from Woods Hole to trucks that are less than 40 feet in length, so that less noise is generated by the trucks that drive to the SSA's Woods Hole terminal in the early morning hours.
- During the summer when the SSA operates its 5:30 a.m. freight boat from Woods Hole (mid-May through mid-October), the SSA prohibits trucks (whether traveling with reservations or on standby) from arriving at the Woods Hole terminal prior to **6:30 a.m.**, except as follows:
 - Trucks with reservations for the 5:30 a.m. trip may arrive at the terminal beginning at **5:10 a.m.**
 - Trucks with reservations for the 6:00 a.m. trip may arrive at the terminal 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.**²
- The SSA has added a message to its variable message sign on Route 28 in the early morning hours advising truck drivers traveling down the highway about the SSA's policy prohibiting early arrivals at the Woods Hole terminal. Currently the following messages are programmed to appear on that sign:

midnight to 6:15 a.m.	No Trucks Until 30 Mins. Before Trip
6:15 a.m. to 9:30 p.m.	COVID-19 Facemasks Required
9:30 p.m. to midnight	Sign is blank.

² During the rest of the year when its first trip from Woods Hole is at 6:00 a.m. (mid-October through mid-May), the SSA prohibits trucks (whether traveling with reservations or on standby) from arriving at the Woods Hole terminal prior to **6:30 a.m.**, except as follows:

- Trucks with reservations for the 6:00 a.m. trip may arrive at the terminal beginning at **5:30 a.m.**
- Trucks with reservations for the 6:30 a.m. trip may arrive at the terminal beginning at **6:00 a.m.**

When the summer operating schedule begins on May 19, 2021, the following messages will be programmed to appear on that sign:

midnight to 5:00 a.m.	No Trucks Until 20 Mins. Before Trip
5:00 a.m. to 6:15 a.m.	No Trucks Until 30 Mins. Before Trip
6:15 a.m. to 9:30 p.m.	COVID-19 Facemasks Required
9:30 p.m. to midnight	Sign is blank.

- The SSA periodically sends letters to its freight shippers reminding them about the SSA's terminal traffic and noise mitigation policies and asking them to review those policies with their truck drivers. I am enclosing the most recent letter, dated March 17, 2021, that the SSA has sent to its freight shippers. It reminds them, among other things, that their truck drivers are prohibited from arriving early at the Woods Hole terminal in the early morning, that they are not allowed to idle their engines unnecessarily while they are at the terminal, that they should obey the speed limit as they drive down Woods Hole Road, and that they should not to use their Jake brakes while they are on the road.

Additional Measures Taken After Consideration by the SSA's Woods Hole/Falmouth Noise and Traffic Mitigation Working Group

In addition, on October 15, 2019, the SSA established a Woods Hole/Falmouth Noise and Traffic Mitigation Working Group (the "Working Group"), which now has representatives from the Dukes County Commissioners, the Martha's Vineyard Commission and the Towns of Falmouth, Oak Bluffs and Tisbury to focus exclusively on identifying and developing reasonable and practical ways to monitor and enforce compliance with the SSA's current noise mitigation policies as well as identifying and developing additional ways to mitigate traffic issues arising from the SSA's Woods Hole ferry terminal operations.

In February 2020, even though the island communities had not yet appointed their representatives to the Working Group, the SSA and Falmouth Working Group members began working together to attempt to find ways to mitigate traffic and noise issues arising from the SSA's Woods Hole ferry terminal operations. This work included:

- Discussing with Martha's Vineyard freight truck driver Steve Araujo noise and other traffic issues associated with freight trucks traveling on Woods Hole Road.
- Discussing with Falmouth Police Chief Edward Dunne possible ways how the Town of Falmouth can enhance enforcement of both the speed limit on Woods Hole Road and the no idling law on the SSA's Woods Hole terminal property.
- Revising the version of the SSA's periodic letter to its regular freight customers, advising them, among other things, that the SSA will be strictly enforcing its terminal traffic and noise mitigation policies and that they will forfeit their reservations if any of their drivers intentionally or repeatedly violate them.

- Working with the SSA to have new signs posted at the Woods Hole terminal telling people that the idling of engines in violation of the Massachusetts General Laws is prohibited and also telling them what the penalties are for violating the law.
- Agreeing with the SSA's creation of a new SSA email address to receive emails from the public with specific complaints about excessive noise and traffic issues in Woods Hole due to the SSA's ferry operations, which is Whtraffic@steamshipauthority.com.
- Making a suggestion, which the SSA adopted, that the SSA add "Woods Hole Traffic" to the list of subjects on the SSA's Customer Feedback webpage on its website about which the public can contact the SSA via its website.
- Agreeing with the SSA's efforts to have its Operations and Communications Center monitor the Woods Hole terminal early in the morning to see if any trucks arrive at the terminal earlier than they are allowed. That information is provided to the SSA's Director of Shoreside Operations, Alison Fletcher, who is then responsible for contacting the freight customer to ensure their compliance with the SSA's allowed arrival times for the Woods Hole terminal.³
- Making a suggestion, which the SSA adopted, that the SSA add language to its vehicle reservation confirmation emails asking all of the SSA's automobile and freight customers to obey all posted speed limits and all other traffic laws, signs and restrictions, and to drive at all times in a safe and courteous manner towards other drivers, bicyclists, pedestrians and residents of the SSA's surrounding communities. Further, in the SSA's vehicle reservation confirmation emails it sends to its freight customers who are leaving on early morning trips from Woods Hole, the SSA now also reminds those customers again of its early morning arrival policies.

A few months later, despite the difficulties imposed by the COVID-19 pandemic, the island communities similarly appointed their representatives to the Working Group. As a result, since August 2021, the Working Group has been meeting regularly in their representatives' efforts to work collectively on attempting to find more short-term measures that can be taken to mitigate

³ The SSA created the position of "Director of Shoreside Operations" in response to the report issued by the independent management consultants who studied the SSA's operations in 2018. Previously, responsibility for both the SSA's shoreside operations and its marine operations fell to the SSA's Operations Manager. In 2019, the duties of that position were divided between the position now held by Ms. Fletcher and another new position, "Director of Marine Operations." As a result, the SSA now has a person in management who is dedicated to its shoreside operations and can better address issues arising from those operations.

noise and traffic issues arising from the SSA's Woods Hole terminal operations.⁴ This work has included:

- Discussing with SSA freight customers Stephen Araujo of John Keene Excavation, Greg Carroll of Bruno's Rolloff, and Patrick Cleary of Cape Cod Express what suggestions they might have to address noise and traffic issues associated with freight trucks in Wood Hole, such as trucks that are especially loud when they are driving on Woods Hole Road and engage in excessive speeding and Jake braking.
- Reviewing reports from Falmouth Chief of Police Edward A. Dunne on the speed of vehicles traveling on Woods Hole Road based upon speed monitoring devices that had been installed there in May 2021. The report for the device that had been installed at 460 Woods Hole Road, where the speed limit is 40 miles per hour, showed that, while fewer than 1% of the vehicles were traveling over the enforcement limit (which is at more than 10 miles per hour over the speed limit), there was still a high percentage of vehicles that were speeding; and the report for the device that had been installed at 260 Woods Hole Road, just south of the Quissett traffic light where the speed limit is 35 miles per hour, showed that 4.9% of the vehicles were traveling over the enforcement limit here and that more vehicles were speeding in one direction, which the Working Group assumed was the northbound lane as they were trying to get through the intersection before the traffic light turned red.
- Approving the SSA's mailing of a postcard by Every Door Direct Mail (EDDS) to Woods Hole and Falmouth households informing them of the SSA's dedicated email address for emailing complaints to the SSA about issues related to the SSA's Woods Hole terminal operations. In November 2020, the postcard was sent to approximately 3,500 residential, business and PO box mailing addresses not only in Woods Hole, but also in the western area of Falmouth along Woods Hole Road, Locust Street, North Main Street and Palmer Avenue from Woods Hole to Jones Road.
- Making a suggestion, which the SSA adopted, for the SSA to make changes to its website to make it easier for people to submit complaints and comments to the SSA via the website.
- Reviewing copies of emails received by the SSA at its dedicated email address whtraffic@steamshipauthority.com (except for emails sent by Working Group members due to constraints of the Open Meeting Law) and discussing the SSA's responses to those emails. In addition, discussing issues raised by Working Group members in emails sent to whtraffic@steamshipauthority.com and the SSA's attempts to address those issues.

