



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Posted September 9, 2022, 9:00 a.m.

WOODS HOLE, MARTHA'S VINEYARD & NANTUCKET
STEAMSHIP AUTHORITY

PORT COUNCIL
Tuesday, September 13, 2022
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 2, 2022, Meeting
2. Management Report
 - a) Updates on Current Projects. including:
 1. Website Redevelopment/Redesign
 2. M/V Katama Dry Dock Update
 3. Woods Hole Terminal Site Work
 - b) Status of Request for Proposals to Provide a Freight Transportation Service for the Island of Martha's Vineyard
 - c) Status of the Purchase of Two (2) Used Offshore Supply Vessels
 - d) Report on the Proposed 2023 Martha's Vineyard Summer and Fall Operating Schedule
3. Treasurer's Report
 - a) Preliminary Draft of the 2023 Operating Budget
 - b) Preliminary Draft of the 2023 Rate Adjustments
 - c) Business Summary for the Month of July 2022
4. Old/New Business
 - a) Naming of New Vessels
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.

Agenda Item

2a)i)-Website Redevelopment/ Redesign

To Be Presented By:

Sean Driscoll



Landside Enabling Construction Sequence

PHASE - A






5 Weeks
Sept - Oct

Entry

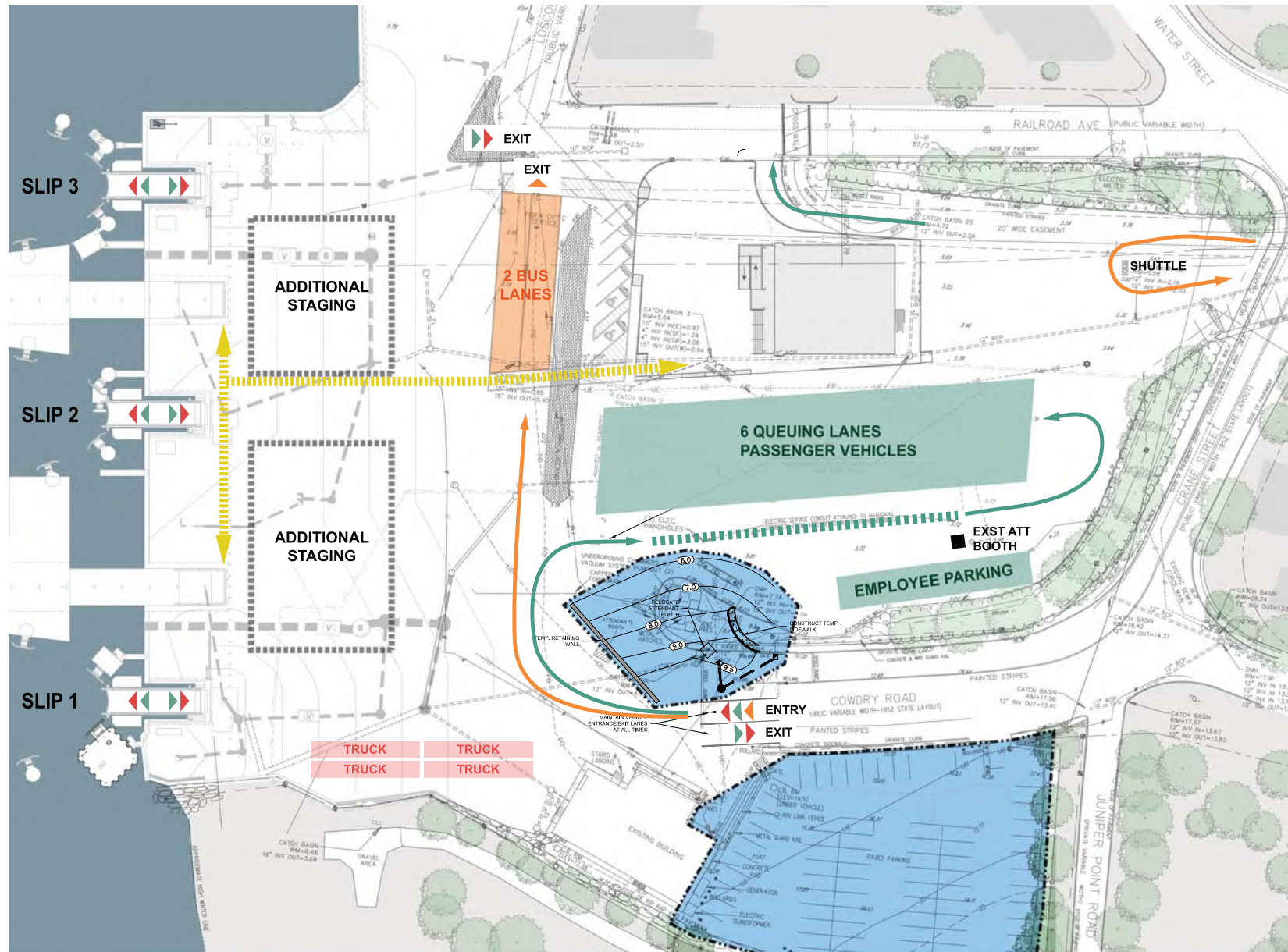
- Cowdry Rd - One Lane

Exit

- Cowdry Rd
- Railroad Ave

-  Work Area
-  Pedestrian
-  Bus
-  Truck
-  Passenger

BIA.studio



PHASE - B

6 Weeks

Oct - Dec





Entry

- Cowdry Rd - Two Lanes

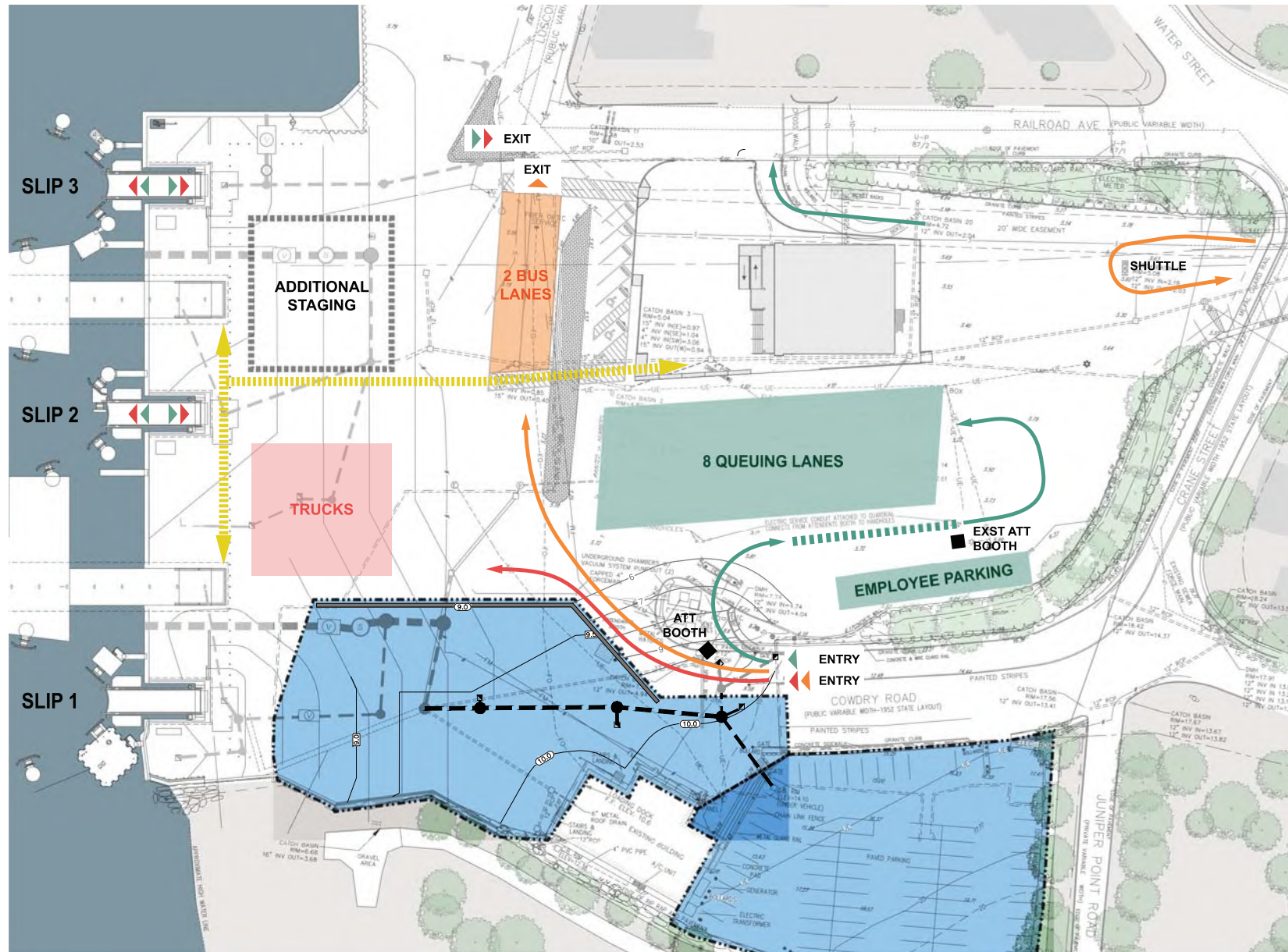
Exit

- Railroad Ave Only

Slip 1 Closed

-  Work Area
-  Pedestrian
-  Bus
-  Truck
-  Passenger

BIA.studio



PHASE - D





6 Weeks
Jan - Feb

Entry

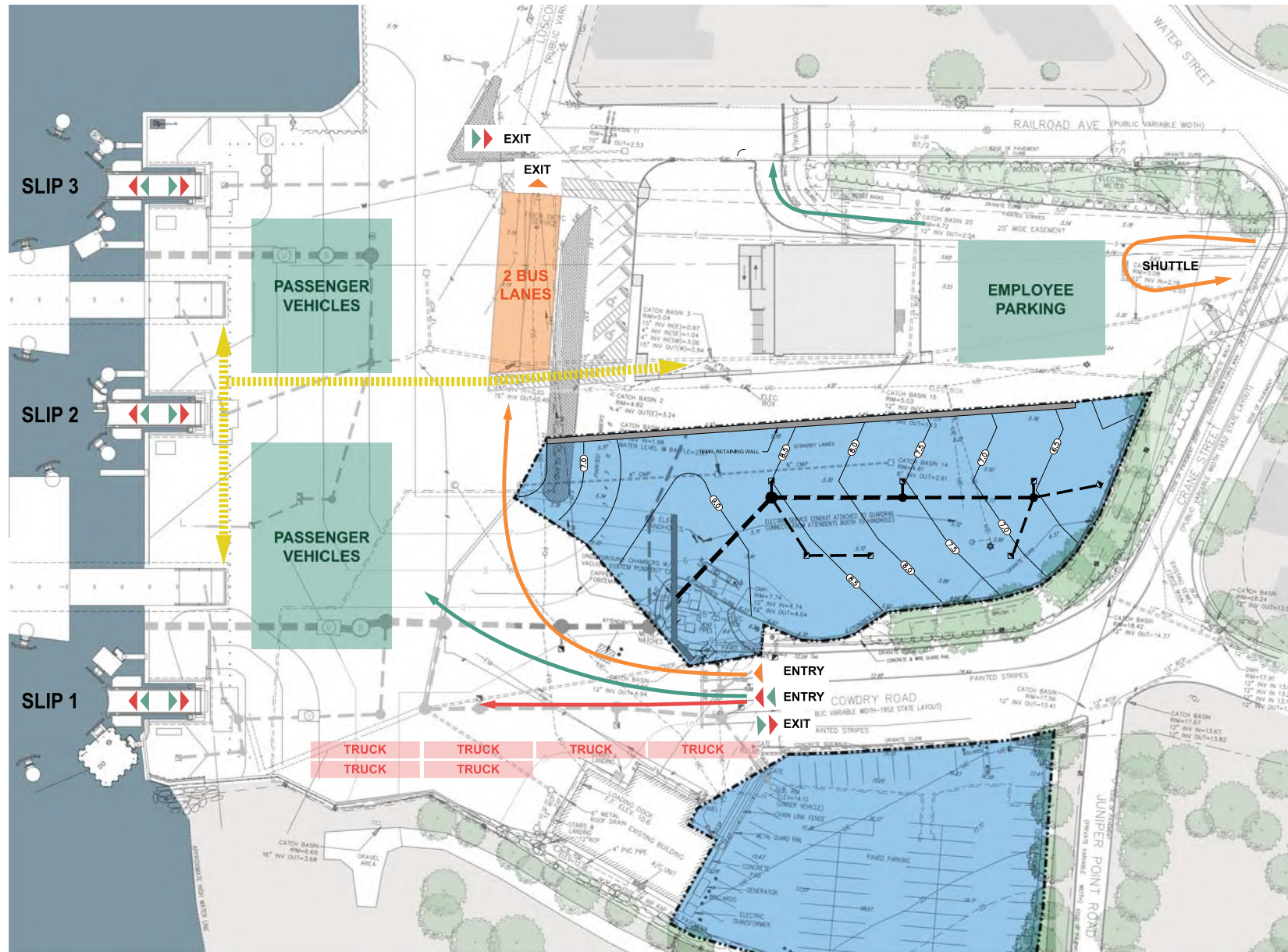
- Cowdry Rd - Two Lanes

Exit

- Cowdry Rd
- Railroad Ave

-  Work Area
-  Pedestrian
-  Bus
-  Truck
-  Passenger

BIA.studio



PHASE - E




6 Weeks
Feb - Mar

Entry

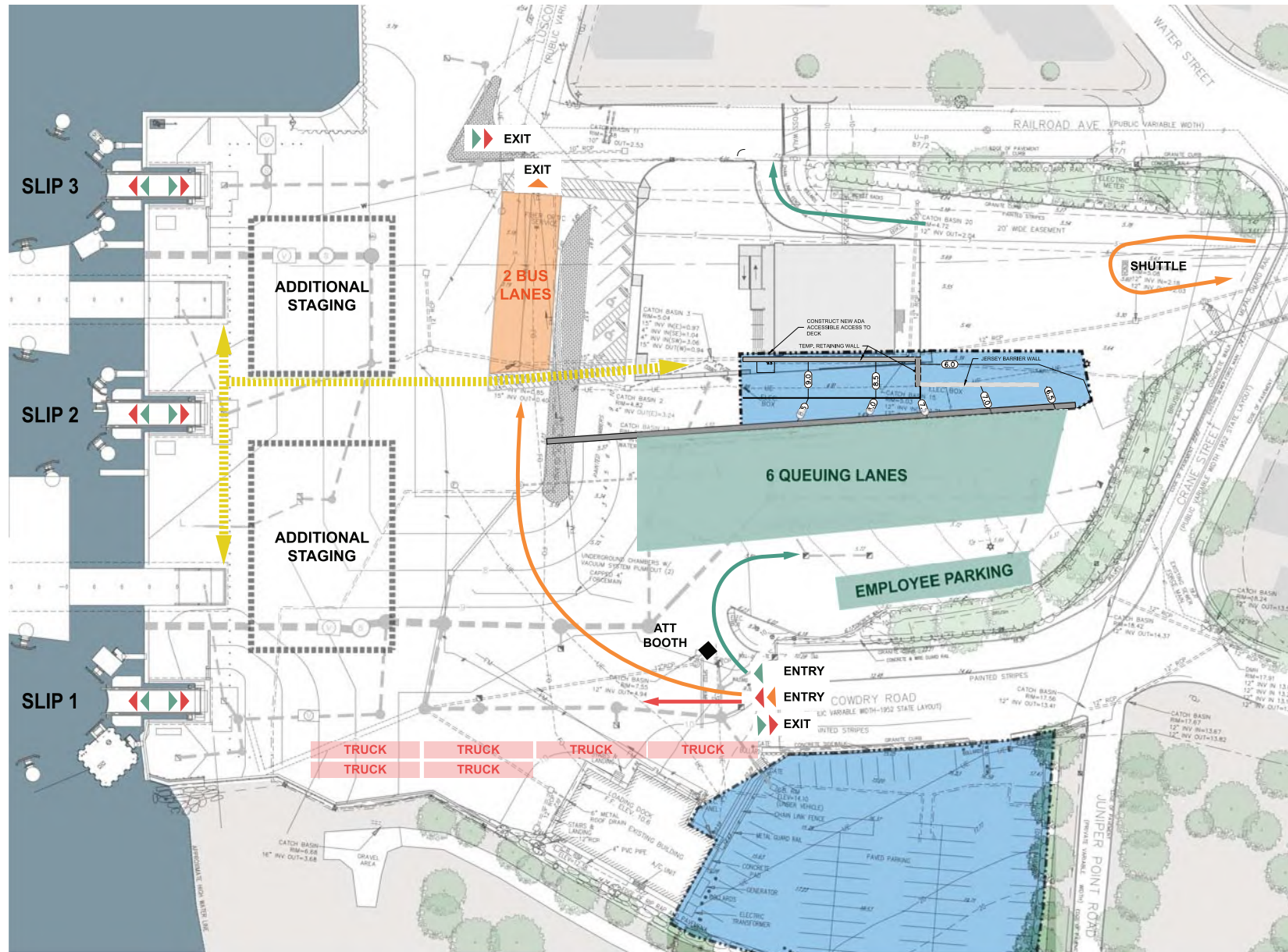
- Cowdry Rd - Two Lanes

Exit

- Cowdry Rd
- Railroad Ave

-  Work Area
-  Pedestrian
-  Bus
-  Truck
-  Passenger

BIA.studio



PHASE - F

8 Weeks






Mar - May

Entry

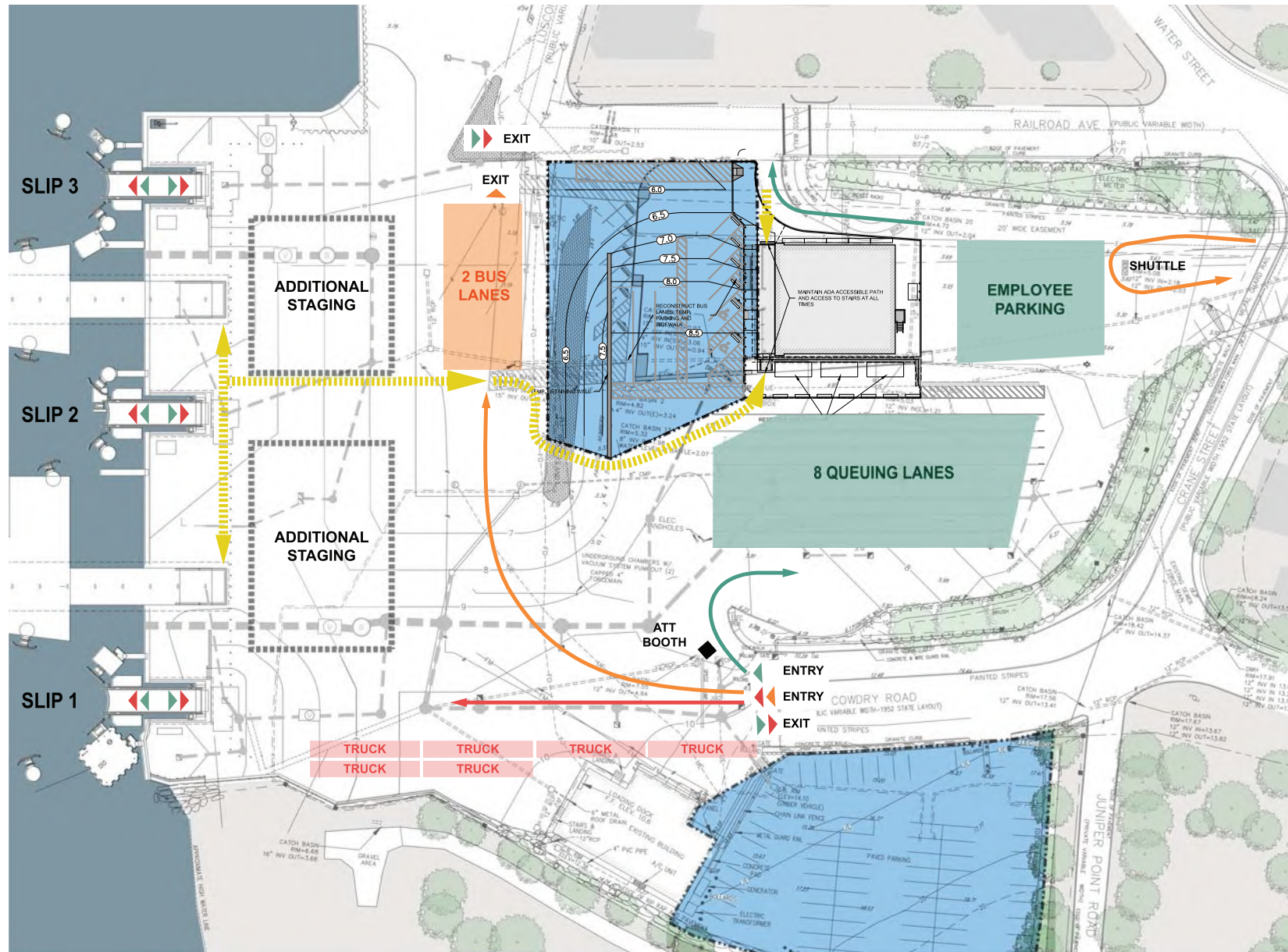
- Cowdry Rd - Two Lanes

Exit

- Cowdry Rd
- Railroad Ave

-  Work Area
-  Pedestrian
-  Bus
-  Truck
-  Passenger

BIA.studio



Agenda Item

2b-Status of RFP
to Provide a
Freight
Transportation
Service for MV

To Be Presented By:

Robert Davis

STAFF SUMMARY

Date: August 15, 2022

File# GM-777



TO:		FOR:		FROM:
	General Manager	X	Vote	Dept.: General Manager
				Author: Robert B. Davis
X	Board Members		Information	Subject: Request for Authorization to Purchase Two (2) Used Offshore Supply Vessels

PURPOSE:

To request the Members to authorize the General Manager to purchase, subject to satisfactory additional inspections, two (2) used offshore supply vessels (“OSVs”) from Hornbeck Offshore Services, LLC (“Hornbeck”) for a total contract price of \$11,275,000.00 inclusive of a two and one-half percent (2.5%) brokerage fee, as set forth in the attached “Agreement of Purchase and Sale.”

BACKGROUND:

Since the spring of 2021, staff has been working on the various aspects of a vessel replacement plan. Included in the initial stages of this study was the commissioning of a) a “Fleet Condition Useful Life, Functional Obsolescence Report” with Marine Safety Consultants, Inc. and b) a “Hybrid Propulsion Study” with Elliott Bay Design Group.

As was the case with previous vessel replacement studies, staff considered three (3) options: 1) mid-life refurbishment of the existing freight boats; 2) new construction of a “*M/V Woods Hole*” class vessel; and 3) acquisition and conversion of a offshore supply vessel.

Due to the age of the existing freight boats, it was quickly determined that the first option would be the least beneficial option. Construction of a new “*M/V Woods Hole*” class vessel, the second option, was a desirable option on many levels but staff was cognizant of the Authority’s funding limitations, which would delay construction for upwards of two (2) years. Staff then began to survey the market to identify OSVs, the third option, that might be candidates for acquisition and conversion. A marine broker identified over eighty (80) OSVs that fit the general requirements.

Working from the general market survey, staff narrowed the list to OSVs that would be capable of transiting in the harbors the Authority operates in with a molded depth of 14’-20’, vessels capable of being restricted to 235’ in length overall once converted, and vessels under fifteen (15) years old. The list was further refined based upon market pricing.

Working with a naval architect, staff performed in-person surveys of 10-15 of the remaining vessels this past fall at the various yards they were berthed. In April 2022, staff along with a marine surveyor concentrated inspections on the Hornbeck “Lode Star” class of vessels. The naval architect, meanwhile, was performing stability tests as well as speed and fuel consumption tests

based upon the engineering data that Hornbeck provided. The naval architect has provided the Authority with conceptual plans for the conversion. These plans include the addition of a stern ramp capable of matching the Authority's existing transfer bridges and fendering system, sponson designs, and concepts for the passenger accommodations spaces.

Staff along with the naval architect have been working on the preparation of cost estimates for the vessel conversion, including the stern ramp, sponsons, removal of a 20' mid-body section, and passenger areas. The current cost estimate for the conversion portion of the project is approximately \$4 million per vessel. The Authority's staff has been also working on cost estimates for the re-activation portion of the project, which includes: main engine overhauls, bow thruster and generator overhauls, MES slide installation and various steel and coatings estimates. The current cost estimate for the re-activation portion of the project is approximately \$4 million per vessel.

The overall cost estimate for this project, including acquisition, broker fees, inspections, conversion, re-activation, design & engineering, Steamship shipyard representatives with a 20% cost contingency total approximately \$32 million. (See attached cost estimate) The estimated timeline from acquisition to line service anticipates that the first vessel would be available for the 2023 summer schedule and the second vessel by early summer 2023. (See attached timeline)

Hornbeck is also providing the Authority with an option to purchase up to two (2) additional vessels from the "Lode Star" class. This option to purchase extends to November 30, 2022 with a closing and delivery of the vessel(s) no later than December 30, 2022. (See attached Option)

RECOMMENDATION:

To authorize the General Manager to purchase, subject to satisfactory additional inspections, two (2) used offshore supply vessels ("OSVs") from Hornbeck Offshore Services, LLC ("Hornbeck") for a total contract price of \$11,275,000.00 inclusive of a two and one-half percent (2.5%) brokerage fee, as set forth in the attached "Agreement of Purchase and Sale."



Mark H. Amundsen
Director of Marine Operations



Robert B. Davis
General Manager

Attachments:

- Agreement of Purchase and Sale
- Option Agreement for Purchase of the M/V HOS North Star and M/V HOS Polestar
- Marine surveys
- Cost Estimate
- Timeline



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

AUTHORITY MEMBERS

MOIRA E. TIERNEY
New Bedford Member, Chair

ROBERT F. RANNEY
Nantucket Member, Vice Chair

ROBERT R. JONES
Barnstable Member, Secretary

JAMES M. MALKIN
Dukes County Member

PETER J. JEFFREY
Falmouth Member

ROBERT B. DAVIS
General Manager

MARK K. ROZUM
Treasurer/Comptroller

TERENCE G. KENNEALLY
General Counsel

Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2023 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 2023 Summer and Fall Operating Schedule for Martha's Vineyard and Nantucket Routes in the following newspapers at the end of April 2022:

- *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 May 31, 2022, the Authority received an email with an attached petition objecting “to the SSA scheduling of the 5:30AM early morning freight from Woods Hole to Martha’s Vineyard and its multiple negative public health impacts on Falmouth and Woods Hole residents caused by pre-dawn noise as well as the ever-increasing threats to public safety resulting from increasing freight truck traffic over Falmouth roads leading to and from Woods Hole.” One hundred and sixty (160) names and addresses were appended to the petition with the majority of the names listing addresses within the Town of Falmouth, a copy of the petition and the list of names and addresses are 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 June 8, 2022.