⁴ The contributions of the Working Group's island representatives go beyond their participation in the Working Group's meetings. In their respective communities, they are raising awareness of the burdens that the SSA's freight service impose on Woods Hole/Falmouth residents and are increasing the sensitivity of their appointing authorities and constituents to these issues.

- Discussing how the SSA can prevent traffic backups on Woods Hole Road that are due to a large number of island residents arriving at the Woods Hole terminal to travel on a standby basis back to the island. These traffic backups occurred in September 2020 when the SSA had closed the standby line earlier in the day when there was no more room at the terminal to stage any more standby customers and told all of those customers to come back at the same time. That discussion has prompted the SSA to investigate a long-term solution to the problem and, until a better solution is found, to adopt a new procedure for reopening the standby line at the Woods Hole terminal after it is closed earlier in the day which requires standby customers who were previously turned away that day to arrive at staggered times after the standby line is reopened.

- Monitoring the SSA's enforcement of its early arrival policies at the Woods Hole terminal by reviewing reports of how many trucks had arrived early for their early morning trips since the last time the Working Group had met, and discussing how the SSA can improve its freight customers' compliance with its early arrival policies. In this regard, whenever a freight customer's driver arrives earlier than allowed, the SSA emails that customer advising it of the violation and reminding it that it will forfeit its reservations if any of its drivers intentionally or repeatedly violate the SSA's early arrival policy. A copy of the report for the first three months of 2021 that will be reviewed by the Working Group at their next scheduled meeting on April 28, 2021 is attached. It indicates that, during that three-month period, the SSA achieved 97.5% compliance with its early arrival policy by truck drivers who traveled on its 6:00 a.m. trips, 95.5% compliance by those who traveled on its 6:30 a.m. trips, and 90.1% compliance by those who traveled on its 7:00 a.m. trips., and that the vast majority of the drivers who did arrive earlier than allowed did so by only a few minutes. However, the SSA's goal is 100% compliance with its early arrival policy and, as Mike Mauro of the Martha's Vineyard Commission said at the Working Group's August 26, 2020 meeting, the SSA needs to keep engraining its policies into the truck drivers' heads so that, as time goes on, they all will learn to enter the Woods Hole community with caution.

- Asking the SSA to address noise from its employees who ride motorcycles to and from the Woods Hole terminal, which the SSA has done by putting a notice at the terminal asking SSA employees who commute to work by motorcycle to be quieter when they go to and from the terminal.

- Advising Greg Carroll of Bruno's Rolloff, Inc. and Carroll's of issues regarding the amount of noise of his companies' trash trucks as they leave Woods Hole terminal in the early morning hours, to which Mr. Carroll has responded by, among other things, having his companies' louder trucks make their trips off-island later in the day and personally observing the situation when the trucks are going up Woods Hole Road from the terminal.

- Asking the SSA to address situations when truck drivers are reported to have been speeding or otherwise generating more noise than usual, which the SSA has done by contacting those truck drivers and/or their employers to make certain the truck drivers know what their responsibilities are when driving to and from the Woods Hole terminal.

- Inviting Cape Cod Commission (CCC) Transportation Program Manager Steven Tupper to provide an overview of the CCC's traffic counting program and to speak generally about the traffic counting activities the CCC has conducted and, more specifically, some of the counts the CCC has done on Woods Hole Road.
- Encouraging the SSA's initiative for its Director of Shoreside Operations and Woods Hole Terminal Manager go to specific places on Woods Hole Road that Woods Hole residents consider to be problem areas and assess what is taking place and consider what measures might be taken to reduce the amount of noise that is generated by freight trucks at those locations. The Working Group discussed how some truck drivers may not realize that how they are driving in certain areas may be causing problems and will address these issues when they are educated about them, while other situations may require greater enforcement of speed limits by the appropriate authorities.
- Inviting Cape Cod Commission (CCC) Transportation Program Manager Steven Tupper a second time to provide information and advice on how to approach MassDOT to provide additional no speeding or similar signs on Woods Hole Road. Mr. Tupper's suggestions led to the Falmouth Select Board authorizing the Falmouth Town Manager to send a letter to MassDOT, with the SSA's strong support, asking for the following with respect to Woods Hole Road:
 - enhanced roadway signage to control vehicle speed;
 - signage alerting trucks that "jake braking" is prohibited;
 - consideration of taking enforcement action on overweight trucks;
 - consideration for MassDOT proceeding with an analysis to result in a lowering of posted vehicle speeds on the road and, in the interim, asking that MassDOT consider lowering the current posted speed limit to 35mph as one approaches the Town's existing Woods Hole Fire Station and continuing into Woods Hole village.

I hope this list of efforts the SSA has made over the past few years to mitigate noise and traffic issues arising from its Woods Hole ferry terminal operations demonstrates that the SSA is sincere and committed to addressing all of these issues as best it can on an ongoing and sustained basis. The SSA also believes that having Working Group representatives from both Falmouth and Martha's Vineyard work with each other to assist the SSA in understanding the concerns of Woods Hole residents and identifying ways to respond to them has helped foster a spirit of cooperation between the mainland and island communities that in the future will help bridge whatever differences they may have. Of course, the SSA always welcomes suggestions from other sources, particularly your Committee, for additional ways that the SSA can monitor and enforce compliance with its current policies, as well as new ways it can mitigate the noise and traffic problems in Woods Hole.

2022 Preliminary Proposed Operating Budget

SEPTEMBER 16, 2021 – PORT COUNCIL MEETING
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

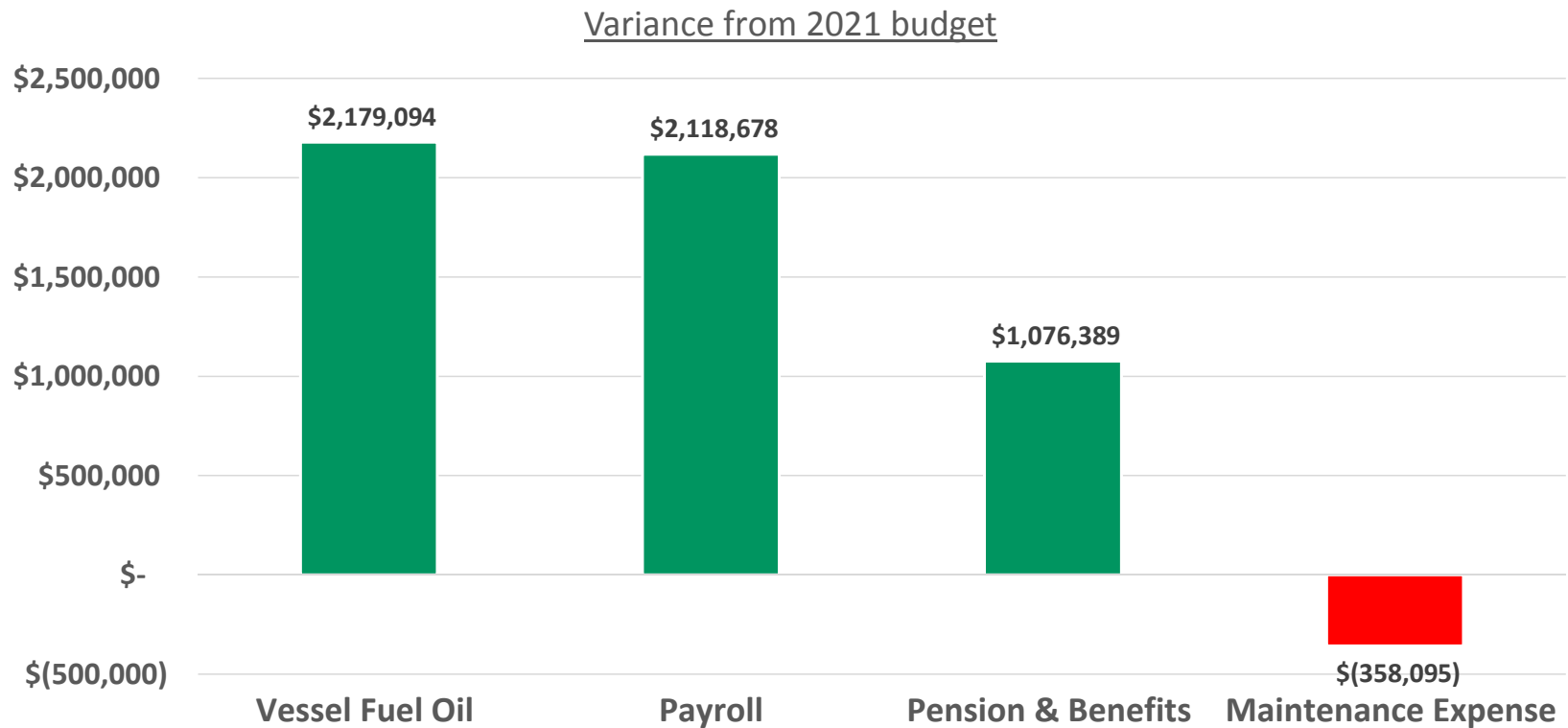
2022 Operating Budget Assumptions

- Baseline for revenues is actual traffic statistics for the year ending August 31, 2021.
- Adjustments were made to reflect current traffic patterns.
- **No rate adjustments recommended for 2022**

The bottom line

Operating revenues	+	\$123,699,399
Operating expenses	-	\$119,650,309
Other income	+	\$ 8,604,900
Other expenses	-	\$ 3,516,919
Net income from operations		\$ 9,137,090

Largest operating expense changes



2022 maintenance expenses

Vessel dry docks

- Total budgeted: \$5,039,000
 - *M/V Eagle*
 - *M/V Island Home*
 - *M/V Iyanough*
 - *M/V Katama*
 - *M/V Nantucket*

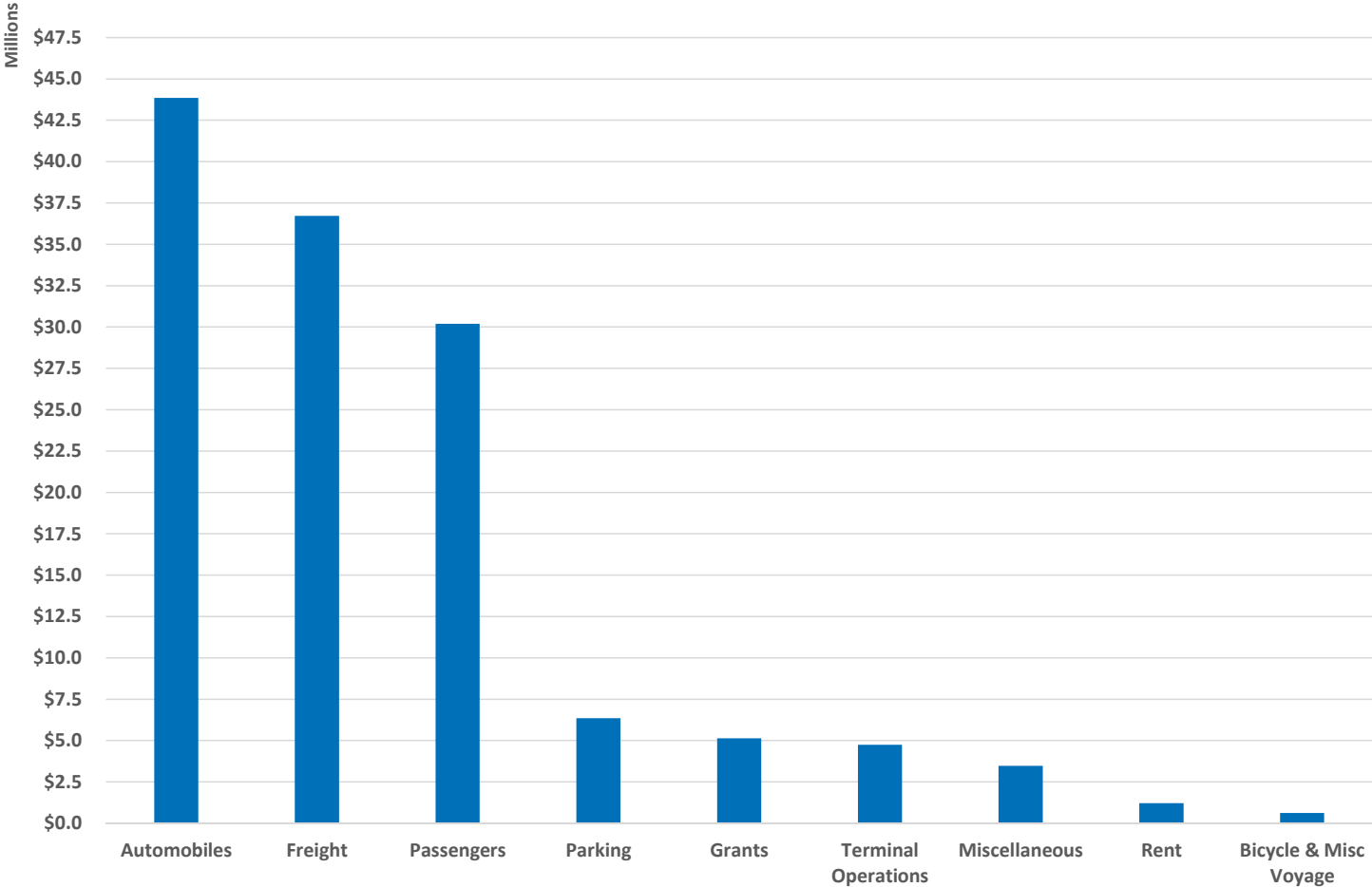
Terminal, Dolphin and dock repairs

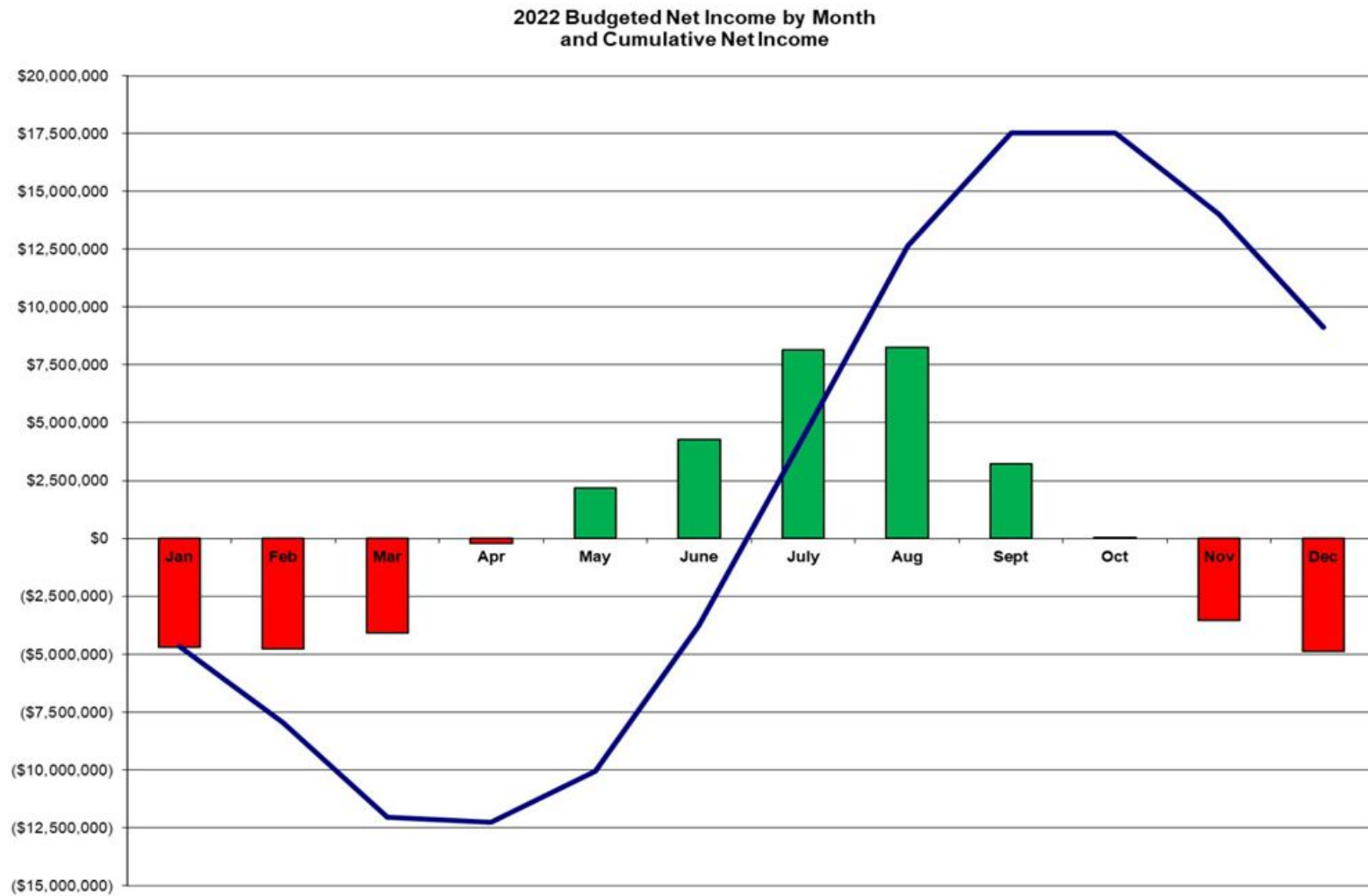
- Total budgeted: \$3,691,000
- Up \$81,000 (2.2%) versus 2021 budget