The June 8, 2022 Public Hearing on the Proposed Schedules

On June 8, 2022, the Authority conducted a hearing via the Zoom videoconferencing platform concerning its proposed 2023 summer operating schedule between Woods Hole and Martha’s Vineyard. The hearing began at 5:00 P.M. and concluded at approximately 6:20 P.M. Two (2) members of the Authority’s Board, Peter Jeffrey (Falmouth) and Robert Ranney (Nantucket), attended but did not participate at the hearing. Also attending were the Authority’s General Manager Robert B. Davis, its General Counsel Terence G. Kenneally, its Director of Shoreside Operations Alison A. Fletcher, and, serving as the Zoom videoconferencing facilitator and moderator, its Communications Director Sean F. Driscoll. Approximately seventy (70) 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 fourteen (14) of the participants at the hearing.

1. **Nat Trumbull** (Woods Hole) – Mr. Trumbull said there are multiple negative public health and safety issues that impact Falmouth residents due to the Authority’s schedules. First is the daily pre-dawn noise disturbance of hundreds of Falmouth residents that live along Palmer Avenue, Locust Street, Woods Hole Road, Crane Street and Cowdry Road. He said that the freight trucks race to make the 5:30 a.m. freight ferry every day. He asked if the Authority could provide credible evidence that the 5:30 a.m. freight schedule is not, directly or indirectly, regularly waking up Falmouth residents and creating a public health nuisance and hazard? He said the Authority needs to understand that there are residential homes within fifteen (15) feet of Woods Hole Road. He added that the Authority cannot say that its freight customers are not waking up Falmouth residents on a daily basis, nor can the Authority claim that by limiting the truck length to forty (40) feet on the 5:30 a.m. freight ferry residents will not be woken up. He asked why the Authority has never addressed the topic of public health impacts from sleep disruption in prior section 15A reports and asked that the Authority include an explanation on how it’s reasonable for people living in residential neighborhoods be woken up at 5:00 a.m. and earlier in its next 15A report.

Mr. Trumbull further said that in last year’s section 15A report that the 5:30 a.m. freight ferry carries only a percentage of food trucks and asked why the seven other ferries leaving Woods Hole between the hours of 6:00 a.m. and 8:35 a.m. didn’t have the capacity to transport the

Vineyard food trucks? He said if fewer trucks filled with landscaping material, construction material and trash trucks were scheduled on these later morning trips then there would be no need for a 5:30 a.m. freight trip. Mr. Trumbull said that a daily 5:30 a.m. trip for automobiles and passengers-only would be acceptable to the residents of Falmouth. He asked how the Authority in its section 15A report of this hearing can justify the health impacts of waking hundreds of Falmouth residents on a daily basis at pre-dawn hours solely to meet the commercial interests of shippers on the Vineyard? He said the 56,000 freight trucks that traveled through the community in 2021 were all diesel trucks and there is diesel soot from the trucks in the air and on their windowsills that the residents breathe in daily causing long-term health hazards from prolonged exposure.

In addition to the health hazards, Mr. Trumbull stated that the larger eighteen (18) and twenty (20) wheel trucks are too heavy, and they are unable to stop in time for Falmouth school buses stopping along the route to drop off children. He claimed there are photographs and videos of some of these incidents on the way to the Woods Hole terminal. He also said that he is a member of the Falmouth/Woods Hole Noise and Traffic Working Group and the group has strongly suggested that the Authority ask the State Police to conduct spot weight checks at the Woods Hole and Vineyard Haven terminals. He also stated that the Authority has yet to contact the State Police regarding these checks. Mr. Trumbull added that there are the negative safety impacts of traffic backups along Woods Hole Road in the summer when the approximate 50,000 to 60,000 extra cars travel Woods Hole Road. He said when the road is backed-up emergency vehicles cannot use the main road to enter Woods Hole village despite the Authority's assurance that no such backups would occur. He went on to say that one of the clear sources of the backups is the current standby policy during which the Authority insists that there be standby available on weekdays during the summer. He said the standby system is actively promoted on the Authority's website and causes unpredictable demand at the Woods Hole terminal. He said that the standby policy will remain unchanged from last year and that long backups on Crane Street and Woods Hole Road are expected again. He asked how will this year's section 15A report show that the current SSA standby policy on weekdays is not the source of the backups along these roads? Mr. Trumbull mentioned that Woods Hole Road and other roads in Woods Hole are not the only ones that have chronic traffic congestion, the traffic backups extend all the way up Palmer Avenue near the Falmouth Hospital. He said there is an obvious danger of blocking traffic to and from a busy hospital, including delaying the arrival of ambulances. He asked if the Authority could explain why they think it's reasonable to block or delay entry to Falmouth Hospital?

Mr. Trumbull briefly explained the creation and workings of the Falmouth/Woods Hole Noise and Traffic Working Group. He said that the group has not met since November 2021 and the numerous emails to the dedicated email address are not always answered by the Authority's staff. He asked how the group is expected to work as there is no reliable baseline information on conditions on the routes to the Woods Hole terminal.

Mr. Trumbull concluded his statement by comparing the current Request For Proposals (RFP) for off-Cape service to the RFP issued almost twenty (20) years ago. He said they are nearly identical despite the Authority's conclusion that the New Bedford freight experiment to the Vineyard was a failure following the original RFP and questioned why the Authority expected a different result this time around. Mr. Trumbull's primary criticism of the current RFP is the exclusion of automobiles as a category for freight carriers to move between the off-Cape port and

the Vineyard and could possibly be the deciding factor in making an off-Cape port profitable for a third-party carrier. He also asked why on-demand service for freight is not offered for the third-party carrier and why the evaluation points in the RFP seem like they would be difficult to meet and therefore making the option destined to fail?

2. **Doug Brown** (Falmouth) – Mr. Brown stated that he wanted to remind the Authority that the Falmouth Select Board has sent letters to the Authority for the last three (3) years requesting to cease the 5:30 a.m. trips. He said he thought that there were some good opportunities identified recently to shift the schedule around and he hoped that the Authority would consider the suggestions. He said that he was looking forward to getting freight service out of New Bedford as soon as possible and appreciated the efforts of the Authority in that regard. He said that the Select Board is still requesting the removal of the 5:30 a.m. freight trip from the schedule.

3. **Kat Monterosso** (Martha's Vineyard) – Ms. Monterosso stated that she was listening to NPR after waiting in standby at the Authority and heard that Falmouth residents wanted the Authority to consider banning standby seven days a week during the summer. She said that she had to use standby today due to an emergency vet appointment. She said that she has had to use standby many times in cases of personal or animal emergencies in order to get off-island. She pointed out that the next available return ferry to Martha's Vineyard was on June 19th at 5:30 a.m. and although she empathizes with Falmouth residents regarding the traffic and other concerns, she requested that if standby had to be eliminated that it only be eliminated for non-island residents. She said that there are compromises that need to be made on both sides and accommodations will have to be made by the Authority. She reminded everyone that there are people that live on-island year-round, and they cannot be stranded on the mainland because of the lack of available trips.