Operating revenue projections

Parking revenue	+ \$ 115,384	+ 1.9 %
Freight revenue	+ \$1,745,296	+ 1.0 %
Automobile revenue	+ \$1,393,318	+ 0.3 %
Passenger revenue	- \$ 445,074	- 1.5 %

2022 Preliminary Budget Projected Revenue by Category





Questions?

September 15, 2021

A-664

X

Accounting

Mark K. Rozum

X

X

Preliminary Draft of
Proposed 2022
Operating Budget**PURPOSE:**

To present a preliminary draft of the staff's proposed 2022 Operating Budget for the Board's review and comments.

BACKGROUND:

Attached please find a preliminary draft of the staff's proposed 2022 Operating Budget, including: a statement of projected revenues and expenses; a statement of detailed operating expenses with comparisons to 2020 actual expenses and the 2021 budget.

Cost of service

The Authority's total operating expenses in 2022 are expected to be approximately \$119,650,309. This projected cost of service for 2022 represents a \$6,961,763 or 6.2%, increase in total operating expenses versus 2021 budget.

The most significant variances in projected cost are attributed primarily to the following cost categories:

EXPENSE DESCRIPTION	2020 ACTUAL	2021 BUDGET	2022 BUDGET	VARIANCE	% CHANGE
PAYROLL	\$36,046,882	\$40,579,423	\$ 42,698,101	\$2,118,678	5.2%
PENSION	8,607,502	8,900,492	9,415,597	515,105	5.8%
HEALTH & WELFARE	11,211,575	9,962,984	10,524,268	561,284	5.6%
PAYROLL TAXES	2,641,565	3,062,036	3,195,240	133,204	4.4%
DEPRECIATION	13,150,273	13,730,383	14,049,007	318,624	2.3%
VESSEL FUEL OIL	4,472,036	5,968,517	8,147,611	2,179,094	36.5%
MAINTENANCE - VESSELS (excluding labor)	13,757,340	8,778,314	8,420,219	(358,095)	-4.1%
MAINTENANCE - TERMINALS (excluding labor)	1,792,038	2,843,750	2,826,350	(12,700)	-0.4%
TELEPHONES	1,055,889	1,179,288	1,129,766	(49,522)	-4.2%
CASUALTIES & INSURANCE	4,527,048	4,418,915	4,758,610	339,695	7.7%
OTHER	11,373,212	13,264,444	14,485,539	1,216,396	9.2%
TOTAL	<u>\$108,635,360</u>	<u>\$112,688,546</u>	<u>\$119,650,309</u>	<u>\$6,961,763</u>	<u>6.2%</u>

Vessel operating expenses are expected to increase by \$3,178,000, or 12.8%, in 2022. During 2022, it is expected that the Steamship Authority will use approximately 3,440,000 gallons of vessel fuel oil. Currently, we are expecting the delivered price of fuel, including hedging premiums, to range between \$1.81 and \$2.49 per gallon compared to a range of \$1.75 to \$1.88 for the 2021 budget. Fuel expense is expected to be approximately \$8,148,000 in 2022, or an 36.5% increase compared to the 2021 budget.

Depreciation expense is expected to increase by 2.3%, or \$319,000 with the addition of a full year of depreciation for the completed Woods Hole Terminal Slips and addition of the three new electric buses that will be delivered in 2022.

Overall, maintenance expense is expected to increase by \$621,000, or 3.0%, in 2022. Vessel dry-dock expenses are expected to increase by \$258,000, or 5.4%, versus the budget for 2021 as dry-docks are scheduled for the *M/V Eagle*, *M/V Island Home*, *M/V Iyanough*, *M/V Katama* and the *M/V Nantucket* during 2022. Terminal repairs, dolphin and dock repairs will increase by \$81,000, or 2.2%, versus 2021 budget.

Health care, pension and unemployment cost expenses are expected to increase by \$1,076,000 or 5.7%, versus the 2021 budget and continues to reflect contributions by employees towards their medical plans. Payroll taxes are budgeted to increase by 4.4%, or \$133,000 compared to the 2021 budget.

Casualties and insurance expense is expected to increase by \$340,000, or 7.7%.

Overall, payroll expense is anticipated to increase by \$2,119,000, or 5.2%.

The projected cost of service for 2022 is based on the approved 2022 Nantucket operating schedule and 2022 approved winter and spring and 2022 proposed summer and fall operating schedules for the Martha's Vineyard route.

Operating Revenues

The projected operating revenues for 2022 are generally based on actual traffic statistics for the 12-month period ending August 31, 2021. Adjustments have been made to the September to December time period to reflect more current traffic patterns for passengers and more historic traffic patterns for automobiles. The Authority's traffic statistics over the past few years are as follows:

	2019 Actual	2020 Actual	2021 Budget	2022 Budget
No. of Passengers carried	3,044,436	2,067,301	2,716,768	2,620,680
No. of Automobiles carried	478,990	434,256	480,828	496,375
No. of Trucks carried	195,328	174,521	195,925	196,648
No. of Cars Parked	172,561	102,987	155,848	147,006
No. of Trips	23,944	21,423	24,620	24,874
No. of Miles Traveled	351,734	314,274	365,700	374,596

The projected operating revenues of \$123,699,399 in 2022 represent an increase of \$2,524,561, or 2.1%, versus the 2021 budget. Automobile revenue is expected to increase by approximately \$1,393,000, or 3.3%; freight revenue is expected to increase by approximately \$1,745,000, or 5.0%; passenger revenue is expected to decrease by \$445,000, or 1.5% while parking revenue is expected to increase by \$115,000, or 1.9% versus 2021 budget. Other incoming including interest income, grant revenue and license fees is expected to increase by \$3,782,000 or 74.0% versus the 2021 budget.

The Authority's Sinking Fund requirements for 2022 include estimated bond interest payments of \$1,509,150 on September 1, 2022; bond interest payments of \$1,509,150 on March 1, 2023; and bond principal payments of \$7,680,000 due on March 1, 2023.

Based on our estimate of revenues and expenses for 2021, the Authority's net operating income next year is expected to be approximately \$9,137,071.

Attached is a statement of projected net operating income by route for 2022. Based on the cost allocation method, operating revenues and other non-service income would be split 58.8% from the Martha's Vineyard route and 41.2% from the Nantucket route. The allocation of the total cost of service would be split 59.2% to the Martha's Vineyard route and 40.8% to the Nantucket route.

Based on the preliminary budget, management is currently not recommending any fare adjustments for 2022.

RECOMMENDATION:

This information is being forwarded for review and discussion by the Board Members. No action is being requested at this time. A vote to adopt the recommended 2022 Operating Budget will be requested at the Authority's October meeting.

Mark K. Rozum
Treasurer/Comptroller

APPROVED:

Robert B. Davis
General Manager

Attachments

STATEMENT OF REVENUES & EXPENSES - PRELIMINARY 2022 OPERATING BUDGET vs. 2021 BUDGET

	2020 ACTUAL	2021 BUDGET	2021 ESTIMATE *	2022 BUDGET	2022 vs. 2021 Budget Inc(Dec)	% Inc(Dec)
OPERATING REVENUES:						
Automobile Revenue	35,903,494	42,456,249	43,879,050	43,849,567	1,393,318	3.3%
Freight Revenue	30,292,115	34,976,050	36,123,170	36,721,346	1,745,296	5.0%
Passenger Revenue	20,826,121	30,644,424	30,215,957	30,199,350	(445,074)	-1.5%
Bicycle,Mail,Misc Voyage	772,070	1,041,877	749,854	614,935	(426,942)	-41.0%
Revenue From Terminal Operations	4,106,378	4,689,325	5,205,248	4,746,350	57,025	1.2%
Parking Revenue	5,212,587	6,234,366	6,641,962	6,349,750	115,384	1.9%
Rent Revenue	768,209	1,132,547	1,217,060	1,218,101	85,554	7.6%
TOTAL OPERATING REVENUES	97,880,974	121,174,838	124,032,301	123,699,399	2,524,561	2.1%
OPERATING EXPENSES						
Operation Of Vessels	22,223,911	24,730,993	26,053,730	27,908,923	3,177,930	12.8%
Operation Of Terminals	11,184,703	13,342,159	12,897,791	13,801,560	459,401	3.4%
Depreciation	13,150,273	13,730,383	13,818,300	14,049,007	318,624	2.3%
Maintenance Expense	23,950,435	21,034,238	19,107,666	21,654,954	620,716	3.0%
General Expense	28,357,783	28,239,051	28,497,448	30,118,013	1,878,962	6.7%
Casualties & Insurance	4,527,048	4,418,915	4,448,707	4,758,610	339,695	7.7%
Traffic Expense	1,734,888	3,279,408	3,139,743	3,292,801	13,393	0.4%
Rents	864,754	851,363	844,210	871,201	19,838	2.3%
Payroll Taxes (Social Security)	2,641,565	3,062,036	2,886,455	3,195,240	133,204	4.4%
TOTAL OPERATING EXPENSES	108,635,360	112,688,546	111,694,050	119,650,309	6,961,763	6.2%
NET REVENUE FROM OPERATING	(10,754,386)	8,486,292	12,338,251	4,049,090	(4,437,202)	-52.3%
OTHER INCOME						
Gain From Sale of Property	5,000	0	0	0	0	0.0%
Interest Income	94,123	163,000	97,406	48,250	(114,750)	-70.4%
Special Purpose Fund Investments	137,379	430,000	200,192	22,612	(407,388)	-94.7%
Release Premium LT Debt	3,200,516	908,393	1,442,565	1,647,609	739,216	81.4%
Grant Revenue	13,292,353	1,640,000	1,640,000	5,140,000	3,500,000	213.4%
Miscellaneous Income	0	0	0	0	0	0.0%
Misc Income - License Fees	986,273	1,681,530	1,727,701	1,746,429	64,899	3.9%
TOTAL OTHER INCOME	17,715,644	4,822,923	5,107,864	8,604,900	3,781,977	74.0%
OTHER EXPENSES						
Loss From Sale of Property	51,863	0	0	0	0	0.0%
Amortization Of Discount &	221,644				0	
Current Expense On Bonds	0	0	0	0	0	0.0%
Uncollectible Accts	20,355	0	0	0	0	0.0%
Misc.Income Charges	24,405	0	10,490	22,082	22,082	210.5%
Interest On Funded Debt	3,676,113	3,440,179	3,431,714	3,077,340	(362,839)	-10.6%
Interest On Unfunded Debt	0	0	0	0	0	0.0%
Interest On Pension Withdrawal	460,169	439,240	439,386	417,497	(21,743)	-4.9%
TOTAL OTHER EXPENSES	4,454,549	3,879,419	3,881,590	3,516,919	(362,500)	-9.3%
NET INCOME (LOSS) FOR YEAR	2,506,709	9,429,796	13,564,525	9,137,071	(292,725)	-3.1%

2022 Preliminary Budget

STATEMENT OF DETAILED OPERATING EXPENSES - PRELIMINARY 2022 OPERATING BUDGET vs. 2021 BUDGET

	2020 ACTUAL	2021 BUDGET	2021 ESTIMATE *	2022 BUDGET	2022 vs. 2021 Budget Inc(Dec)	% Inc(Dec)
OPERATION OF VESSELS:						
Telephones	14,481	41,370	25,660	41,370	0	0.0%
Wages- Crew	16,219,921	17,572,126	18,112,422	18,443,337	871,211	5.0%
Fuel	4,472,036	5,968,517	6,503,693	8,147,611	2,179,094	36.5%
Lubricants	177,574	206,975	200,276	275,050	68,075	32.9%
Stores,Supplies & Equipment	1,088,270	612,090	833,175	672,860	60,770	9.9%
Other Vessel Expense	251,629	329,915	378,504	328,695	(1,220)	-0.4%
TOTAL OPERATION OF VESSELS	22,223,911	24,730,993	26,053,730	27,908,923	3,177,930	12.8%
OPERATION OF TERMINALS:						
Telephones	70,079	151,625	106,504	150,905	(720)	-0.5%
Agents,Clerks & Attendants	4,222,227	4,431,340	4,520,539	4,593,698	162,358	3.7%
Stevedoring & Cargo Expense	2,844,568	3,581,753	3,425,641	3,775,729	193,976	5.4%
Light,Heat,Power & Water	750,916	594,255	798,380	632,980	38,725	6.5%
Stationery & Printing	9,939	45,500	18,500	9,000	(36,500)	-80.2%
Other Terminal Expenses & Parking Lots	3,286,974	4,537,686	4,028,227	4,639,248	101,562	2.2%
TOTAL OPERATION OF TERMINALS	11,184,703	13,342,159	12,897,791	13,801,560	459,401	3.4%
DEPRECIATION EXPENSE	13,150,273	13,730,383	13,818,300	14,049,007	318,624	2.3%
MAINTENANCE EXPENSE:						
Supervision	1,360,533	1,227,401	1,046,994	1,427,652	200,251	16.3%
Repairs- M/V Martha's Vineyard	1,012,418	1,798,882	1,856,018	813,265	(985,617)	-54.8%
Repairs- M/V Woods Hole	637,895	1,690,903	1,661,961	565,787	(1,125,116)	-66.5%
Repairs- M/V Governor	579,197	1,718,310	1,857,420	781,503	(936,807)	-54.5%
Repairs- M/V Sankaty	1,640,351	1,588,124	1,476,702	708,899	(879,225)	-55.4%
Repairs- M/V Nantucket	2,321,058	991,268	544,416	1,857,115	865,847	87.3%
Repairs- M/V Katama	1,797,276	557,997	594,711	1,469,642	911,645	163.4%
Repairs- M/V Eagle	2,778,179	754,212	809,018	2,248,999	1,494,787	198.2%
Repairs- M/V Gay Head	486,861	1,419,939	1,362,076	475,748	(944,191)	-66.5%
Repairs- M/V Island Home	2,910,440	1,101,820	1,038,856	2,236,989	1,135,169	103.0%
Repairs- M/V Iyanough	2,915,834	1,284,234	611,376	1,396,160	111,926	8.7%
Repairs- Bldgs. & Structures	2,553,390	3,610,476	2,796,393	3,691,265	80,789	2.2%
Repairs- Office & Term Equip	1,973,211	1,541,847	1,860,306	2,586,452	1,044,605	67.8%
Repairs- Vehicles	267,058	829,200	604,754	414,600	(414,600)	-50.0%
Miscellaneous Maintenance	716,734	919,625	986,665	980,878	61,253	6.7%
TOTAL MAINTENANCE EXPENSE	23,950,435	21,034,238	19,107,666	21,654,954	620,716	3.0%
GENERAL EXPENSE:						
General Officers & Clerks	3,922,286	4,353,761	4,184,358	4,423,104	69,343	1.6%
General Office Supplies & Expenses	1,194,143	1,145,310	1,192,836	1,173,915	28,605	2.5%
Legal Expenses	243,306	255,600	206,578	256,800	1,200	0.5%
Pension & Relief	19,819,077	18,863,476	18,519,604	19,939,865	1,076,389	5.7%
Other Expenses	3,178,971	3,620,904	4,394,072	4,324,329	703,425	19.4%
TOTAL GENERAL EXPENSE	28,357,783	28,239,051	28,497,448	30,118,013	1,878,962	6.7%