4. **Jonathan Goldman** (Woods Hole) – Mr. Goldman supported Mr. Brown and Mr. Trumbull's comments and added that just recently he was woken up early by the sound of freight trucks going by as well as the sound of jake brakes on a daily basis. He said that any way to alleviate the health-related concerns is essential to the health and well-being of both sides of the Sound and would be a demonstration of the Authority's ability to listen and respond to the problem. He said that he is dismayed because it doesn't seem like there has been any formative response by the Authority because they are protected legally. Mr. Goldman said that he does not live directly on Woods Hole Road but said that he can hear the noise from the road all year round. Mr. Goldman remembers having a meeting with the Cape Cod Commission a number of years ago about the Authority's impact on the community and its sustainability and said that nothing ever came of that meeting. He said that the questions that Nat Trumbull has asked are pertinent and need to be answered with fact-driven responses.

5. **Damien Kuffler** (Woods Hole) – Mr. Kuffler stated that there have been many meetings and public hearings over the years that gave the Authority the chance to hear about issues that the public would like to have addressed. He said that instead of constructively addressing the issues raised, the Authority did as it wanted regardless of the public's concerns. He said that the Authority has never fully explained why a 5:30 a.m. freight trip was necessary to run out of Woods Hole despite the public's complaints about health and safety concerns. Mr. Kuffler said that the Authority claims to have personnel routinely monitor traffic for backups onto Woods Hole Road, but the monitoring never resulted in any action to reduce or actually prevent the backups from

happening. He said that the Authority takes no responsibility for the traffic backups along Woods Hole Road and have never alerted the public authorities about the problems in order to rectify the issues. He said that the Authority claims that they are concerned about speeding trucks and air pollution caused by traffic but has not taken any actions to reduce the problem and has been delaying the process of the Noise and Traffic Working Group because it doesn't actually care about resolving the problems. He said the Authority claims that there are no funds to support the mitigation of the problems even though they spend more than \$1 million on needless advertising on its already overbooked services. Mr. Kuffler insists that the money could be spent on resolving most of the issues caused directly by the Authority.

Mr. Kuffler further stated that the Authority promised the public that the third slip at the Woods Hole Terminal would only be used for overnighting and emergencies, not for everyday freight service. He said currently the third slip is being used for daily service. He said the Authority also claims that it is running at full capacity and would be unable to adjust the early morning schedule even though it often runs "unscheduled trips" when it needs to. Mr. Kuffler said that the Authority adds unscheduled trips anytime it wants to and asked who would prevent the Authority from running overnight, 24/7?

Mr. Kuffler mentioned the Woods Hole Terminal reconstruction design and the unnecessary massive ticket office planned which is strongly opposed by the local community. He said the Authority claimed that it could not make more than cosmetic changes to the design thus not taking the opinions of the public into consideration. He said that this is another example of the Authority not acting in good faith or with any sense of a moral compass or social or financial integrity. He concluded by asking when will the Authority stop lying and acting in its own self-interest and listen to the local community?

6. **Edward DeWitt** (Falmouth) – Mr. DeWitt began his statement by introducing himself as a former Falmouth representative of the Steamship Authority and is currently the Chairman of the Falmouth Transportation Committee. He said that the Authority is charged in its Enabling Act to provide adequate transportation of the necessities of life to the islands of Nantucket and Martha's Vineyard. He said that the proposed schedule is far beyond minimally sufficient to accomplish the purpose of the Authority and poses risks to health and safety and is offensive to community standards. Mr. DeWitt noted that there are other reasonable and economically viable solutions and port alternatives, namely New Bedford. Mr. DeWitt said that the necessities of life include food, shelter, medical care and protection from harm- it does not include hauling trash or landscape trailers or tour buses on a daily basis.

Mr. DeWitt said the proposed schedule reinforces that the Authority has created a public nuisance. He said there is a public nuisance complaint filed in January 2022 on behalf of the Southeast Massachusetts Regional Transportation (SMART Citizens Task Force) of which he has submitted a written copy for the record as well as a report from twenty (20) years ago done by the Governor's New Bedford, Cape and Islands Ferry Service Task Force which identifies the suitable schedule in and out of Woods Hole. He said these reports note a commitment by the Authority to reduce cars to 1995 levels but instead the Authority has expanded its schedule to include freight operations, raised vessel carrying capacity and community outrage. Mr. DeWitt said that the

Steamship Authority should live up to the promise they made to the Task Force twenty (20) years ago and operate a schedule that satisfies the purpose of the Authority.

Mr. DeWitt said that in the Section 15A findings the Authority needs to address the following: how the 5:30 a.m. freight boat is necessary to provide the necessities of life to the island and not added for the convenience of truck drivers and why the promise to the New Bedford and Cape and Island's Ferry Service Task Force to limit capacity to 1995 levels was broken and remains broken. He asked that the Authority clearly define their mission to provide adequate transportation for the islands and how having standby for non-island residents fulfills the mission and why it took twenty (20) years to formulate an RFP for Off-Cape freight service for Martha's Vineyard when it only took two (2) months to draft, post and award a license for freight service between New Bedford and Nantucket.

7. **Kristen Alexander** (Falmouth) – Ms. Alexander said that she agreed with Selectman Brown and Mr. Trumbull and added her concern about the dangerous traffic on the streets of Falmouth and Woods Hole on the way to the terminal. She asked if the Authority is going to take responsibility for traffic that comes from their operations and travels through Falmouth. She said that the Authority needs to think about the people in Falmouth, not just the island residents, and how their health and safety is being impacted.

8. **Stephen Laster** (Woods Hole) – Mr. Laster said that this same meeting occurs once every year to discuss the same schedule and that's frustrating. He further claimed that the 15A reports are without data, unsupported by facts and are hard to understand. He mentioned that the vessel hitting the WHOI dock, the use of slip 3 as a danger and a broken promise and the early morning freight trip are proof of mismanagement and that all the mechanical breakdowns and the vessels working at the end of their lifespan doesn't speak for a high quality of service. He opined that the Authority does not have good governance and the hearing should have taken place in person allowing everyone to truly engage in the conversation. Mr. Laster claimed that the mismanagement of funds is another issue the Authority faces- the Authority is building buildings that are unnecessary to deliver the basic service and neglecting to keep up with vessel replacements as needed. He suggested that the funds being used to build the new terminal building could have gone towards solving other issues such as lowering ticket prices and paying employees a fair wage which would then help the Authority fill positions. Mr. Laster further opined that the current track the Authority is on will lead the way to rewriting the Enabling Act and changing the Authority back to the way it was. He said he hoped that Authority will be sure to include the public health risks, the 5:30 a.m. freight trip and the overcrowding of Woods Hole in the next 15A report and hoped this meeting wouldn't have to happen again next year.

9. **Ted Fitzelle** (Woods Hole) – Mr. Fitzelle said that he wanted to reiterate that these schedule hearings have been going on for three (3) years now and even though the Authority management sits there and listens carefully, the decision had already been made to continue with the 5:30 a.m. freight trip.

10. **Phillip Logan** (Woods Hole) – Mr. Logan said that he isn't able to identify an objective function for the RFP for the Authority other than to say that they were doing something for the people of Woods Hole as long as it doesn't bother the people of the Vineyard. Mr. Logan

said that he believes that the final decision for the RFP will come from the two (2) island representatives as they have 70% of the vote. He said that he would like to compliment the RFP for inviting different methods of transporting things back and forth and hoped that the RFP would allow for more than one (1) arrangement if the Authority did receive a variety of reasonable bids. He said his complaint is that the bidders have been set up to name their own price for the service and that they will look at what the Authority offers them as they are a closer port and can keep the rates lower. Mr. Logan said that it will be difficult for a bidder to make a profit after paying the Authority for the services it provides and establishing a landside site for the off-Cape port. He said his biggest criticism of this RFP is that the Authority removed itself from underwriting this service, proving that the Authority isn't serious about getting this service started. He said that the studies done since 1990 found that it would be a good start for the service if the Authority set the rates from New Bedford the same as out of Woods Hole.

11. **Judy Laster** (Woods Hole) – Ms. Laster said that this same issue has been talked about for the last four or five years and the credibility of the process is in question. She said that the Authority needs to think about the communities it serves, not just ensuring that the Authority gets what it wants. Ms. Laster claimed that there are many issues beyond the 5:30 a.m. freight trip that need to be resolved and these schedule hearings are useless. She opined that the Authority doesn't care about the community and the toll the early morning freight trip takes on the residents of Falmouth. She said there is no reason why the Authority cannot implement the recommendations of the people of Falmouth, the Transportation Committee or Falmouth Selectmen and this lack of operating in good faith leaves others unwilling to collaborate on solving other issues the Authority faces.

Ms. Laster claimed that the Authority's bonding capacity was inadequate for purchasing new vessels and said that there should be an emergency financial plan for keeping the operations open. She questioned why the Authority is concerned about changing the term limits for the Authority's board when it's just the minimum standard of government. Ms. Laster stated she would like to submit a public records request for any and all documents relating to communications and deliberations both internally and externally regarding the decisions about the annual schedule as well as any deliberations on future schedules. In addition, Ms. Laster requested all documents and communications regarding compliance with state and federal clean air and water standards and any actions the Authority has had to take in response.

12. **Becky Connors** (Woods Hole) – Ms. Connors said that the traffic down Woods Hole Road is dangerous and requested consultants to do a traffic study before someone gets killed. She is a business owner on Woods Hole Road and stated that her motel guests are often woken up very early by trucks driving down to the terminal.

13. **Myla Kabat-Zinn** (Woods Hole) – Ms. Kabat-Zinn said that she thinks people have reached their limit on the level of frustration regarding the 5:30 a.m. freight trip. She said that she wants the Authority to respond positively to the requests of the community.

14. **Bonnie Simon** (Woods Hole) – Ms. Simon stated that she was sent a video of the truck traffic between 4:30-5:00 a.m. as they were heading to the terminal. She said it was shocking

to see truck after truck going down Woods Hole Road and thought it would be helpful if that video could be entered into the minutes of the meeting for everyone to see.

Receipt of Written Testimony Regarding the Proposed Schedules

In addition to conducting the hearing on June 8, 2022, the Authority encouraged additional public input by including the following statement within its scheduling advertisements: “If you have any comments, please submit them by May 31, 2022 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**.

2023 Operating Schedules

Following its receipt of the June 8, 2022, 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) reported public health impacts caused by pre-dawn noise and (2) public safety concerns from freight truck traffic traveling over Falmouth roads to and from Woods Hole.

As now proposed, the 2023 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 18, 2023, through October 23, 2023.

Discussion

- A. The Authority will continue to operate its 5:30 a.m. freight trip from Woods Hole during its 2023 Summer Operating Schedules as it continues to work with its freight customers to mitigate early morning noise disruptions in Woods Hole.**

Following its receipt of the Falmouth residents’ May 31, 2022, petition, the Authority reviewed the procedures that were developed in conjunction with the Woods Hole/Falmouth Noise & Traffic Mitigation Working Group since August 2020. Copies of the Working Group’s meeting minutes can be viewed at www.steamshipauthority.com/about/meeting_notices. 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 was appended to its Report Issued Under Section 15A of the Authority’s Enabling Act on the Proposed 2022 Summer Operating Schedules. A copy of the memorandum is again included herein as **Appendix D**.

In following-up the Working Group’s efforts, the Authority regularly communicates its terminal policies to manage the Woods Hole terminal traffic and noise mitigation policies to its

freight customers. A form letter is regularly sent to freight customers shipping early morning from Woods Hole. A copy of the form letter is included herein as **Appendix E**. The letter sets forth the following guidelines for all early morning trucks:

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

Furthermore, trucks are prohibited 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 beginning at 5:10 a.m.
- Trucks with reservations for the 6:00 a.m. trip may arrive beginning at 5:30 a.m.
- Trucks with reservations for the 6:30 a.m. and 6:45 a.m. trips may arrive at the terminal beginning at 6:00 a.m.
- Trucks with reservations for the 7:00 a.m. trip may arrive at the terminal beginning at 6:15 a.m.

Trucks that arrive at the Woods Hole terminal earlier than the above times are not allowed to travel on standby that day and/or may forfeit their reservations.

In addition, unless specifically approved by a Truck Coordinator in the Authority's Mashpee Reservations Office (for vehicles with reservations) or the Terminal Agent at the departure terminal (for vehicles traveling without reservations), the weight of vehicles traveling

on the Authority's vessels may not exceed: (a) 52,000 pounds for vehicles up to thirty (30) feet long; or (b) 86,000 pounds for vehicles thirty (30) feet or more in length. Vehicles in excess of the above weights may be accepted for travel only if the customer complies with all conditions as may be required by the Authority for such travel.

All travel on the Authority's ferries and use of its facilities are subject to these policies as well as the Steamship Authority's other published tariffs, policies and regulations, including its Customer Policy Handbook and its Rules and Regulations Governing Public Conduct on Terminal Property, both of which are posted on the Authority's website. All customer choosing to travel with us and/or use our facilities agree to abide by all of the terms and conditions of these policies.

To enforce these policies, the Authority monitors and logs early morning freight traffic daily. A copy of a recent and redacted daily log is included herein as **Appendix F**. Freight customers that violate the early morning arrival times are not permitted to travel on standby that day and/or may forfeit their reservations.

The Authority also works closely with its security partners at the Massachusetts State Police and its Commercial Vehicle Enforcement Section (CVES), which is responsible for conducting commercial vehicle safety inspections, staff weigh stations, and assist at crashes. In June 2022, the CVES performed spot weight checks on several commercial trucks at the Woods Hole terminal and issued fines to offending operators. The Authority intends to continue working with CVES to ensure that its operations with its freight customers are safe and lawful. These random inspections had previously been halted during the reconstruction of the Woods Hole terminal due to space limitations.

By implementing these measures, the Authority, through its efforts with the Working Group, has made significant strides in addressing the reported public health impacts caused by early morning noise and public safety concerns from freight truck traffic traveling over Falmouth roads to and from Woods Hole. The Authority intends to continue these efforts and hold its freight customers to an operating standard that meets the expectations of the Woods Hole community.

In a recent letter to the Authority, the Martha's Vineyard Hospital summarized the island's essential need for the Authority to continue operating its 5:30 a.m. daily freight trip departing from Woods Hole as follows:

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.

Section 11 of Chapter 55 of the acts of 2003 amended Section 129 of Chapter 46 of the acts of 2003 and imposed “an embarkation fee upon all passenger ferry trips, excluding those ferry boats that are licensed to transport not more than 100 passengers, originating from a port located within such city or town, at a rate of \$.50 per passenger per departing trip.” Since 2004, the Authority has paid the Town of Falmouth over \$6.5 million dollars in embarkation fees, which are fees “to be solely appropriated for the purpose of mitigating the impacts of ferry service on the city or town. Monies deposited may be appropriated for services including, but not limited to, providing harbor services, public safety protection, emergency services or infrastructure improvements within and around the harbor of any city or town which receives monies from this section.” See *Section 129(d) of Chapter 46 of the acts of 2003*. A copy of the Authority’s February 2021 report on embarkation fees is included herein as **Appendix G**.

If the Town finds that there are public health impacts and public safety concerns attributable to freight truck traffic, embarkation fees are available to mitigate these impacts and concerns assuming that the offending freight truck traffic is related to the Authority’s operations. A recent report on the viability of short-sea shipping from southeastern Massachusetts prepared by the Urban Harbors Institute and Flagship Management on behalf of the Massachusetts Department of Transportation found “the number of trucks using Steamship Authority vessels represents less than 0.2% of all traffic passing over the Bourne and Sagamore Bridges, (and) it is unlikely that shifting these vessels to an earlier port of origin will have much impact on bridge traffic. Further, impacts to the overall volume on Falmouth roadways, generally, might also be negligible.” A copy of the September 2021 report is included herein as **Appendix H**.

In summary, the Authority continues to deem its 5:30 a.m. daily freight trip departing from Woods Hole as a vital component of its summer operating schedule and an essential service to Martha’s Vineyard. The Authority will continue to work with the Working Group, its freight customers, the Massachusetts State Police and the CVES and the Town of Falmouth to ensure that its operations are safe, lawful and respectful to the Woods Hole community’s concerns. If the Town of Falmouth wishes to study public safety concerns from freight truck traffic traveling over Falmouth roads to and from Woods Hole then embarkation fees should be available to fund the study.

To report any traffic congestion or related noise concerns, please find contact information for the Authority at <https://www.steamshipauthority.com/about/contact> or send an email to whtraffic@steamshipauthority.com.

B. The Authority will not operate a “late-night” commuter service for Martha’s Vineyard’s hospitality employees during its 2023 Summer Operating Schedules as its 2022 summer occupancy report fails to support incurring the costs associated with operating round-trip service at that time of night.