2022 Preliminary Budget

STATEMENT OF DETAILED OPERATING EXPENSES - PRELIMINARY 2022 OPERATING BUDGET vs. 2021 BUDGET

	2020 ACTUAL	2021 BUDGET	2021 ESTIMATE *	2022 BUDGET	2022 vs. 2021 Budget Inc(Dec) % Inc(Dec)	
CASUALTIES & INSURANCE						
Hull Insurance & Losses	891,088	751,806	758,222	836,232	84,426	11.2%
Cargo Insurance, Loss & Damage	81,520	78,618	69,440	84,696	6,078	7.7%
Liability Insurance & Loss-Marine	1,602,860	1,595,346	1,617,876	1,904,052	308,706	19.4%
Liability Ins & Loss- Non-Marine	1,200,801	1,250,592	1,237,215	1,089,996	(160,596)	-12.8%
Other Insurance	750,779	742,553	765,954	843,634	101,081	13.6%
TOTAL CASUALTIES & INSURANCE	4,527,048	4,418,915	4,448,707	4,758,610	339,695	7.7%
TRAFFIC EXPENSE:						
Reservation Bureaus	1,275,354	1,603,852	1,464,598	1,612,610	8,758	0.5%
Advertising	339,981	1,345,530	1,439,256	1,345,530	0	0.0%
Other Traffic Expense	119,553	330,026	235,889	334,661	4,635	1.4%
TOTAL TRAFFIC EXPENSE	1,734,888	3,279,408	3,139,743	3,292,801	13,393	0.4%
OPERATING RENTS	864,754	851,363	844,210	871,201	19,838	2.3%
PAYROLL TAXES - SOCIAL SECURITY	2,641,565	3,062,036	2,886,455	3,195,240	133,204	4.4%
TOTAL OPERATING EXPENSES	108,635,360	112,688,546	111,694,050	119,650,309	6,961,763	6.2%

SUPPLEMENTAL INFORMATION - PRELIMINARY 2022 OPERATING BUDGET vs. 2021 BUDGET

	2020 ACTUAL	2021 BUDGET	2021 ESTIMATE *	2022 BUDGET	2022 vs. 2021 Budget Inc(Dec) % Inc(Dec)	
OTHER INCOME						
Miscellaneous Income						
Profit (Loss) from Sale of Property	(46,863)	0	0	0	0	0.0%
Other	0	0	0	0	0	0.0%
Reduction in Present Value of Receivable	0	0	0	0	0	0.0%
License Fees	986,273	1,681,530	1,727,701	1,746,429	64,899	3.9%
Total Miscellaneous Income	939,410	1,681,530	1,727,701	1,746,429	64,899	3.8%
GENERAL EXPENSE:						
Pension & Relief						
Pension Expense	8,475,095	7,572,572	7,291,601	7,630,319	57,747	0.8%
Health & Welfare Expense	12,281,840	12,408,776	9,576,396	13,141,043	732,267	5.9%
Health & Welfare Contribution.	(2,135,131)	(2,445,792)	0	(2,616,775)	(170,983)	7.0%
Long Term Disability	772,514	585,519	690,828	585,519	0	0.0%
Unemployment Tax	424,759	742,401	960,779	1,199,759	457,358	61.6%
Total Pension & Relief	19,819,077	18,863,476	18,519,604	19,939,865	1,076,389	5.7%
Other Expenses						
Credit Card Charges	2,142,707	2,285,500	2,562,477	2,775,750	490,250	21.5%
Outside Accounting	162,681	147,000	163,500	162,750	15,750	10.7%
Consultants	182,617	223,200	187,603	242,050	18,850	8.4%
Training & Safety	307,278	461,900	1,016,853	776,054	314,154	68.0%
Other	383,688	503,304	463,639	367,725	(135,579)	-26.9%
Total Other Expenses	3,178,971	3,620,904	4,394,072	4,324,329	703,425	19.4%

2022 Preliminary Budget

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
Net Income From Operations - By Routes
2022 Preliminary Budget

	Martha's Vineyard	Nantucket	Total
Statistical Data:			
Number of Trips	16,892	7,982	24,874
Number of Miles	135,136	239,460	374,596
Number of Passengers	2,120,015	500,665	2,620,680
Number of Automobiles	425,565	70,810	496,375
Number of Trucks	142,756	53,892	196,648
Revenues:			
Passengers	\$17,545,822	\$12,653,528	\$30,199,350
Freight	18,066,902	18,654,444	\$36,721,346
Automobile	30,212,352	13,637,215	\$43,849,567
Bicycle	125,128	95,557	\$220,685
Mail	0	0	\$0
Concession	267,696	126,554	\$394,250
Parking	5,207,250	1,142,500	\$6,349,750
Other	2,162,538	3,801,913	\$5,964,451
Total Revenues	\$73,587,688	\$50,111,711	\$123,699,399
	59.5%	40.5%	100.0%
Cost of Service:			
Vessels	\$31,681,497	\$26,529,862	\$58,211,359
Terminals	13,727,279	8,495,771	\$22,223,050
Maintenance	1,751,139	1,206,866	\$2,958,005
Parking Lots	4,403,589	1,270,147	\$5,673,736
Reservation Bureau - Mashpee	1,222,953	559,778	\$1,782,731
Reservation Bureau - M. Vineyard	43,719	0	\$43,719
Computer	3,575,699	811,662	\$4,387,361
Administration	16,509,262	11,378,005	\$27,887,267
Total Cost of Service	\$72,915,137	\$50,252,091	\$123,167,228
	59.2%	40.8%	100.0%
Income from Service	\$672,551	(\$140,380)	\$532,171
Other Non-Service Income (Net), including License Income	\$4,236,223	\$4,368,677	\$8,604,900
Net Income from Operations	\$4,908,774	\$4,228,297	\$9,137,071
	53.7%	46.3%	100.0%
Original 2022 Budget -			
Net income from Operations	\$5,335,870	\$4,093,926	\$9,429,796