In response to a recent inquiry about providing a “late night” commuter service for Martha’s Vineyard hospitality workers, the Authority reviewed its 2022 occupancy reports for the period between June 2022 and August 2022. During that time, the Authority transported an average of 111 passengers on its 9:30 p.m. departure from Vineyard Haven to Woods Hole. Of the 111 passengers, approximately one-half of these passengers traveled with their vehicles. Accordingly, some fifty-five passengers walked on the vessel to depart the island.

To consider operating additional roundtrips beyond the currently scheduled 9:30 p.m. departure from Vineyard Haven, the Authority would need to transport approximately 425 passengers at a minimum to cover the vessels’ related fuel expenditures at the current budgeted cost of \$4.05 per gallon. Without any definitive indication of a demand for this level of service at that time of night, the Authority is not inclined to amend its 2023 Summer Operating Schedules for the purpose of providing “late-night” commuter service.

C. In an effort to divert some freight traffic from Falmouth, the Authority issued 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, but the Authority did not receive any proposals.

In response to the Woods Hole Community’s requests and its public safety concerns attributable to freight truck traffic and in an effort to discover potentially viable alternatives for Martha’s Vineyard, the Authority issued a Request for Proposals (RFP) in March 2022 that sought proponents of a new freight service from an off-Cape port “to become a long-term part of the marine transportation network.” A copy of the Notice of the RFP can be found at [the Authority’s website](#).

Multiple publications advertised the RFP including newspapers, the *Cape Cod Times* and the *New Bedford Standard-Times*, and marine publications such as *Marine Link*, *Boats & Harbors*, *Maritime Reporter* and an email blast by *Marine Log* that was sent to approximately 20,000 subscribers, which included a full-color advertisement of the RFP notice. Proponents had nearly five (5) months to submit their proposals before August 2, 2022. The RFP encouraged potential proponents “to contact the SSA if they believe there are any provisions in the RFP that are too restrictive for a successful freight service for the island of Martha’s Vineyard so that the SSA can review those provisions and, if possible and appropriate, address any concerns.” Yet, the Authority did not receive any proposals or any requests for an extension of time before the August 2, 2022, deadline. The Authority is currently contacting the forty-seven (47) companies that made inquiries about the RFP to learn the reasons for their refusal to submit proposals.

After compiling the responses from the forty-seven (47) companies, staff intends to set a meeting of the Authority’s Long-Range Vineyard Task Force to discuss the RFP and the feedback

from the inquiring companies that failed to submit bids. Thereafter, the Task Force should draft and submit a report, which would be added to the agendas of the Port Council and Board for consideration of next steps.

Finally, the Authority is awaiting receipt of proposals in response to its July 2022 RFP seeking consulting services to develop a strategic plan. A copy of the Notice of the RFP can be found at [the Authority's website](#). Proponents have until October 4, 2022 to submit proposals. Staff intends to conduct the Authority's strategic planning efforts with the members of the Long-Range Vineyard Task Force and make their recommendations along with those of the retained consultants to the Port Council and Board for consideration and eventual implementation. Island traffic demands and the impacts that those demands have on mainland communities will be an essential part of this initiative as the Authority examines its short-term and long-term goals in providing its essential service to the islands.

APPENDIX A

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

May 31, 2022

Dear Steamship Authority General Manager Robert Davis,

We, the undersigned, are writing to renew our strenuous objection to the 5:30AM freight trip from Woods Hole proposed by the Steamship Authority concerning its 2023 freight operating schedules between Woods Hole and Martha's Vineyard as announced in the Steamship Authority's advertisement in the Falmouth Enterprise and on the SSA website.

We object to the SSA scheduling of the 5:30AM early morning freight from Woods Hole to Martha's Vineyard and its multiple negative public health impacts on Falmouth and Woods Hole residents caused by pre-dawn noise as well as the ever increasing threats to public safety resulting from increasing freight truck traffic over Falmouth roads leading to and from Woods Hole. Alternative scheduling proposed by the Falmouth Transportation Committee would address this matter. The Falmouth Select Board has repeatedly [requested](#) that the 5:30AM freight schedule be eliminated. The consistent failure of the SSA to consider the impact of its schedules on the residents of this community is unacceptable and must change immediately.

We request that you conduct a public hearing to be held within 14 days of receipt of this petition on the proposed 2023 freight operating schedules, per Section 15A of the Steamship Authority's Enabling Act.

Sincerely,

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

[See 160 signatures at the bottom of this email]

In addition to the 5:30AM freight scheduling from Woods Hole, the following topics will be addressed during the public hearing:

- Failure of the Steamship Authority to address the health and safety consequences of Steamship Authority's continuing increase of freight truck traffic ([56,522](#) freight trucks were carried through WH terminal in 2021, an increase of 6% since 2019) on Falmouth and Woods Hole residents; that includes freight truck and passenger bus idling at Woods Hole terminal, diesel soot from such a high concentration of diesel trucks, and the creation of unsafe conditions on our roadways;
- Failure of the Steamship Authority to take adequate steps to shift non-time-sensitive Vineyard freight (landscaping materials such as sod/gravel/rocks/mulch/large trees, septic, demolition, construction materials, trash) to an off-Cape port as an alternative to increasing freight capacity through Cape Cod port communities; the currently issued Request for Proposals for off-Cape service appears “designed to fail” and has too many restrictive conditions; for example, the Request bans the future off-Cape freight carrier from taking automobiles to and from the Vineyard in the event of extra space on the carrier’s freight decks;
- Failure of the Steamship Authority to address in any significant way traffic back-up and parking issues in Woods Hole village;
- Failure of the Steamship Authority to limit in any significant way its use of the northern-most slip (no. 3) at Woods Hole terminal, despite the completion of the

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

southern-most (no. 1); we observe that the no. 3 slip is being used as actively as the other two slips; it was promised that the no. 3 slip would only be used actively on an exceptional basis;

- Failure of the Steamship Authority to negotiate an agreement with the Town of Falmouth to cap the growth of the number of freight trips it will operate from Woods Hole village (the Town of Barnstable has had such an agreement in place since 1997);

- Failure of the Steamship Authority to convert its passenger bus fleet from diesel to electric; the SSA currently does not have any electric buses; in comparison, Vineyard Transit Authority already operates 16 electric buses;

- Other SSA-related topics of concern to Falmouth residents.

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

1	Kristin	Alexander
2	Jay	Allison
3	Melissa	Allison
4	Douglas	Amon
5	Porter	Anderson
6	Willa	Appel
7	Richard	Armstrong
8	Jelle	Atema
9	Jane Evelyn	Atwood
10	Janet	Azarovitz
11	Bobbi	Bailin
12	Richard	Balkin
13	Elaine	Bearer
14	Paula	Beckerle
15	Barbara	Blair
16	Wendy	Blomberg
17	Robert	Blomberg
18	Matthias	Bossi
19	Jean	Bourdon
20	Carol	Bowers
21	Catherine	Bumpus
22	Molly	Cabral
23	Ann W	Carlton
24	Michael	Cohen
25	Alberto	Collasius
26	Rebecca	Connors
27	Hannah	Coppola
28	Tom	Crane
29	Kate	Davis
30	Judith	Day
31	Kate Nace	Day
32	Roger	Day
33	Lore	De Bower
34	Karen	Dell
35	Edward	DeWitt
36	Judith	Dowling

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

37	John	Dowling
38	Rebecca	Eder
39	Dianne	Edgar
40	Kathryn	Elder
41	Jan	Elliott
42	Gerald	Fine
43	Harvey	Fishman
44	Claude	Frankignoul
45	Melissa	Freitag
46	Isabel	Friedman
47	Patricia	Gadsby
48	Ruth	Gainer
49	LOIS	GARRETTLOGAN
50	Ronald	Geering
51	Stephen	Gellis
52	Jonathan	Goldman
53	Nicole	Goldman
54	Joyce	Gore
55	John	Gore
56	Daniel	Gould
57	Monique	Gregg
58	Susanne	Hallstein
59	WILLIAM	HALLSTEIN
60	Anne	Halpin
61	Dawna	Hammers
62	Jennifer	Hastings
63	David	Hastings
64	Laura	Hastings
65	Nina	Hocker
66	Andy	Hocker
67	Richard	Hugus
68	Kara	Hume
69	Tom	Jay
70	Robert	Jaye
71	Peter	Jeffrey
72	Barbara	Jones

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

73	Doug	Jones
74	Myla	Kabat-Zinn
75	Richard	Kendall
76	Patricia	Keoughan
77	Wendy	Kingerlee
78	Klem	Klimek
79	Craig	Korr
80	suzanne	kuffler
81	Damien	Kuffler
82	Eugenie	Kuffler
83	Mandi	Kunen
84	Edward	Lafontaine
85	Rebecca	Lash
86	Stephen	Laster
87	Judith	Laster
88	Alison	Leschen
89	Leslie	Lind
90	Tim	Lineaweaver
91	Paul	Lobo
92	Philip	Logan
93	Deborah	Maguire
94	Gail	Mandel
95	David	Martin
96	Margaret	McCormick
97	Dianne	McPherson
98	Debra	Michlewitz
99	JAMES	MOFFETT
100	Maria	Moniz
101	Robert	Morris
102	Kathleen	Mortenson
103	Kenneth	Muller
104	Russell	Murphy
105	James	Newman
106	Wendy	Nies
107	Karen	Olcott
108	Hillary	Osborn

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

109	Mary	Paci
110	Christopher	Paci
111	Kim	Pedersen
112	Colleen	Peterson
113	Robert	Peterson
114	Sara	Piccini
115	Dana	Platt
116	Tammela	Platt
117	Terry	Platt
118	Cynthia	Rankin
119	Nava	Renek
120	William	Roslansky
121	Diana	Roth
122	BILL	RUGH
123	Monika	Salm-Sturm
124	C. Diane	Salte
125	Jill	Sansone
126	Nan	Schanbacher
127	Walt	Schanbacher
128	Ann	Sears
129	Peter	Shile
130	Joan	Short
131	Bonnie	Simon
132	Andrew	Solow
133	Wallace	Stark
134	Pamela	Stark
135	David	Steger
136	Aminta	Steinbach
137	Joyce	Stratton
138	Brian	Switzer
139	Rachel	Switzer
140	Nina	Tannenwald
141	Peter	Tobias
142	Nat	Trumbull
143	Elena	Trumbull
144	David	Tucker

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2023

145	Joan	Tweedell
146	Jane	Vose
147	peter	waasdorp
148	Peter	Waksman
149	Nathalie	Ward
150	Susan	warren
151	Gretchen	Warren
152	Alice	Weiss
153	Marisa	Weiss
154	Lauren	Weiss
155	Kathryn	Wilson
156	Susan	Wilson
157	John	Woodwell
158	Gregory	Wozena
159	Shirley	Wozena
160	David	Zenga

Addresses of signers of petition to Steamship Authority concerning 2023 schedules

1	Kristin	Alexander	101 Cumloden Drive, Falmouth
2	Jay	Allison	50 Hilton Ave, Woods Hole, MA 02543
3	Melissa	Allison	50 Hilton Ave, Woods Hole, MA 02543
4	Douglas	Amon	8 Quissett Ave Woods Hole,MA 92643
5	Porter	Anderson	12 Park Rd, Woods Hole MA
6	Willa	Appel	360 W. 121 Street NY NY 10027
7	Richard	Armstrong	57 Millfield. WoodsHole. Mass. 02543
8	Jelle	Atema	10 Quissett Ave
9	Jane Evelyn	Atwood	41 High Street Woods Hole
10	Janet	Azarovitz	20 Shapquit Bars Circle
11	Bobbi	Bailin	west falmouth hiway,, West falmouth, MA
12	Richard	Balkin	3 oyster pond rd
13	Elaine	Bearer	321 Big Horn Ridge Dr. NE, Albuquerque, NM 87122
14	Paula	Beckerle	38 Two Ponds Rd
15	Barbara	Blair	246 Woods Hole Road
16	Wendy	Blomberg	559 Woods Hole Road
17	Robert	Blomberg	559 Woods Hole Rd Woods Hole MA 02543
18	Matthias	Bossi	1 Wilson Road Woods Hole MA 02543
19	Jean	Bourdon	124 Siders Pond Road
20	Carol	Bowers	206 SIDERS POND RD
21	Catherine	Bumpus	PO Box 703
22	Molly	Cabral	185 Sandpiper Ln #11 VH MA 02568
23	Ann W	Carlton	71 Dodson Way, East Fslmouth, MA 02636
24	Michael	Cohen	552 LaGuardia Place, apt.4, NY, NY 10012
25	Alberto	Collasius	11 juniper point woods hole
26	Rebecca	Connors	540 woods hole road woods hole Ma 02543
27	Hannah	Coppola	40 Eric Clauson Lane, Falmouth, MA 02540
28	Tom	Crane	35 Juniper Point Road, WH
29	Kate	Davis	112 Ransom Road Falmouth Mass.
30	Judith	Day	55 Larches Way. Woods Hole. Ma 02543
31	Kate Nace	Day	5 Bowditch Road Wood Hole
32	Roger	Day	55 Larches Way
33	Lore	De Bower	16 Wilson Rd
34	Karen	Dell	10 Gardiner Rd, Woods Hole, MA 02543
35	Edward	DeWitt	116 Pin Oak Way, Falmouth
36	Judith	Dowling	106 Ransom Road
37	John	Dowling	106 Ransom Road
38	Rebecca	Eder	25 Gardiner Rd., Woods Hole, MA 02543
39	Dianne	Edgar	25 Millfield Street, Woods Hole, MA. 02543
40	Kathryn	Elder	161 Blacksmith Shop Rd
41	Jan	Elliott	9 Glendon Rd./PO Box 598 Woods Hole MA 02543
42	Gerald	Fine	21 Church Street, Woods Hole MA 02543
43	Harvey	Fishman	232 Quissett Ave
44	Claude	Frankignoul	21 High street, Woods Hole 02543

Addresses of signers of petition to Steamship Authority concerning 2023 schedules

45	Melissa	Freitag	PO Box 692 Woods Hole
46	Isabel	Friedman	26 Buzzards Bay Ave
47	Patricia	Gadsby	77 F.R. Lillie Rd, Woods Hole
48	Ruth	Gainer	34 High St., Woods Hole, MA 02543
49	LOIS	GARRETTLOGAN	482 WOODS HOLE ROAD, WOODS HOLE MA 02543
50	Ronald	Geering	246 Woods Hole Road
51	Stephen	Gellis	24 Spencer Baird rd Woods hole MA
52	Jonathan	Goldman	12 Sidney Street Woods Hole MA 02543
53	Nicole	Goldman	12 Sidney Street Woods Hole MA 02543
54	Joyce	Gore	530 Woods Hole Road
55	John	Gore	530 Woods Hole Road
56	Daniel	Gould	21 hallets lane falmouth mass 02540
57	Monique	gregg	250 woods hole road
58	Susanne	Hallstein	36 South Rd Falmouth,MA 02540
59	WILLIAM	HALLSTEIN	36 South Road
60	Anne	Halpin	319 Woods Hole Road
61	Dawna	Hammers	326 Woods Hole Rd Falmouth, MA 02541
62	Jennifer	Hastings	18 Spencer Baird
63	David	Hastings	18 Spencer Baird Rd. Woods Hole, MA 02543
64	Laura	Hastings	18 Spencer Baird
65	Nina	Hocker	117 Pin Oak Way
66	Andy	Hocker	117 Pin Oak Way, Falmouth, MA
67	Richard	Hugus	312 Woods Hole Rd.
68	Kara	Hume	7 Millfield Street Woods Hole, Ma 02543
69	Tom	Jay	58 Pin Oak Way
70	Robert	Jaye	7 church street WoodsHole ma 02543
71	Peter	Jeffrey	98 Gansett Road
72	Barbara	Jones	38 Locust St., Falmoutj, MA 02540-2657
73	Doug	Jones	84 siders pond rd
74	Myla	Kabat-Zinn	46 Buzzards Bay Ave., Woods Hole
75	Richard	Kendall	16 Pin Oak Way, Falmouth, MA 02540
76	Patricia	Keoughan	86F Riddle Hill Rd., Falmouth
77	Wendy	Kingerlee	14 James Street, Woods Hole, MA 02543
78	Klem	Klimek	8 Quissett Harbor Rd
79	Craig	Korr	4606 Fordham Rd
80	suzanne	kuffler	49 Gosnold Road
81	Damien	Kuffler	49 Gosnold Rd., Woods Hole, MA 02543
82	Eugenie	Kuffler	49 Gosnold Rd, Woods Hole, 02543 MA
83	Mandi	Kunen	134 Siders Pond Road
84	Edward	Lafontaine	7 Cricket Ln, Woods Hole, MA 02543
85	Rebecca	Lash	15 High St
86	Stephen	Laster	322 Woods Hole rd. Falmouth MA 02540
87	Judith	Laster	20 Glendon Road Woods Hole, MA 02543
88	Alison	Leschen	15 Lantern Ln, Falmouth, MA 02540

Addresses of signers of petition to Steamship Authority concerning 2023 schedules

89	Leslie	Lind	313 N Bush
90	Tim	Lineaweaver	410 Woods Hole Road
91	Paul	Lobo	114 Ships Watch
92	Philip	Logan	482 WOODS HOLE RD
93	Deborah	Maguire	105 Pin Oak Way
94	Gail	Mandel	10 Orchard Street Woods Hole
95	David	Martin	10 Buzzards Bay Ave, Woods Hole, MA
96	Margaret	McCormick	44 Quissett Ave, Woods Hole MA 02543
97	Dianne	McPherson	520 Woods Hole Rd Woods Hole MA 02543
98	Debra	Michlewitz	24 Braxton Rd
99	JAMES	MOFFETT	70 Siders Pond Road
100	Maria	Moniz	14 Ludlam St
101	Robert	Morris	45 Quissett Ave Woods Hole
102	Kathleen	Mortenson	116 Pin Oak Way
103	Kenneth	Muller	Marine Biological Laboratory, Woods Hole, Massachusetts 02543
104	russell	murphy	5 bowditch road woods hole ma 02543
105	James	Newman	5 Buzzards Bay Ave, Woods Hole MA 02543
106	Wendy	Nies	49 Glendon Road
107	Karen	Olcott	141 Fay Road
108	Hillary	Osborn	73 Spectacle Pond Dr
109	Mary	Paci	5 Little Harbor Road Woods Hole, MA 02543
110	Christopher	Paci	5 Gardiner Road, Woods Hole, MA 02543
111	Kim	Pedersen	1 old manchester rd Essex, ma
112	Colleen	Peterson	11 Bounty Ln
113	Robert	Peterson	11 Bounty Lane
114	Sara	Piccini	11 Bigelow Street Woods Hole MA 02543
115	Dana	Platt	25 Millfield Street, Woods Hole, MA. 02543
116	Tammela	Platt	25 Millfield Street, Woods Hole, MA. 02543
117	Terry	Platt	25 Millfield Street, Woods Hole, MA. 02543
118	Cynthia	Rankin	82 Siders Pond Road
119	Nava	Renek	43 Needles Lane
120	William	Roslansky	26 Albatross street, woods hole, ma
121	Diana	Roth	PO Box 651 Woods Hole, Ma 02543
122	BILL	RUGH	37 GOSNOLD ROAD, WOODS HOLE MA 02043
123	Monika	Salm-Sturm	Greifswalderstr. 219, D-10405 Berlin
124	C. Diane	Salte	7 Siders pond road
125	Jill	Sansone	60 Whitman Road. Woods Hole. MA. 02543
126	Nan	Schanbacher	14 Cowdry Rd, Woods Hole, MA 02543
127	Walt	Schanbacher	14 Cowdry Road, Woods Hole, MA 02543
128	Ann	Sears	96 Locust St.
129	Peter	Shile	25 Gardiner Road
130	Joan	Short	187 Siders Pond Rd
131	Bonnie	Simon	144 Gardiner Rd

Addresses of signers of petition to Steamship Authority concerning 2023 schedules

132	Andrew	Solow	44 Quissett Ave, Woods Hole MA 02543
133	Wallace	Stark	9 Little HatborRd
134	pamela	stark	9 Little Harbor Rd
135	David	Steger	85 Pin Oak Way
136	Aminta	Steinbach	18 Mast Rd Woods Hole, MA 02543
137	Joyce	Stratton	22 Water St. Woods Hole, MA 02543
138	Brian	Switzer	6 Quisseett Ave
139	Rachel	Switzer	6 Quissett Ave Woods Hole
140	Nina	Tannenwald	25 Bar Neck Road
141	Peter	Tobias	564 Arden Drive, Encinitas, CA 92024
142	Nat	Trumbull	11 Church St
143	Elena	Trumbull	11 Church St
144	David	Tucker	1 Buzzards Bay Ave
145	Joan	Tweedell	41 Wilson Road, Woods Hole MA 02543
146	Jane	Vose	468 Woods Hole Rd, WH 02543
147	peter	waasdorp	57 Beccles Road, Falmouth 02540
148	Peter	Waksman	103 Gardiner Rd
149	Nathalie	Ward	42 Glendon Rd Woods Hole MA 02543
150	Susan	warren	132 Siders Pond Rd
151	Gretchen	Warren	7 Cricket Ln, Woods Hole, MA 02543
152	Alice	Weiss	44 Harbor Hill Road
153	Marisa	Weiss	26 buzzards bay ave, woods hole, MA 02543
154	Lauren	Weiss	44 Harbor Hill Rx, Woods Hole MA 02543
155	Kathryn	Wilson	50 Glendon Road
156	Susan	Wilson	23 Gardiner Road, Woods Hole, MA 02543
157	John	Woodwell	64 Church Street
158	Gregory	Wozena	296 Woods Hole Rd., Falmouth, MA
159	Shirley	Wozena	296 Woods Hole Rd, Falmouth,MA
160	David	Zenga	4 Leslie Street, Woods Hole, MA 02543

APPENDIX B

Terence Kenneally: Good afternoon. My name is Terence Kenneally and I am General Counsel for the Steamship Authority. We are here to conduct a public hearing pursuant to Section 15 of the Enabling Act concerning the Authority to propose 2023 summer and fall operating schedules. I'd like to inform everyone that Sean Driscoll, the Authority's communication director, and Steve Baty of All Media Productions are making audio and video recordings of today's hearing. There may be other people who are making audio recordings of this meeting as well.

Please note that the hearing being conducted by the Authority today is not a board meeting. Accordingly, the Authority board members may be in attendance, but they will not be deliberating on the proposed schedule, changes today, or otherwise responding to any testimony at this time. Board members are here to listen and so are we. Today's recording of the hearing will be available to them so that they can review it after the hearing is concluded. It will also be posted on the Authority's YouTube page at www.youtube.com/SteamshipAuthority1.

Okay. I'd like to introduce some of the members of the Authority staff who are here with me today as well. Their responsibilities include reservations and terminal operations. To my left is Director of Shoreside Operations Alison Fletcher. To my right here is General Manager Robert B. Davis. The Authority's Enabling Act requires the Authority to post and advertise in newspapers with a 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 dates.

Accordingly, in April, the Authority placed newspaper advertisements of its proposed 2023 summer and fall operating schedules for the period from May 18, 2023, through January 3rd, 2024. 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 or residents of any of those communities requesting a public hearing on the proposed schedule changes, the Authority shall conduct the public hearing within 14 days of receiving the petition.

On May 31st, the Authority received a petition with respect to its proposed 2023 operating schedules between Woods Hole and Martha's Vineyard that was signed by 160 residents in the town of Falmouth. As a result, we are conducting today's hearing. 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.

We ask that the written testimony be submitted as soon as possible after today's hearing to ensure that it's timely considered. Written testimony can be emailed to schedules@SteamshipAuthority.com. During this hearing we will not be accepting comments or questions via Zoom chat function which has been turned off. If there are additional comments or questions people wish to submit in writing, please email them to the schedules@SteamshipAuthority.com email address.



In their petition, the 160 Falmouth residents objected to the Authority's proposed 2023's freights operating schedules between Woods Hole and Martha's Vineyard as announced in the Authority's newspaper advertisements. As advertised, the Authority's proposed 2023 freight operating schedules between Woods Hole and Martha's Vineyard would be essentially the same freight operating schedules that were approved for 2022 as well as the same freight operating schedules that were run in 2018, 2019, and 2021. The same freight schedule was approved for 2020, but our schedules were modified because of the Coronavirus pandemic.

For 2023, the Authority is proposing to operate a 5:30 AM freight trip from Woods Hole only during its summer operating schedules with a motor vessel governor from May 18th through October 23rd, 2023. The Authority is also proposing to continue to limit the size of the trucks the Authority carries on its 5:30 AM freight trip from Woods Hole to 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 Authority's Woods Hole terminal in the early morning hours.

After receiving and reviewing the oral and written testimony provided through today's hearing, the staff will prepare one or more draft reports recommending either that the Authority maintains portions of its 2023 schedule as originally proposed or that it make modifications to those proposed schedules. The staff will also explain the reasons for the recommendations, summarize the oral testimony received and attach all 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 if they have provided us with their email addresses through the written testimony or if they emailed us following the hearing, asking us to send it to them. Again, all email requests should be sent to schedules@SteamshipAuthority.com.

We will now call on members of the public who have joined the Zoom hearing. I see attendees list there, 200 and about 62 people. We will at first ask elected officials who may be on the call if they wish to testify. Then because the petition objects generally to the Authority's proposed 2023 freight operating schedule between Woods Hole and Martha's Vineyard, Nat Trumbull, who submitted the petition on behalf of the petitioners, will be asked to testify. Please 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 courts.

Finally, please keep in mind that we would like everyone who wants to give 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 that we don't have time for those responses, we again

encourage everyone to submit that written testimony to the email address schedules@SteamshipAuthority.com.

With that, I'll turn it over to Sean who will be monitoring the attendees' list and operating the Zoom because he's much more qualified to do that than I am. With that, Sean, go ahead.

Sean Driscoll: Thank you. First I'd like to ask if there are any elected officials in the audience who wish to testify. If so, please click the "Raise My Hand" icon on your Zoom screen or press "*"9" on your telephone keypad. I see Nat has already raised his hand up. I see Kat Monterosso. Kat, can you identify if you're an elected official first and if not, then we'll get back to you after Nat.

Kat Monterosso: I'm not an elected official. Thank you.

Sean: Okay. Hang tight then. We'll come back to you. I don't see anyone raising their hands so I will start then with Mr. Trumbull. If everyone else can start raising their hands as they wish.

Nat Trumbull: My name is Nat Trumbull, 11 Church Street, Woods Hole. There are multiple public health and public safety negative impacts for Falmouth residents from the Steamship Authority's proposed schedules for summer and fall 2023. I'd like to describe some of those negative public health and public safety impacts on Falmouth residents now.

First, there's the daily pre-dawn noise disturbance of hundreds of Falmouth residents in their homes along Palmer Ave, Locust Street, Woods Hole Road, Crane Street, and Cowdry Road. The Steamship Authority freight trucks race to make the 5:30 AM freight ferry every day, which the Steamship Authority is once again proposing to schedule in 2023.

Question, can the Steamship Authority provide credible evidence that the 5:30 AM freight schedules is not, directly or indirectly, regularly waking up residents in Falmouth and creating a public health nuisance and hazard? The Steamship Authority has to understand that some residential homes are within 15 feet of Woods Hole Road.

The Steamship cannot pretend that its freight customers are not waking up Falmouth residents on a daily basis at pre-dawn hours. Nor can the Steamship Authority claim that by limiting the truck length to 40 feet, as the Steamship has done, on the 5:30 freight ferry that those trucks are no longer waking up residents. A 40-foot truck is still a very large and very noisy truck.

I'd like to know why the Steamship Authority has never addressed the topic of public health impacts from sleep disruption in prior section 15A reports? As one reads those reports, it's as if there is no sleep disruption or negative public health impact is taking place at all. Question, in your section 15A findings and report for the 2023

schedules, can the Steamship Authority explain how it is reasonable for people who live in residential neighborhoods to be awoken at 5:00 AM and earlier?

We read in last year's section 15A report that the 5:30 AM freight ferry carries some percentage of food trucks. If the Steamship Authority is scheduling that percentage of food trucks in the 5:30 AM ferry, rather than the 6:00 AM or 6:30 AM or 7:00 AM or later, 5:30 AM ferry will have food trucks on it. There are currently seven other boats leaving Woods Hole in the morning that can carry freight between 6:00 AM and 8:35 AM. Isn't that enough capacity to find room for Vineyard food trucks on any of those seven other early morning boats?

In other words, at the steamship, we're not scheduling in the early morning as much landscaping material sod, gravel, rock, mulch, daily linen trucks from linen cleaning services, demolition and trash trucks returning to the Vineyard. There would be adequate room for food trucks on the other seven morning ferries scheduled between 6:00 AM and 8:35 AM from Woods Hole terminal. By the way, it's the trucks that are bothering us. It's not automobiles and passengers. A 5:30 daily ferry schedule for automobiles and passengers would be perfectly acceptable.

As best we can tell freight shippers prefer the earlier boats for the convenience of drivers so that they can move around unfettered on the island before traffic builds up. Since when are commercial interests placed above legitimate public health impacts and concerns? This from a quasi-public agency with a commitment to, "Be in all respects for the benefit of the people of the commonwealth and for the improvement of their health and living conditions." According to the Steamship Authority's Enabling Act.

Question, how can the Steamship Authority and its section 15A report from this hearing justify the health impacts of waking hundreds of Falmouth with residents on a daily basis at pre-dawn hours solely to meet the commercial interests of shippers on the Vineyard. There are other health impacts on our neighborhoods, the 56,000 freight trucks that the Steamship Authority carried through our communities in 2021 are all diesel trucks.

We experience the diesel soot from those trucks in our air, we see the soot on our windows and windows sills and we breathe that diesel soot.

This is what 56,000 diesel trucks spew into our neighborhoods each year. The same can be said for particulate matter 2.5, which also has been scientifically demonstrated to cause long-term health hazards from prolonged exposure.

There are other impacts from your currently proposed scheduling for 2023 that include negative public safety impacts on Falmouth residents. 18 and 20-wheel trucks carried by the steamship can be so heavy that they are unable to stop in enough time for Falmouth school buses stopping at their bus stops. We have photographs and video documentation of exact incidents like this. In one case I followed a truck driver who had failed to stop at a bus stop down to the Steamship Authority's Woods Hole terminal. When I asked the driver why he hadn't stopped in

File name: June 8, 2023, schedule hearing

time for the stopped school bus that was picking up children, the driver explained that his load was too heavy to stop in time for that school bus.

The Falmouth/Woods Hole Noise and Traffic Working Group, which I'm a member and about which I'll say more in a moment, has strongly suggested that Steamship Authority ask the state police truck unit to conduct spot weight checks at Woods Hole terminal and on the Vineyard for Steamship Authority carried freight trucks.

As far as I know, the Steamship Authority has not yet contacted the truck unit. As an aside Sergeant Morris of that truck unit confirmed the other day that overweight violations are not uncommon on trucks when his unit checks those trucks on Route 3 those trucks going to Nantucket. No surprise the Steamship Authority charges freight solely by truck length, not weight.

Another negative public safety impact and probably the most visible are traffic backups in Woods Hole and Falmouth due to those approximately 50,000 to 60,000 cars each month in summer that the Steamship Authority adds to the Falmouth/Woods Hole quarter. Last summer's backups were as visible as ever reaching, on at least one occasion from Woods Hole Village, along Woods Hole Road right back to the golf course. We had been assured by the Steamship Authority prior to that that such backups would not occur. During those backups, no emergency vehicles, no ambulances, no fire engines, even police can use our main throughfare to Woods Hole Village.

One of the clear sources of those traffic backups is the Steamship Authority's current standby system. The Steamship Authority insists on there being standby available days on weekdays and summer. This makes all the difference in terms of increasing the likelihood of backups on Crane Street and Woods Hole Road. The Steamship Authority actively promotes the standby availability on its website, but it's the same standby policy that generates unpredictable demand at Woods Hole terminal for which Steamship Authority employees, frankly, can't always be prepared logistically.

This summer and next, the Steamship Authority is leaving unchanged at standby policy from last year. We can expect long backups on Crane Street and on Woods Hole Road. Question, how will this year's section 15A report show that the Steamship Authority's current policy to make standby available on weekdays is not the source of backups on Crane Street and Woods Hole road?

Next, and related to the issue of backups, is the issue of chronic problems with congestion on Palmer Ave in the vicinity of Falmouth Hospital. The danger of ambulances being delayed and their access to Falmouth Hospital is obvious. Question, in your section 15A report findings, can the Steamship Authority explain why it's reasonable for Falmouth residents or visitors to wait backed up in Steamship Authority traffic to reach Falmouth Hospital?

I referred to the Steamships Authorities, Falmouth/Woods Hole Noise and Traffic Working Group already. This working group was created by a previous section 15A report from a hearing like today. I'd like to take a minute to describe my participation

File name: June 8, 2023, schedule hearing

in this Steamship Authority noise and traffic mitigation Working Group. I first applied to the Falmouth Select Board and was appointed as one of two seats to the working group. It's been hard to imagine a more frustrating experience. When I asked how professional traffic noise study might be conducted for the purposes of the working group's meeting its goals to mitigate noise and traffic, a \$2 phone app was proposed to measure noise.

The Steamship Authority has preferred to rely on anecdotal evidence submitted to a Steamship Authority email inbox by Falmouth residents rather than a fact-based professional noise and traffic study. How can a noise and traffic working group function without reliable baseline information on current conditions then begin to mitigate noise and traffic? My own emails to that Steamship inbox, which I continue to send are not always answered. Equally frustrating has been the fact that the Steamship has simply stopped convening this working group. We haven't met since November of last year. Again, this working group grew out of the findings of an earlier section 15A report.

I'd like to conclude with a brief set of comments on the current request for proposals, which the Steamship Authority committed to last year and it's section 15A report from last year's public hearing. That commitment was for establishing a third-party, off-Cape freight service to and from Martha's Vineyard. The laudable goal for this RFP is that the Steamship Authority take an active role in contributing to a more reliable and diversified marine highway in Southeastern Massachusetts, including the islands. Who can argue with that?