September 2021 Port Council Meeting - Treasurer/Comptroller's report

INCOME STATEMENT - 2022 PROPOSED OPERATING BUDGET

		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Waterline Op Revenues		4,872,275	4,410,899	5,846,438	9,188,436	12,232,634	14,713,163	18,752,539	18,451,639	13,261,961	10,010,304	6,217,132	5,741,979	123,699,399
Waterline Op Expenses		9,407,054	9,073,658	9,834,635	9,303,474	9,974,311	10,438,395	10,643,637	10,291,544	10,158,226	10,076,187	9,785,168	10,664,020	119,650,309
Net Inc From W/L Op		(4,534,779)	(4,662,759)	(3,988,197)	(115,038)	2,258,323	4,274,768	8,108,902	8,160,095	3,103,735	(65,883)	(3,568,036)	(4,922,041)	4,049,090
Other Income														
Profit Sale Prop	508000	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Income	504000	2,100	1,100	3,300	4,000	4,975	4,975	6,000	4,000	5,000	5,000	3,900	3,900	48,250
Income From Funds	505000	2,125	1,693	1,659	1,478	1,284	1,145	3,071	2,225	1,644	2,126	2,031	2,131	22,612
Release of Premium on LT De	506000	137,301	137,301	137,301	137,301	137,301	137,300	137,300	137,301	137,300	137,301	137,301	137,301	1,647,609
Grant Revenue	515000	0	1,500,000	0	0	0	2,000,000	0	0	1,640,000	0	0	0	5,140,000
Misc Income	507000	0	0	0	0	0	0	0	0	0	0	0	0	0
License Income	507001	38,157	39,403	50,479	56,959	81,492	142,256	181,315	256,664	270,265	242,189	179,683	207,567	1,746,429
Total Other Inc		179,683	1,679,497	192,739	199,738	225,052	2,285,676	327,686	400,190	2,054,209	386,616	322,915	350,899	8,604,900
Total Income		(4,355,096)	(2,983,262)	(3,795,458)	84,700	2,483,375	6,560,444	8,436,588	8,560,285	5,157,944	320,733	(3,245,121)	(4,571,142)	12,653,990
														3,394,038
Misc Deduct From Income														
Uncollectible Accts	524000	0	0	0	0	0	0	0	0	0	0	0	0	0
Misc Income Charges	527000	1,729	1,729	1,729	1,729	1,729	1,729	1,563	1,724	1,724	2,937	2,031	1,729	22,082
Loss Sale Property	525000	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Inc Deduct		1,729	1,729	1,729	1,729	1,729	1,729	1,563	1,724	1,724	2,937	2,031	1,729	22,082
Amt Avail For Fixed Charges		(4,356,825)	(2,984,991)	(3,797,187)	82,971	2,481,646	6,558,715	8,435,025	8,558,561	5,156,220	317,796	(3,247,152)	(4,572,871)	12,631,908
Fixed Charges														
Int On Funded Debt	528000	289,495	261,479	254,259	246,057	254,259	246,057	254,259	254,259	250,135	258,473	250,135	258,473	3,077,340
Int On Unfunded Debt	529003	0	0	0	0	0	0	0	0	0	0	0	0	0
Int On Pension Withdrawal	529004	35,633	35,482	35,330	35,177	35,025	34,871	34,717	34,563	34,408	34,253	34,097	33,941	417,497
Amort Disc L.T.Debt	530000	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Fixed Charges		325,128	296,961	289,589	281,234	289,284	280,928	288,976	288,822	284,543	292,726	284,232	292,414	3,494,837
Net Income		(4,681,953)	(3,281,952)	(4,086,776)	(198,263)	2,192,362	6,277,787	8,146,049	8,269,739	4,871,677	25,070	(3,531,384)	(4,865,285)	9,137,071

September 2021 Port Council Meeting - Treasurer/Comptroller's report

WATERLINE OPERATING REVENUE		2022												
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Freight Revenue														
Passenger Cars	301001	1,162,592	1,034,553	1,406,151	2,898,207	4,362,704	5,676,197	7,438,164	7,731,102	5,361,240	3,639,538	1,701,341	1,437,778	43,849,567
Other	301002	2,363,634	2,148,690	2,799,485	3,570,963	3,676,814	3,880,401	3,915,587	3,704,035	3,045,386	3,035,292	2,303,715	2,277,344	36,721,346
Total Freight Rev		3,526,226	3,183,243	4,205,636	6,469,170	8,039,518	9,556,598	11,353,751	11,435,137	8,406,626	6,674,830	4,005,056	3,715,122	80,570,913
Passenger Revenue														
Regular	302001	1,021,658	946,458	1,164,090	2,008,579	2,900,598	3,434,028	4,883,056	4,669,575	3,377,946	2,478,500	1,678,751	1,485,738	30,048,977
Party,Group	302003	3,684	5,395	2,673	5,272	22,356	37,786	28,940	36,069	5,459	2,132	336	271	150,373
Total Pass Rev		1,025,342	951,853	1,166,763	2,013,851	2,922,954	3,471,814	4,911,996	4,705,644	3,383,405	2,480,632	1,679,087	1,486,009	30,199,350
Bicycle	303000	678	388	1,510	8,982	18,621	32,093	52,717	50,083	35,524	14,751	4,281	1,057	220,685
Mail	304000	0	0	0	0	0	0	0	0	0	0	0	0	0
Misc Voyage Rev.														
Concessions	306001	12,250	11,500	13,750	23,000	38,500	19,500	80,500	81,500	43,000	28,250	20,750	21,750	394,250
Misc	306002	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Trans Rev -Line Service		4,564,496	4,146,984	5,387,659	8,515,003	11,019,593	13,080,005	16,398,964	16,272,364	11,868,555	9,198,463	5,709,174	5,223,938	111,385,198
Revenue From Term Operations														
Misc Op Rev		80,600	63,500	82,350	110,900	175,000	238,125	249,700	214,150	146,050	101,800	89,925	184,250	1,736,350
Canc.Penalty		96,500	86,750	127,500	215,750	301,750	337,250	490,000	545,500	316,750	189,000	176,500	126,750	3,010,000
Parking Rev		92,250	49,250	97,000	244,000	625,500	896,500	1,474,250	1,304,000	841,250	430,500	176,750	118,500	6,349,750
Total Rev From Term Operations		269,350	199,500	306,850	570,650	1,102,250	1,471,875	2,213,950	2,063,650	1,304,050	721,300	443,175	429,500	11,096,100
Rent Revenue														
Other Rent Rev	342000	38,429	64,415	151,929	102,783	110,791	161,283	139,625	115,625	89,356	90,541	64,783	88,541	1,218,101
Total Rent Rev		38,429	64,415	151,929	102,783	110,791	161,283	139,625	115,625	89,356	90,541	64,783	88,541	1,218,101
Total W/L Operating Revenues														
		4,872,275	4,410,899	5,846,438	9,188,436	12,232,634	14,713,163	18,752,539	18,451,639	13,261,961	10,010,304	6,217,132	5,741,979	123,699,399

September 2021 Port Council Meeting - Treasurer/Comptroller's report

OPERATING EXPENSE - CONT'D	2022												
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Maintenance Expense													
Supervision	117,111	107,229	124,898	115,203	121,076	116,045	120,616	119,868	118,021	120,781	117,898	128,906	1,427,652
Repairs- MV Martha's Vineyard	8,185	24,935	8,986	11,132	115,368	32,357	12,474	17,101	206,052	359,334	9,541	7,800	813,265
Repairs- MV Woods Hole	173,331	256,169	19,929	8,790	11,862	15,215	16,163	13,783	10,842	9,906	12,393	17,404	565,787
Repairs- MV Governor	45,963	18,000	40,461	224,462	243,239	15,862	16,130	30,227	12,959	55,690	60,564	17,946	781,503
Repairs- MV Sankaty	73,356	73,059	44,087	10,603	13,379	6,678	6,431	2,649	90,070	169,606	182,849	36,132	708,899
Repairs- MV Nantucket	9,131	474,708	717,392	316,926	225,347	20,406	12,195	20,063	10,855	22,696	10,368	17,028	1,857,115
Repairs- MV Katama	17,168	9,867	10,438	14,999	272,314	500,673	404,780	139,074	33,659	40,808	16,822	9,040	1,469,642
Repairs- MV Eagle	147,365	14,187	21,031	13,881	70,137	113,477	23,968	16,866	18,549	361,572	712,884	735,082	2,248,999
Repairs- MV Gay Head	21,381	6,048	10,991	13,216	18,737	6,449	35,971	272,501	64,548	4,950	11,678	9,278	475,748
Repairs- MV Island Home	637,182	820,018	495,053	28,779	24,700	90,397	26,574	20,745	34,757	21,698	18,586	18,500	2,236,989
Repairs- MV Iyanough	499,400	199,122	478,345	41,365	26,174	26,042	41,949	28,133	17,000	14,165	15,833	8,632	1,396,160
Repairs-Total Vessels	1,632,462	1,896,113	1,846,713	684,153	1,021,257	827,556	596,635	561,142	499,291	1,060,425	1,051,518	876,842	12,554,107
Repairs-Bldgs & Struct	409,304	252,214	519,833	379,820	220,003	124,691	166,649	107,670	126,028	147,921	614,736	622,396	3,691,265
Repairs-Off&Term Equip	215,471	214,587	232,359	220,034	216,047	212,353	210,981	209,971	212,712	213,129	215,074	213,734	2,586,452
Repairs-Vehicles	37,050	52,050	52,050	27,050	27,050	27,050	27,050	27,050	27,050	37,050	37,050	37,050	414,600
Misc Maint	78,964	73,492	51,219	70,963	72,306	105,026	108,885	69,072	77,703	75,739	105,722	91,787	980,878
Total Maintenance Exp	2,490,362	2,595,685	2,827,072	1,497,223	1,677,739	1,412,721	1,230,816	1,094,773	1,060,805	1,655,045	2,141,998	1,970,715	21,654,954
Depreciation													
Depr Exp- Trans Prop	1,176,610	1,171,815	1,158,118	1,158,118	1,182,701	1,174,405	1,174,020	1,174,020	1,174,020	1,168,552	1,168,314	1,168,314	14,049,007
Amort. of Goodwill	412000	0	0	0	0	0	0	0	0	0	0	0	0
Amort Inv-Leased Prop	413000	0	0	0	0	0	0	0	0	0	0	0	0
Total Depreciation	1,176,610	1,171,815	1,158,118	1,158,118	1,182,701	1,174,405	1,174,020	1,174,020	1,174,020	1,168,552	1,168,314	1,168,314	14,049,007