We've also compared the current RFP for off-Cape service issued a few months ago with the text of the RFP, the Steamship Authority issued almost 20 years ago. The texts are almost identical. Much of the language is verbatim the very same text from 20 years ago. At the same time, the Steamship Authority has said for at least a decade that the new Bedford freight experiment to the Vineyard 20 years ago was a failure and a money loser. Why would a very similar RFP today with many of the same conditions, not yield the same results. Briefly, my own criticism of the current RFP, number one, most problematic, in my view, is that automobiles are excluded as a possible category for freight carriers to and from off-Cape carriers to the Vineyard. I consider this a serious omission and could be decisive in determining whether a third-party carrier could make the freight route from off-Cape to the Vineyard profitable or not. What if an off-Cape freight carriers spare deck space and there's demand to take cars, for example, rental cars, drivers to and from the island, but it's not allowed by the Steamship Authority. Why ban automobiles?

Number two, on-demand service for freight is excluded as an option. What if a future bidder is targeting specific freight shippers who don't require a strictly scheduled ferry service? Why rule out an on-demand schedule from such proposals? Number three, some of the evaluation points in the RFPs evaluation rubric seem unreasonably difficult to meet. I think the steamship itself would have trouble today rating more than the lowest score and some of the evaluation categories of the current RFP.

In summary, in words, similar to those of Judge Cass 20 years ago who reviewed the Steamship Authority operations then for the governor's office, this RFP would appear to be designed to fail. In concluding, as I hope my comments have made clear, the Steamship Authority has repeatedly failed to meet its own commitments made in previous section 15A reports, and I fear a similar fate for section 15A report from today's public hearing.

Sean: Thank you, Nat. I will repeat my call if there are any elected officials in the audience who wish to speak. I can take you now. I saw Doug Brown come in. I don't know if he wants to speak, I know you have a conflict at six o'clock. Doug, if you do want to say anything, hit the "Raise Your Hand" icon and I will get you sooner rather than later. For now, I'm going to re-call on Kat whose last name I will--

Robert B. Davis: I think, Sean, Doug Brown, who's ready to speak.

Sean: Okay. All right, Kat. Sorry, I'm going to ask you to hold on one more minute. Thank you for your patience. I will bring Doug Brown over.

[pause 00:22:41]

Doug Brown: Hi, Sean. Thanks for having me on. I appreciate it. I wanted to remind the SSA that it's been, I think, three years now that the Select Board has sent letters to the Steamship Authority indicating request for ceasing the 5:30 **[inaudible 00:23:11]** your constraints. I think that there were some real good opportunities identified recently to shift the schedule around, and I hope you'll still consider that, and I'm looking forward to getting some freight service out of New Bedford as soon as possible. I appreciate the efforts on that regard as well. Just wanted to give you a reminder that we are still here and we still would like to see a way to get rid of that early boat if possible. Thank you for having me on. I appreciate it. I won't take too much time.

[pause 00:23:41]

Robert: You're muted, Sean.

Sean: Sorry. Kat, third time is the charm. You can start your video and unmute yourself if you wish.

Kat: Sure. Thank you so much. I don't know if this is the proper venue. I'm a Martha's Vineyard resident. I was just listening to NPR on my way home after waiting in standby at the steamship and I heard the NPRP saying this meeting was happening with folks on the Cape proposing or asking the steamship to consider banning standby seven days a week. I was coming standby because I had an emergency appointment with my dog that I had to go to the boring specialist with. This is many times that either a personally or human or animal emergency has come up, and I need to get off-island.

The next available return ferry to Martha's Vineyard that I had to schedule was on the 19th at 5:30 AM, everybody's favorite. I deeply empathize with the Falmouth residents, with the traffic and all of their concerns, these are valid and serious issues that do need to be addressed. I just also want to point out, first of all, I wish so many people weren't coming here as well, I'm with you on that, but if the Steamship is going to consider an all-out ban on standby, please only do it for people who are non-registered, island preferred members because to ban the rest of us from access to get back home, from an emergency or any other issue, I can't stay off-island for 11 days with my injured dog. It's just not fair or reasonable.

There are compromises that will have to be made on both sides as the cape and Island tourism continues to skyrocket at unsustainable rates. The Steamship will have to make accommodations, but I'm just urging folks to please remember, we live over here year-round, and we cannot just for a season to accommodate the traffic of tourists that a lot of us personally don't want to deal with either, we can't be banned from our home seven days a week for emergencies and other such things. That's my feedback. Thank you so much.

Sean: Thank you. Next, we'll take Jonathan Goldman.

[pause 00:26:22]

Jonathan Goldman: Thanks, Sean. Can you hear me?

Sean: Yes.

Jonathan: I think that what both Doug and Nat had said is very, very, very specific, and I think it's very, very, very important that there is a substantive response. This doesn't go into the suggestion box with the grinder, it just is addressed. I wanted to bring into that another personal point.

I have been on the road for the last six days, an exhausting drive down to DC for a memorial service. I came back up, and of course, was exhausted at the other end. While I'm not usually up at 4:30 or 5:30, because I wear earplugs, I was awoken and this is a couple of days ago. Every morning at 9:30 jake braking happens, the same time, probably the same truck and I have to say that these health-related things are essential to the health and well-being of both sides of the sound. I really think that any way that we can alleviate that is a helpful step. It's also a demonstration of the SSA's ability to actually listen, and to have a formative response for it.

I am dismayed by the last couple of decades of what's going on because it doesn't seem like there's any formative response because they're protected both legally and from the point of view of any commentary from the neighbors. I want to say that I don't live directly on the road, but like many other people, I live on a parallel road that's not 15 feet from Woods Hole Road, it's more like 200 feet, but if you think I can't hear it, even though the trees in the green time as opposed to the winter, you're wrong. I do hear it. We hear it all the time.

I will reiterate what I've said in the past. I convinced myself that it's a river, and I will tell people, "Oh, yes, the river is strong today. You can hear it." That gets on you after a while.

Now, years ago, we had a great meeting with the Cape Cod Commission at the Falmouth library as an attempt to try to have public interaction about this with a plan of how to be able to think about sustainability regarding the SSA and its impacts on the community and nothing ever came of that but I will say that the coming together of the community really unified as a voice as 160 petitioners have clearly said in the past, as well as here today, that the points that. The questions that Nat has asked are very pertinent, they need answers, and they need quantifiable fact-driven responses, not truckers that were there at that particular basement meeting at the Falmouth library that said, "Well, you knew what house you were buying and where it was." That's not the point at all. The point is civic responsibility by an organization on those that it directly influences. That is a huge problem. That's why we keep saying. Thank you for your time.

Sean: Thank you, Jonathan. Next, I will call on Damien Kuffler.

[pause 00:31:36]

Sean: Damian, you need to unmute.

Damien: Thank you very much.

?Speaker: Unmute Damian.

Damian: Am I audible now?

Sean: Yes, we can hear you.

Damian: Over the years, there've been a number of SSA board of governors meeting, point council meetings and public hearings. The former is supposed to give the public an opportunity to understand what the SSA is planning to do and provide the logic behind its decisions. The latter is supposed to allow the Steamship Authority to hear the ideas and complaints of the public with the public led to believe that the Steamship Authority would actually listen to what is said, seriously consider what was said, and to act accordingly to constructively address at least some of the public's concerns and wishes and to resolve their complaints.

However, what's actually happened was virtually none of these. First, the SSA board meetings virtually never addressed the logic behind its decisions, and people merely are told, the public is merely told what the Steamship Authority is going to do. For example, has never rationally explained why it was so urgent, if not, absolutely a requirement for it to have a 5:30 AM freight run out of Woods Hole, merely that it would start.

During and after the public meetings, the Steamship Authority has virtually never addressed or resolved any complaints listed by the public. For example, the devastating consequences, Jonathan and Nat mentioned of the 5:30 freight run on Cape residents. The serious safety issues called by trucks, speeding to reach the 5:30 AM freight run. It's boat scheduling and standi policies that cause massive traffic effects, backups.

Further, despite the many claims that the Steamship Authority has made that it will resolve these problems, no action has been taken. For example, the Steamship Authority has claimed that its personnel routinely monitor traffic for backups onto Woods Hole Road, as a means of resolving these backups. However, the monitoring has never resulted in any action to reduce or prevent the backups such as having personnel go to the sites of the backup direct traffic and to reduce snarls.

This is because the Steamship Authority claims that the backups are first not due to it. Second, that it has no authority to take such actions. Then why make the false claims? However, on the other hand, the Steamship Authority has never taken action such as to alert the plea and other public authorities about such problems in order to seek a resolution to these problems through the other public agencies.

The Steamship Authority's claimed it is concerned about speeding and air pollution caused by traffic. However, it is intentionally not taken any actions to reduce these problems and as Nat also mentioned, it has been delaying this whole process of the committee on which Nat sits because it appears not to be truly interested in resolving problems.

The Steamship Authority also claims there is no funds with which to support the mitigation of problems. Nevertheless, it spends more than \$1 million on needless advertising to get more vehicles and passengers to use its already overtaxed overbooked services. That million dollars could easily be spent to resolve most of the problems caused directly by the Steamship Authority.

An additional problem is that regardless of what the Steamship Authority claims, it is impossible to believe anything that the Steamship Authority says that the public would like to hear. For example, the Steamship Authority claimed that the 5:30 freight run was only a test and promised to eliminate the run if there was a public outcry. There was a massive and ongoing public outcry, but the Steamship Authority continues to refuse to cancel the run.

The Steamship Authority promised that its newly constructed third slip would only be used for overnighting and emergencies are never used for regular freight service. The third slip is now routinely used for service. The Steamship Authority also claimed that it's working at full capacity and therefore could not delay the 5:30 freight run because there was no possibility of fitting the freight run into possible slots.

However, over the years, the Steamship Authority has ever increased its number of boats that is thus the Steamship Authority has always known it had the capacity to shift and readjust schedules and could have the freight run 5:30 run later. However,

File name: June 8, 2023, schedule hearing

the Steamship Authority appears to and indicates by its new schedule that the 5:30 run is permanent no matter what the outcry.

Although the Steamship Authority has claimed that is operating, as I just said, at full capacity and could not operate additional runs in the schedule, nevertheless, even as of this week, it operated "unscheduled runs" that are not in the published schedule. Thus, the Steamship Authority has always known it can add additional runs if and when it wants.

The very fact the Steamship Authority now claims it has the right to add unscheduled runs if and when it wants has a terrifying implication. This is that the right-- The steamship Authority claims it has the right to add additional runs if and when it wants anytime, thus, what is to prevent the Steamship Authority from running unscheduled, but regular and routine midnight runs? What about an unscheduled regular 4:00 AM run?

What about the Steamship Authority deciding that the mandate to mean the lifeline to the Vineyard requires operating 24/7? It's going to do what it wants because it has the right to do what it wants, right? Its own claims. What is to stop any of this to happen? Clearly, the Steamship Authority has shown no interest in addressing these questions or calming the concerns of the residents and others who pass through this beautiful area.

Without giving any evidence the Steamship Authority claimed it required to move forward and build a massive ticketing building, which is strongly opposed by local national and international communities. It has also claimed that it was impossible to make anything but cosmetic changes to the design. The Steamship Authority makes these claims but has never justified. Further, without showing any respect for the interests and desires of anyone outside the Steamship Authority, it is always, therefore, trying to force its desires on anyone else and shows no respect or interest in the concerns and pains suffered by others.

Without giving any evidence, the Steamship Authority claimed that state and federal regulations required it to move forward and construct the new ticketing building and that no construction delays were possible without dire consequences to the Steamship Authority. Even though the deadline has long passed and the construction has not started, where are these adverse consequences that they were threatening? They were trying to force the construction of the building down our throats.

There it's clear that the Steamship Authority was lying and has been lying all the time. Again, it shows that the Steamship Authority merely wants to do what it wants to hell with anybody else. Plus this public has experienced nothing but blindness and deafness from the Steamship Authority in regard to public input.

The Steamship Authority has never acted in good faith and done nothing but obstruct progress and done nothing that might show social consciousness, a moral compass, social or financial integrity, or any sense of morality. The Steamship Authority has

File name: June 8, 2023, schedule hearing

provided us nothing but lies. The public has heard nothing but lies from the Steamship and received nothing from the Steamship Authority, but complete disdain for anything except what its narrow-minded leadership wants it to do, which is always in its own self-interest regardless of the damage it does to the local and wider communities, as well as our environment.

In conclusion, when will the Steamship Authority join a moral society, stop lying, act with integrity and for the betterment of the local and world communities and stop acting in only its own self-interest? I ask you to please listen to those from the outside who do have a moral compass and are interested in the benefits about the Steamship Authority, those on the Vineyard, and our local and international community and brethren. Although it might not be the legal authority for the Steamship to listen to us, it has the moral obligation to enlist us and act positively, instruct, and constructively for the betterment of all. Good evening.

Sean: Thank you, Damien. Next, I will call on Ed DeWitt.

[pause 00:41:10]

Sean: Maybe, there it is.

Edward DeWitt: Good evening. Thank you for listening to my testimony. I'm Ed DeWitt, I'm a former Falmouth representative to the Steamship Authority and I'm the current chairman of the Falmouth Transportation Committee. I'm speaking here as a resident of Falmouth, who's impacted by Steamship Authority operations on a daily basis. I live right off the corridor near Watson's Corner, a significant choke point and hazard largely created by Steamship Authority-bound trucks.

The Steamship Authority is charged in its enabling act to provide adequate transportation of persons the necessities of life for the islands of Nantucket and Martha's Vineyard. Adequate has been defined by courts and agencies as minimally sufficient to accomplish the purpose for which something is intended and to such a degree that no unreasonable risk to health and safety, as well as it not being offensive to community standards.

Not only is the proposed schedule in attendant changes far beyond minimally sufficient to accomplish the purpose of the authority, the schedule poses risks to health safety and is extremely offensive to community standards. Most importantly, reasonable and economically viable solutions and alternatives are available specifically in New Bedford.

Necessaries of life has been defined by courts and agencies as those things necessary to preserve life such as food, shelter, medical attention, and protection from harm. Pulling trash away from the island is not necessities-of-life activity has demonstrated by Nantucket. Hauling landscapers and their equipment back and forth on a daily basis is not a necessities-of-life activity. Hauling empty trucks is never a necessities-of-life activity. Tourist buses or not necessities of life. Hauling rental cars back and forth is not a necessities-of-life activity. Hauling non-resident vehicles

File name: June 8, 2023, schedule hearing

are not necessities of life. In short, most of what the Steamship Authority is hauling has nothing to do with necessities of life.

The proposed schedule reinforces and expands the public nuisance the Steamship Authority has already created. Please see the public nuisance complaint filed in January on behalf of the Southeast Massachusetts Regional Transportation or SMART Citizens Task Force. I've submitted a written copy of that for the record. More than 20 years ago, the Governor's New Bedford, Cape and Islands Ferry Service Task Force identified suitable schedule level into and out of Woods Hole is equivalent to the 1995 volumes. I've also submitted a written copy of that report as part of my testimony.

The report notes a promise and commitment by the Steamship Authority to reduce cars to 1995 levels. Instead, the Steamship Authority has expanded the schedule to include [unintelligible 00:44:37] freight operations, added a fully operational ferry slip in New Bedford, expanded ferry vessel carrying capacity, and greatly expanded community outrage.

It's time for the Steamship Authority to acknowledge its negative impact on this community and to live up to promises they'd made to Judge Kass and the Task Force. It is time to operate a schedule that satisfies the purpose of the authority to provide adequate transportation of persons and necessities of life.

In your section 15A findings, you need to address the following; how the schedule does not exceed your limited statutory authority to provide adequate transportation of persons the necessities of life for the island of Martha's Vineyard, in particular, how the 5:30 AM freight boat is necessary to provide necessities of life to the island, and it was not simply added for the convenience of truckers, why the promise made to the New Bedford and Cape and Island's Ferry Service Task Force to limit capacity to 1995 levels was broken and remains broken.

Clearly define your mission to provide adequate transportation of persons the necessities of life for the islands of Nantucket and Martha's Vineyard. Explain how standby particularly for non-residents fulfills your mission. Explain why it has taken 20 years to formulate an RFP for off Cape Vineyard freight service and it took only two months to draft, post, and award of license for freight service between New Bedford and Nantucket. Thank you again for your attention. I look forward to your section 15A report.

Sean: Thank you, Ed. Next, I will call on Kristen Alexander.

Kristen Alexander: Hi, sorry about that. It took me a second. I just want to agree with Mr. Trumbull and Slackman Brown and asking if we're going to get a response from the SSA about the early morning run and also about the impact on people who live in Falmouth and Woods Hole. I also wanted to add that I'm concerned not only about the school buses but just about people trying to pull out of their side streets into the main traffic. It's really obvious when the Steamship lets out, you wait until it's gone, and then you pull out, wait for the bus and then you pull out.

File name: June 8, 2023, schedule hearing

I have a friend who comes off-island all the time and goes to the hospital. Today I had to go to the hospital. I was in that traffic. I didn't get to wear my bracelet to get on the boat. [chuckles] I had to wait through the traffic. I would like to know if the Steamship is going to take any responsibility for traffic that comes from their operations and goes through the main streets in Falmouth.

In the past, they've washed their hands of it once it leaves the street down by the boat. I don't think that's right. For all of us who have to pull in and out of that traffic, risk our lives, literally risk our lives, pulling out into that traffic because there's no way to tell if there's a truck coming around the corner too fast. I'm sure that for the people who live on the Vineyard, my friend was able to get on a four o'clock or 4:45, or whatever it was, freight boat, showing her hospital bracelet. I'm sure that's not going to be a concern for island residents.

The Steamship's going to take care of-- It's the lifeline to the Vineyard. They're going to take care of the people who live there. At the same time, you have to think about the people on this end and what health impacts are affecting us. It's irresponsible not to. I would like to hear some answers from the questions from Trumbull and Brown. Thank you.

Sean: Thank you, Ms. Alexander. Next, I will call on Stephen Laster.

Stephen Laster: Can you hear me?

Sean: Yes.

Stephen Laster: Thank you. Thank you for allowing me to speak. I would thank you for holding this hearing, but I think it's very sad we're having it today. I hold you fully responsible for what some would jokingly call Groundhog Day. Once a year, we get together. I think Zoom has been a very effective medium for you to limit engagement. You sit there patiently, taking notes, occasionally multitasking, checking cell phones, looking at other browser windows, I'm sure counting down for the minutes of this hearing to end. It's frustrating.

You've heard from some very eloquent, very fair-minded, very reasonable civic leaders working on traffic, dedicating their life to being a select person, trying to make the town of Falmouth a better place to live. You hold in your hands the very future of the Steamship, surely a public good and arguably managed as a private playground by you and your decisions.

You see the very conventions you find in your 15A reports are without data, unsupported by facts, and frankly hard to understand if we attribute good motive to management, which I would like to do. You see I believe all people come to their jobs and their profession is, to be honest, hard-working good people, and that's why it is so difficult to reconcile your actions with those ideals.

In private enterprise today, good companies are measured on six attributes. What is the quality of their service? As one who was in the **[unintelligible 00:51:38]**

File name: June 8, 2023, schedule hearing

Channel, early morning just a few weeks ago, and one who is a coast guard licensed captain, I watched your vessel hit the oceanographic dock. It almost hit my vessel, slipped three as a clear and present danger and a broken promise, and an early morning run that's unnecessary.

Your cancellations, your ship breakdowns, the fact that you're running vessels that are at or beyond the end of life doesn't speak highly for quality of service. Cost management is another measure. The ever-growing shoreside facilities that, are by choice and not by necessity, are bewildering. Your debt load is so high right now you can't keep up with vessel replacement. Your debt load is so high right now you can't use sustainable vehicles because you can't afford them, and yet you have buildings that are unnecessary for the delivery of your basic service.

Those costs are stealing from practical solutions that would limit the pressure on the port of Woods Hole, and yet you chose to spend your money on canopies that don't shed rain, and on a terminal building that is unnecessarily large, when in fact those funds can be diverted to solving real problems, to lowering ticket prices and paying employees a fair wage, none of which you're able to do, which gets to employee satisfaction and which is why I hear you're struggling to fill roles. It's not a surprise.

In this economy, employees are voting to work for employers who care. Many of your employees, having firsthand spoken to them, feel badly about the relationship between the Steamship and the town of Falmouth, and that relationship could be a harmonious relationship if only we could hear each other and if only you would take rational action. A very common measure these days looks at the ability of the organization to manage its operations environmentally, sustainability, and with good governance, and all of these measures, you are behind if not failing.

The last one is the most atrocious and the most disconcerting, it's about good governance. Unfortunately, through the Zoom mechanism, not really a necessity, we could have met face to face, it was your choice, we can't have two discourse. You can't feel the emotion of the people of Falmouth. We can't truly engage. You will sit, take notes, and pass the time.

I can't articulate as clearly as my fellow citizens did the true negative health impacts your decisions have on us.

My house has been on the Woods Hole Road since before any of you were born. Contrary to beliefs, I didn't buy a house next to an airport as some of your more snarky contributors might say. I bought my house knowing that I lived in the Woods Hole Road some 30 years ago knowing the Steamship Authority was there, and as others have said perfectly, at peace and a big supporter of the Steamship. I grew up as a child, frankly loving the ferries, someday hope to captain one. Today every time on the water, when I see a ferry, I see mismanagement, I see blatant disregard for the welfare of the people of Woods Hole, and I see a lost opportunity, and it's sad.

In your 15A report I hope you will speak to, as others have said, the clear and present health risks, the 5:30 and the overcrowding of Woods Hole with freight

File name: June 8, 2023, schedule hearing

trucks, creates. I hope you will speak to the true other options you have for reducing the pressure of the terminal and provide a cost-benefit analysis that includes health impact, and how you came to your decision in both economic and financial detail. You owe that transparency to the people you serve.

Mostly, I hope you will find in your hearts a real solution. The more you harden your position, the more we will fight you. I promise you that. You may have many of the cards today but in fact, by your past action, you are simply building the case to redo the Enabling Act, to change the governance, to return the Steamship back to an organization that works on behalf of the people. Please don't force that. Please do the right thing.

We want the Steamship as a good neighbor. It serves a vital purpose. It used to be a majestic institution, and somewhere along the way, it's lost its course, and it's in a fog of antagonism on outdated ships with outdated policies. Let's work together and fix that. I do not want to meet again next year. Thank you.

Sean: Thank you, Stephen. Next, I will call on one of the [unintelligible 00:57:06]. Hello.

Participant 5: Walt, can you hear me?

Sean: Yes.

Participant 5: I just want to reiterate this little charade's has been going on for three years. You all are very polite to us and listen very carefully, and I would bet that you agreed before this meeting that the 5:30 boat is going ahead full speed. Let them get their ya-yas out and things will never change. I hope that isn't true. Thank you.

Sean: Thank you. Next, I will call on Phillip Logan.

Phillip Logan: Thank you. Sorry to hold you up. Can you hear me now?

Sean: Yes, thank you.

Phillip: I wanted to follow up Matt Trumbull's comments about the RFP has been issued for, in the record at least, purposes of relieving some of the traffic pressure in Woods Hole. Although I have yet to really identify an objective function for the RFP other than to say that the Steamship Authority is doing something for the people of Woods Hole as long as it doesn't bother the people in the Vineyard. That's the best I can come up with so far.

Anyway, my complaint has to do with two things. One is that I assume that the final decision for the RFP, and there'll be a lot of backing and forthing, of course, will end up being made by the two [unintelligible 00:59:33] representatives with 70% of the vote. I'd like to be corrected if that's not the case, but I believe that is the case.

I'd like to compliment the RFP for, at least, inviting many different methods of transporting things back and forth from different towns. I would hope that the RFP would allow for more than one arrangement, more than one transporter, more than one contractor, if they, in fact, have a reasonable bids from a variety of different kinds of people who can do different things. That would be wonderful.

My principal complaint though, is that we've set the bidders up to name their own price for the service they want to provide to the shippers for example. They'll look in comparison to what the Steamship Authority offers them, which is what they call a closer port from Woods Hole, rates that reflect the subsidy that the state has provided for the Steamship and the fact that they don't pay any taxes. I can go on and on about that.

Anyway, it's a very difficult comparison to have a bidder who also has to keep all the current constituents of the SSA happy, make a profit, pay the SSA for services that it's going to provide, and also establish this land-side site for getting this thing going. Is there anything else we can possibly burden them with?

More serious, my major criticism is that the SSA has removed itself from the ability to underwrite this service. If they are really serious about this service getting going, they would contract for that service from different providers, and they would then set the rates, pay the providers to provide the service and the SSA set the rates. The SSA has many more abilities, to underwrite a service such as this and pass those costs around throughout its entire system.

All of the studies that were done since 1990, looking at the prospects for sourcing north and west of New Bedford and shipping out of New Bedford, all mentioned the fact that it would be a real go, or at least a real good starter, if the rates set by the Steamship out of New Bedford were the same as those out of Woods Hole. Given this RFP, the Steamship has removed itself from its ability to do that, unless it wants to, on the side, arranged to underwriting, but that's not apparent in the RFP. That's the end of my criticism. Thank you.

Sean: Thank you. Next, someone from the Woods Hole Film Festival.

[pause 01:03:10]

Sean: Maybe. Let me try that again.

[pause 01:03:35]

Sean: Hello.

Judy Laster: Are you there?

Sean: Yes.

Judy: This is Judy Laster. I'm here in my personal capacity, not as a representative of the Woods Hole Film Festival. It is with great sadness that we're, again, here talking about the same issues that we've talked to you and probably not really with you about for the past, at least four or five years. The fact that we are here, I think, speaks to the issue that, in my mind, is the most important one, which is credibility of process.

I have no idea what your process is for anything that you decide other than deciding you want to do something and making it happen. Accountability seems to be only to those who will ensure that you get what you want and not to the communities that you serve. In my opinion, that is the first thing that needs to change. You need to think about what you're doing in relationship to the communities that you serve, not just constituencies who pay your bills. The communities pay your bills as well. The Commonwealth underwrites you in times of financial distress.

There are many issues that need to be resolved beyond the 5:30 freight run, and unfortunately, I think it's come to the point where these hearings, while they may be good-show hearings, are useless. I would to request to any public official who may be on this or that you request that the legislature hold hearings on this and that you all testify under oath because the fact that this hearing happens like this is insulting an objection of all the fact that we can't see who's on here.

The fact that you're hiding behind this format, I think is a big problem. You need to be in this community. You need to care about this community and you don't, which is too bad. Just to talk about the 5:30 AM truck run, the freight run, the traffic starts at 3:00 AM. I know because it wakes me up every single day. I'm exhausted, listening to the huge trucks that go by, You could clearly do something about that and you choose not to.

There's no rational reason why you cannot implement the recommendations of the Falmouth Transportation Committee, of the Falmouth Selectmen, of anybody. If you had, at one point, pushed your freight run back to a reasonable time of day, it is likely that people would think that the Steamship is operating in good faith, and that we would work with you to address, collaboratively some of the other issues that are clearly problems for you like your financial issues that we've read about recently, the fact that you have no money to replace the ships that are in fact, the lifeline to Martha's Vineyard. If I lived in Martha's Vineyard, I would be very concerned about that.

The fact that you have recently stated that your bonding capacity is inadequate for ship replacement and that you will be getting that funding from ticket sales, possibly from communities, I have no idea, I think you have no idea, if I were running an organization that had that kind of problem, I would be in an emergency capacity trying to figure out the financial plan for keeping your operations going. The fact that we haven't heard anything about that, I consider that problematic.

In whatever hearing that happens, where you testify under oath, I think that you need to provide the people of the Commonwealth with all relevant information about your operations and what your plans are to get yourselves out of the quagmire that you are in right now.

Personally, I have no confidence that you are going to do anything to address the concerns of the people in Falmouth that we've been talking about for the past few years, which is too bad, because those are just window dressing. Had you had the good sense to do that, it's possible that we would not be here every year having the same conversation.

I wonder what you are so concerned about in terms of changing the authorizing authority for the Steamship. Why was it so objectionable to have term limits on your board? That seems to me just the minimum standard for good governance, yet I'm sure you spent money on lobbyists, I'm sure you've spent money on communications people to fight that. If you're fighting basic good governance, what else are you spending money on through lobbyists to fight?

I would like a public-records request for any and all documents related to communications and deliberations both internally and with external parties regarding your decisions about the annual schedule. I would also like to issue public-records request for any deliberations that you've had already about the schedule beyond 2023. I want to know if and when you actually hire a chief operating officer, what that person's role will be in determining the schedule.

Another issue, I think that Nat brought up earlier, but I think which really is an even bigger problem is the fact that you are creating a public health hazard, not just to the residents of Falmouth, but to anyone who breathes the air and uses the waters in this area. In the time that I've lived here, which is very, very many years, the particulate that I see that comes from both truck traffic, and I would imagine the Steamship I'm sure violates the clean air standards that you are required to operate under. I would also imagine that you probably violate clean water laws as well.

I would like to have a public-records request for any and all documents and communications related to your deliberations, both internal and external, regarding compliance with any and all state and federal clean air standards and clean water standards and any enforcement actions that you've been subject to. I would like you to make that available, not just to me, but to everybody who is at this hearing and to share it with all of the public officials who are in your jurisdictional area.

It is, as other people have said, unfortunate, that we are coming to the point where we can't trust anything that the Steamship is telling us as having any sort of veracity. I don't know why that is. It would be much easier for you if you would work with us. Issues like electric vehicles, electric boats, reducing air pollution, reducing traffic, they are all interrelated. You're going to have to do it at some point. The longer you wait, the more expensive it's going to be and the more difficult it will be for the people in the communities that you're supposed to serve on the Vineyard, on Nantucket. I

would really hope that your governing body is pushing you to look at all these matters.

This stems from the 5:30 AM freight run, and the fact that you have been unwilling to do anything, to mitigate the impact of the ever-increasing truck traffic that you are creating in not only our community but all the communities that these trucks come through on Cape Cod. I really hope, as other people have said that we're not here next year. Is this a good use of my time? I highly doubt it. The reason that I am here though, is because I hope someday you will actually hear us, listen to us, and do something about it. The fact that this hearing is being conducted in an insulting manner, I would also hope it will change in the future as well. Thank you.

Sean: All right. Sorry. I don't have any other hands raised. Oh, wait, two popped. All right. A couple of popping up now. Becky Connors?

Becky Connors: Hello. Thank you for giving me the chance to speak. Can everybody hear me and see me okay? Once again, I'm speaking as a business owner and as a resident of Woods Hole. As Nat had said earlier, some people live very close to the road. I'm one of those people. I live about 20 feet off of Woods Hole Road, and my business is also about 100 feet off of Woods Hole Road. My business is a motel that has 20 people, 20 rooms, right on Woods Hole Road. My guests are woken up starting at about four o'clock in the morning every day as trucks queue up to get down to the 5:30 boat.

I've mentioned this before in prior meetings, but I want to put a face to, a lot of people keep saying the people of Woods Hole, the people that live on Woods Hole Road. I want to put a face to that, and a face to the businesses that also are impacted by this 5:30 boat and the massive amount of traffic that is constantly funneling into Woods Hole. I have risked my life many times as I cross the street and trucks barrel either from the Steamship away or to the Steamship to make the boat. It is a very incredibly dangerous road to cross, which I have to do at least four times a day for my job.

Please help us in Woods Hole with this traffic situation, whether it's the Steamship hiring consultants to do a traffic study, to see how we can mitigate this before somebody dies on this road because the traffic rushing off those boats and to those boats is going to kill somebody someday. I really hope it's not me or somebody in the village. Thank you for your time. I don't want to beleaguer this point, but I would appreciate your consideration into all of these points. Thank you.

Sean: Thanks, Becky. I will call on Myla, whose last name I'm not going to try to pronounce because I will butcher it.

Myla: Can you hear me?

Sean: Yes.

Myla: I didn't realize I was going to be the last person to speak. I think that everybody has spoken so incredibly, eloquently, passionately, knowledgeably, and I don't think that I can possibly rise to that level. I want to just say I am another witness. I've been a Woods Hole resident in the summers and, at times, during the year for many, many, many years, and I have seen, and I can hear in this meeting, the incredible level of frustration that people feel and powerlessness. Truly, I don't know what is going to be needed to get a response from you, folks, but a response is absolutely needed. It just can't go on like this. I think people have reached their limit.

That's all I want to say, just basically to bear witness to this tremendous outpouring of around this issue, which is really plaguing the Falmouth and Woods Hole communities and the powerlessness that people have lived with for so many years. Don't just take it to heart, take it into action. That's what I want to leave you with. Find some really, truly changing ways to change the way things have been. I don't know what it's going to take, but something has got to give. That's all I have to say.

Sean: Thank you. I have Bonnie Simon.

Bonnie Simon: Can you now hear me?

Sean: Yes.

Bonnie: I was sent a video of the truck traffic at 4:30 or 5:00 AM. I must say, in that minute and a half, seeing those trucks come down Woods Hole Road, defied anything that I have ever imagined. I have come to these, been part of these hearings for years, but to see that video, I hope that it actually is entered into the minutes of this meeting because I think everyone would be shocked to see truck, after truck, after truck. No cars, just trucks, trucks, trucks going down Woods Hole Road at that hour of the morning in the dark. I simply request that everyone have the opportunity to see that. Thank you.

Sean: Thank you. I don't have any other hands raised. Terry, Bob, I think it's back to you.

Bob: Thank you everyone for the testimony, and if anyone has any written testimony they can submit it to schedules@steamshipauthority.com.

Terry: Right.

Sean: Okay. All right. Thank you.