September 2021 Port Council Meeting - Treasurer/Comptroller's report

OPERATING EXPENSES		2022												
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Transportation Expense														
Line Service														
Supervision		0	0	0	0	0	0	0	0	0	0	0	0	0
Tel & Tel	421003	3,455	3,570	3,385	3,920	3,355	3,335	3,775	3,265	3,265	3,230	3,360	3,455	41,370
Crew Wages- Deck		831,716	700,362	737,402	985,028	1,069,769	1,248,408	1,297,906	1,247,326	1,245,755	1,117,094	1,005,545	1,150,422	12,636,733
Crew Wages- Engine		322,469	306,375	320,168	383,777	416,645	474,789	487,943	474,908	453,788	433,162	380,953	435,441	4,890,418
Crew Wages- Stewards		73,619	62,345	48,432	69,000	70,212	82,020	94,319	90,400	80,923	72,997	82,181	89,738	916,186
Fuel		379,051	291,973	378,654	738,664	780,897	832,576	918,973	921,184	865,558	765,110	627,639	647,332	8,147,611
Lubricants & Water		17,270	16,420	16,080	23,330	27,485	29,110	29,110	28,910	26,435	22,310	19,395	19,195	275,050
Food Supplies		0	0	0	0	0	0	0	0	0	0	0	0	0
Stores,Supplies & Equip		45,785	41,230	34,620	43,285	69,345	60,190	74,750	54,970	72,955	45,145	46,580	84,005	672,860
Other Vessel Expense		37,080	24,155	30,125	19,805	22,970	23,320	25,855	29,790	22,505	23,550	32,430	37,110	328,695
Total Line Service		1,710,445	1,446,430	1,568,866	2,266,809	2,460,678	2,753,748	2,932,631	2,850,753	2,771,184	2,482,598	2,198,083	2,466,698	27,908,923
Terminal Operations														
Supervision	441001	0	0	0	0	0	0	0	0	0	0	0	0	0
Tel & Tel	441002	13,070	13,160	13,605	12,730	12,715	12,915	11,120	11,075	11,635	14,660	11,735	12,485	150,905
Agents,Clerks & Att		351,465	308,864	337,597	348,125	385,730	420,205	442,507	421,418	423,001	411,663	371,061	372,062	4,593,698
Stevedoring & Cargo		246,942	209,393	222,058	261,359	342,893	393,907	417,593	406,401	386,894	346,303	271,798	270,188	3,775,729
Light,Heat,Power,Water		50,810	41,570	36,420	41,940	35,020	56,990	42,700	52,750	43,075	108,280	34,465	88,960	632,980
Stationery & Printing		750	750	750	750	750	750	750	750	750	750	750	750	9,000
Op Of Highway Vehicles														
Local Transfers		0	0	0	0	0	0	0	0	0	0	0	0	0
Other Term Operations		266,014	266,379	235,953	304,791	363,213	490,835	588,746	541,034	521,377	433,082	297,458	330,366	4,639,248
Total Term Operations		929,051	840,116	846,383	969,695	1,140,321	1,375,602	1,503,416	1,433,428	1,386,732	1,314,738	987,267	1,074,811	13,801,560
Total Trans Expense														
Total Trans Expense		2,639,496	2,286,546	2,415,249	3,236,504	3,600,999	4,129,350	4,436,047	4,284,181	4,157,916	3,797,336	3,185,350	3,541,509	41,710,483

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OPERATING EXPENSE - CONT'D		2022												
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Traffic Expense														
Reservation Bureaus		118,186	110,685	117,582	133,442	147,074	149,553	152,603	150,604	148,042	145,048	121,880	117,911	1,612,610
Outside Traffic Exp														
Advertising	458000	26,250	26,250	61,250	76,250	153,750	231,875	231,875	231,875	196,875	55,250	27,780	26,250	1,345,530
Other Traffic Expense	459000	48,990	14,585	28,375	23,734	53,376	39,606	19,109	19,066	30,600	22,541	17,196	17,483	334,661
Total Traffic Expense		193,426	151,520	207,207	233,426	354,200	421,034	403,587	401,545	375,517	222,839	166,856	161,644	3,292,801
General Expense														
General Off & Clerks		365,924	333,249	367,003	356,539	373,568	363,245	386,340	383,230	375,072	377,840	364,281	376,813	4,423,104
Gen Off Supplies & Exp	462003	37,100	30,600	33,200	29,500	32,100	27,300	34,200	28,800	35,900	36,300	38,300	38,300	401,600
Tel & Tel		70,825	65,495	64,260	65,615	66,920	66,590	60,825	64,115	64,370	64,860	57,185	61,255	772,315
Legal Expense		21,400	21,400	21,400	21,400	21,400	21,400	21,400	21,400	21,400	21,400	21,400	21,400	256,800
Pension & Relief		1,363,472	1,302,372	1,567,365	1,640,400	1,507,916	1,745,231	1,694,787	1,706,045	1,804,192	1,652,660	1,704,257	2,251,168	19,939,865
Stationery & Printing		0	0	0	0	0	0	0	0	0	0	0	0	0
Other Expense		367,737	455,646	458,468	382,001	390,113	346,091	338,794	355,044	346,609	294,821	252,536	336,469	4,324,329
Total General Expense		2,226,458	2,208,762	2,511,696	2,495,455	2,392,017	2,569,857	2,536,346	2,558,634	2,647,543	2,447,881	2,437,959	3,085,405	30,118,013
Casualties & Insurance														
Supervision														
Baggage Ins & Losses														
Hull Ins & Damage		69,686	69,686	69,686	69,686	69,686	69,686	69,686	69,686	69,686	69,686	69,686	69,686	836,232
Cargo Ins, Loss & Damage		7,058	7,058	7,058	7,058	7,058	7,058	7,058	7,058	7,058	7,058	7,058	7,058	84,696
Liab Ins- Marine		158,671	158,671	158,671	158,671	158,671	158,671	158,671	158,671	158,671	158,671	158,671	158,671	1,904,052
Liab Ins- Non Marine	476001	90,833	90,833	90,833	90,833	90,833	90,833	90,833	90,833	90,833	90,833	90,833	90,833	1,089,996
Other Insurance	477001	67,877	67,877	67,877	67,877	68,065	68,065	72,666	72,666	72,666	72,666	72,666	72,666	843,634
Total Cas & Insurance		394,125	394,125	394,125	394,125	394,313	394,313	398,914	398,914	398,914	398,914	398,914	398,914	4,758,610
Operating Rents														
Charter Rents		0	0	0	0	0	0	0	0	0	0	0	0	0
Other Operating Rents		62,374	54,674	124,674	58,174	56,349	66,061	111,361	103,661	64,061	59,886	54,711	55,215	871,201
Total Oper Rents		62,374	54,674	124,674	58,174	56,349	66,061	111,361	103,661	64,061	59,886	54,711	55,215	871,201
Payroll Taxes		485000	224,203	210,531	196,494	230,449	315,993	270,654	352,546	275,816	279,450	325,734	231,066	3,195,240
Total Operating Expenses		9,407,054	9,073,658	9,834,635	9,303,474	9,974,311	10,438,395	10,643,637	10,291,544	10,158,226	10,076,187	9,785,168	10,664,020	119,650,309