Terry: Okay. [unintelligible 01:19:39]

[01:19:44] [END OF AUDIO]

APPENDIX C



Town of Tisbury
Office of the Select Board
51 Spring Street, P.O. Box 1239
Vineyard Haven, MA 02568
(Tel. 508-696-4201)

April 29, 2022

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

Reduction in Service to the Island of Martha's Vineyard

Dear Members of the Board:

The Tisbury Select Board adamantly oppose 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 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.

Sincerely,

John W. Grande,
Tisbury Town Administrator

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



MARTHA'S VINEYARD
HOSPITAL
One Hospital Rd, PO Box 1477, Oak Bluffs, MA 02557

April 29, 2022

To: Robert Davis,

As the CEO of Martha's Vineyard Hospital (MVH) and Windemere Nursing and Rehabilitation Hospital (WNR), I am once again 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

Terence Kenneally

From: Moran, Susan (SEN) <Susan.Moran@masenate.gov>
Sent: Friday, June 3, 2022 5:15 PM
To: schedules
Cc: Kaplan, Benjamin (SEN)
Subject: Senator Moran Testimony - Steamship Authority impacts on Falmouth and Woods Hole
Attachments: 06.03.22.Steamship Authority 2023 Operating Schedule Letter (Senator Moran).pdf

Dear Mr. Davis,

I have attached testimony to be submitted into public record for the upcoming public hearing on proposed schedule changes. Please let me know if you have any questions.

Sincerely,

Susan L. Moran
State Senator
Plymouth and Barnstable

Checkout my [Website](#)
[Facebook](#) | [Twitter](#) | [Instagram](#)



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

STATE HOUSE
BOSTON, MA 02133-1053
TEL: (617) 722-1330
FAX: (617) 722-1010
SUSAN.MORAN@MASENATE.GOV
WWW.MASENATE.GOV

June 3, 2022

Mr. Robert B. Davis
General Manager, Steamship Authority
228 Palmer Avenue, Falmouth, Massachusetts 02540

RE: Steamship Authority 2023 Operating Schedule

Dear General Manager Davis,

Thank you for the opportunity to submit written comment on the Authority's proposed changes for operating in 2023. The Authority's continued partnership with the Legislature to ensure access to this critical transit service for the Cape and Islands is appreciated. I write today to elevate the concerns that have been raised to me by residents and local officials regarding the lack of public oversight for the Authority's decision-making process, specifically as it relates to the scheduling of the 5:30 AM early morning freight from Woods Hole to Martha's Vineyard and the clear discounting of local input.

As you are likely aware, there are potential risks to quality of life and public safety for the Falmouth and Woods Hole communities with the implementation of this additional freight. Noise levels and increased freight truck traffic have been sighted as frequent disturbances in residential areas. I request that the Authority respond directly to these points at the upcoming public hearing, as well as the additional items outlined in the recent letter from the Falmouth Select Board, submitted in conjunction with the Falmouth Transportation Committee's recommendations. The Town would welcome your insight on the department's efforts to mitigate impacts for residents.

Additionally, I am discouraged by the Authority's lack of outreach to mainland communities throughout this determination. As I have advocated for previously, consensus-building is a necessary component of the decision-making process and communities like Falmouth and surrounding towns are frequently left out of these conversations.

I hope that the Authority will strongly re-consider the scheduling proposal, and I look forward to your response.

Sincerely,

A handwritten signature in blue ink, appearing to read "Susan L. Moran", with a stylized flourish at the end.

Susan L. Moran
State Senator
Plymouth & Barnstable

Terence Kenneally

From: Hap [REDACTED]
Sent: Wednesday, June 8, 2022 7:18 AM
To: schedules
Subject: Woods Hole to MV May 18, 2023, through January 3, 2024 schedule

I am writing to express my dissent with the proposed May 18, 2023, through January 3, 2024 Woods Hole to Martha's Vineyard ferry schedule.

I am a resident of Falmouth who lives in a neighborhood along Woods Hole Rd and we continually hear truck tractor trailer traffic early every morning, 5 AM, when there are 5:30 AM departure trips from Woods Hole to Martha's Vineyard. The trucks "jack brakes" or exhaust brakes are very loud. It's amazing that they have to use their brakes so often when they are still several miles from Woods Hole! but they do and they are very loud.

I respectfully request, as others have requested in the past, that the 5:30 AM trip be moved to later in the morning or do not allow loud tractor trailer type vehicles to use that early morning ferry. I understand the Vineyard requires services but they should not be at the expense of their neighboring towns. I've heard that the larger trucks are required for keeping shipping costs down and that because they are so big they can not arrive in Vineyard Haven later in the morning because traffic is so dense that they can not maneuver in the streets! If that is true then smaller trucks should be used or the Vineyard should widen their roads to accomodate the trucks they supposedly require.

Please honor many Falmouth residents request to change the ferry schedule so Falmouth residents don't bear the burden of extremely loud truck noise early in the morning.

Thank you
Robert Garritt
Riddle Hill Rd
Falmouth, MA

Terence Kenneally

From: EDWARD DEWITT [REDACTED]
Sent: Wednesday, June 8, 2022 4:57 PM
To: schedules
Subject: Written Testimony
Attachments: Schedule statement.docx; 2001-task-force-report.pdf; Letter of Public Nuisance Complaint to Attorney General Healey from SMART Citizens Task Force 5January2022.pdf

Please see attached statement with attachments for consideration at the Section 15A public hearing. Thank you.

Edward J. DeWitt
116 Pin Oak Way
Falmouth, MA 02540

Written statement by Edward DeWitt

Steamship Authority Schedule Hearing June 8, 2023

I am a resident of Falmouth and I am impacted by Steamship Authority operations on a daily basis. I live right off the corridor and near Watson's Corner, a significant choke point and hazard.

The Steamship Authority is charged in its Enabling Act "to provide adequate transportation of persons and necessities of life for the islands of Nantucket and Martha's Vineyard . . ." Section 1.

Adequate has been defined by courts and agencies as minimally sufficient to accomplish the purpose for which something is intended and to such a degree that no unreasonable risk to health and safety, as well it is not offensive to community standards. Not only is the proposed schedule and attendant changes far beyond minimally sufficient to accomplish the purpose of the Authority, the schedule poses risks to health, safety and is extremely offensive to community standards. Most importantly reasonable and economically viable solutions and alternatives are available.

Necessaries of life has been defined by courts and agencies as those things necessary to preserve life such as food, shelter, medical attention and protection from harm. Hauling trash away from the island is not a necessities of life activity as demonstrated by Nantucket. Hauling landscapers and their equipment back and forth on a daily basis is not a necessities of life activity. Hauling empty trucks is never a necessities of life activity. Tourist buses are not necessities of life. Hauling rental cars back and forth is not a necessities of life activity. Hauling non-resident vehicles are not necessities of life – in short most of what the Steamship Authority is hauling has nothing to do with necessities of life.

The proposed schedule reinforces and expands the public nuisance the Steamship Authority has already created. Please see the public nuisance complaint filed in January on behalf of the Southeast Massachusetts Regional Transportation (SMART) citizens task force (copy attached).

More than 20 years ago the Governor's New Bedford, Cape and Islands Ferry Service Task Force identified a suitable schedule level into and out of Woods Hole as equivalent to the 1995 volumes (copy of report attached). The report notes a promise and commitment by the Steamship Authority to reduce cars to 1995 levels. Instead, the Steamship Authority has expanded the schedule to include pre-dawn freight operations, added a fully operational ferry slips in Woods Hole, expanded ferry vessel carrying capacity and greatly expanded community outrage.

It is time for the Steamship Authority to acknowledge its negative impacts on this community and live up to the promises it made to Judge Kass and the task force. It is time to operate a schedule that satisfies the purpose of the Authority to provide adequate transportation of persons and necessities of life.

In your section 15A findings you need to address the following:

How the schedule does not exceed your limited statutory authority to provide adequate transportation of persons and necessities of life for the island of Martha's Vineyard.

In particular, how the 5:30 AM freight boat is necessary to provide necessities of life to the island and was not simply added for the convenience of truckers.

Why the promise made to New Bedford and Cape and Islands Ferry Service Task Force to limit capacity to 1995 levels was broken and remains broken.

Clearly define your mission to provide adequate transportation of persons and necessaries of life for the islands of Nantucket and Martha's Vineyard.

Explain how standby particularly for nonresidents fulfills your mission.

Explain why it has taken 20 years to formulate an RFP for an off-Cape - Vineyard freight service and it took only 2 months to draft, post and award a license for freight service between New Bedford and Nantucket.

Thank you.

Edward J. DeWitt
116 Pin Oak Way
Falmouth, MA 02540

attachments



The Honorable Maura Healey
Attorney General of Massachusetts
One Ashburton Place – 20th Floor
Boston, MA 02108
ago@state.ma.us (*submitted via email and first class mail*)

January 5, 2022

**Re: Public Nuisance Complaint
Woods Hole, Martha's Vineyard and Nantucket
Steamship Authority**

Dear Attorney General Healey,

The Southeast Massachusetts Regional Transportation (SMART) Citizens Task Force respectfully requests that the Attorney General exercise her authority to mitigate or eliminate an ongoing public nuisance caused by the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (hereinafter SSA).

The SSA is empowered by legislation “to provide **adequate** transportation of persons and necessities of life for the islands of Nantucket and Martha’s Vineyard.” (Ch. 701 of the Acts of 1960 as amended; emphasis added.) The SSA has greatly exceeded its charge of providing adequate service for the necessities of life and in so doing has created and maintains a public nuisance within and beyond the Town of Falmouth.

SMART Citizens Task Force is an informal advocacy group with a membership of approximately 500 taxpayers who are residents of the Cape and Islands and the South Coast. Many of the members live and/or own property along the corridor where SSA impacts now constitute a public nuisance in the form of noise, traffic, pollution, breaches of the right to peace and quiet, and threats to public health and safety.

For the past five years, SMART Citizens Task Force has advocated for the opening of an off-Cape freight port to the islands in order to transport time-non-sensitive provisions, supplies, and fuel to the islands via water from the mainland rather than by road. We have petitioned the SSA for this change five times under Section 15A of the SSA Enabling Act from 2017 to 2021. These petitions have included several hundred letters from residents that object to the SSA sending freight through our residential neighborhoods. SMART Citizens Task Force maintains an electronic mailing list of 800 recipients and regularly distributes regional transportation information. The SMART website is www.smartcitizenstaskforce.org.

The Enabling Act of the Steamship Authority makes actions of the Steamship Authority's Board utterly unreviewable,¹ thus necessitating this action by the members of SMART Citizens Task Force.

¹ Murphy, Russell. "A Citizen's Guide to Understanding the Massachusetts Steamship Authority Enabling Act," Feb. 2021, <https://smartmassachusetts.files.wordpress.com/2017/11/ssa-enabling-act-citizens-guide.pdf>

Table of Contents

Background.....	6
Defining a public nuisance.....	8
Summary of past evidence of a public nuisance	9
Truck growth Woods Hole - Martha's Vineyard	10
Identification of specific public nuisances	13
1. Noise pollution and sleep disruption for approx. 1,000 households in Falmouth	13
2. Public safety.....	16
3. Hospital access is regularly blocked during peak times	18
4. Queuing by the SSA's traffic leads to regular backups on public roads in an already congested village.....	18
5. Diesel emissions from trucks in residential neighborhoods	19
6. The SSA has been slow to embrace low emission ferries and shuttle buses.....	20
Continuing and future alarming trends.....	21
Summary of grievances.....	22
Other considerations	23
SSA's first justification for inaction: Enabling legislation is too often cited as a basis for demand-based system	24
SSA's second justification for inaction: immunity and/or exemption	26
SSA's third justification for inaction: economics	27
Alternatives do exist within the discretion of the Authority...	29
Requested Relief.....	30

Conclusion 32

Background

In 2000, Governor Cellucci appointed the highly respected jurist Rudolph Kass to lead the Governor's New Bedford, Cape and Islands Ferry Service Task Force. Executive Order No. 425 creating the Task Force noted that "the need to develop effective options to address Cape Cod's traffic concerns is critical; . . . ferry service to the Islands must be evaluated in light of the region's entire transportation system and the desire to further economic growth and recreational traditions while protecting and securing the natural resources and beauty of the Commonwealth's islands and beaches; ... (T)he communities most affected by any expansion of ferry service to the Islands - the Cape, the Islands and New Bedford - must be afforded the opportunity to participate in a fair and objective process regarding the benefits and costs of such expansion."²

The Kass Report, issued in April 2001, noted that "The residents of Hyannis and Wood's [sic] Hole and their community leaders are concerned to the point of anger that they are choked by more automobile traffic than they can handle, and that ferry bound traffic greatly aggravates these problems. Those communities agitate for the relief of pressure on their roads by directing some Islands-bound vehicles to an off-Cape port. New Bedford is well situated to perform this function."³

² Executive Order No. 425: Establishing the Governor's New Bedford, Cape and Islands Ferry Service Task Force, <https://www.mass.gov/executive-orders/no-425-establishing-the-governors-new-bedford-cape-and-islands-ferry-service-task-force>

³ Kass Report, <https://smartmassachusetts.files.wordpress.com/2017/11/2001-task-force-report.pdf>

In the 20 years since the Kass Report, the only changes that have occurred have been negative. The impacts of continued dramatic increases in truck and auto traffic have risen to the level of being a public nuisance – more trucks, more cars, more passengers, more pollution, more ferry trips, bigger ferries, the addition of predawn freight boats, and no progress toward an off-Cape port.

Judge Kass noted that “surges of car and truck traffic that bring movement to a standstill, produce noise, and foul the humid summer atmosphere with exhaust fumes” are especially impactful on Woods Hole. Judge Kass added that, “The SSA recognizes this (in relation to Hyannis) and has entered into an agreement with Barnstable to reduce freight from the Hyannis terminal to Nantucket to the levels of 1997.”⁴ While this agreement remains in force, no such agreement exists with Falmouth for the port of Woods Hole, a port with far more ferry operations than Hyannis. More than 20 years ago Judge Kass concluded: “We recommend, therefore, that the SSA plan for off-Cape service from New Bedford to the Islands. This will be an alternate service.”⁵

Since the Kass Report was issued the only modification in operations by the SSA has been a seasonal licensed passenger only ferry from New Bedford to Martha’s Vineyard which replaced the long-time grandfathered operation of the M.V.

⁴ Memorandum of Understanding between the Woods Hole Martha's Vineyard and Nantucket Steamship Authority and the Town of Barnstable (as amended), <https://smartmassachusetts.files.wordpress.com/2017/11/ssa-1.pdf>

⁵ Kass Report, pg. 3-4. The Report continues: “The fears of the islanders that they will be deprived of access to shopping and medical care on the Cape are misplaced. We do not suggest, and the SSA has no plans for, the termination or even severe curtailment of service to Nantucket from Hyannis and to Martha's Vineyard from Woods Hole.”

Schamonchi.⁶ Thus, nothing has changed relative to New Bedford except the addition of a more modern high-speed vessel that provides limited and seasonal passenger-only service.⁷

Defining a public nuisance

"‘A public nuisance is an unreasonable interference with a right common to the general public.’ In determining whether there has been an unreasonable interference with a public right, a court may consider, inter alia, ‘[w]hether the conduct involves a significant interference with the public health, the public safety, the public peace, the public comfort or the public convenience’" Sullivan v. Chief Justice for Administration and Finance of the Trial Court, 448 Mass. 15, 34 (2006) quoting Restatement (Second) of Torts s. 821B (1979).

The evidence outlined in this letter establishes the existence of a substantial, unreasonable, and unnecessary interference with public rights. Judge Kass predicted the likelihood of a public nuisance on the part of the SSA 20 years ago if changes were not implemented. His prediction and concerns have come to fruition. The SSA has tragically exacerbated the harms to the public foreseen by Judge Kass – extraordinarily large traffic increases that jeopardize the health and public safety of residents of Falmouth. This is particularly so for those who live along the

⁶ The Schamonchi is the ferry that Judge Kass refers to on page 4 of the Kass Report. "Since the Task Force was convened, the SSA has announced it would run passenger service from New Bedford to Martha's Vineyard. It has acquired a vessel for that purpose."

⁷ SeaStreak has been licensed to provide fast-ferry passenger service. No freight is carried by SeaStreak.

6-mile-long Woods Hole corridor – the corridor used by ferry patrons through Falmouth to the village of Woods Hole.⁸

As the Supreme Judicial Court instructs, “Not just any plaintiff can bring a public nuisance action. ‘An information in equity by the Attorney General is the normal remedy for the abatement of a public nuisance.’” Id. quoting Mayor of Cambridge v. Dean, 300 Mass. 174, 175 (1938). Thus, the members of SMART Citizens Task Force call on you, the Attorney General, to take swift and appropriate action to eliminate the public nuisance caused by the SSA.

Summary of past evidence of a public nuisance

In 1994 the SSA was placed on notice that Falmouth had only a decade or two before it could no longer handle the growth of SSA traffic. (The SSA has accepted the validity of the 1994 Urban Harbors Institute Report entitled *The Impact of a Ferry System Upon its Communities*⁹ by relying on it in SSA court filings.¹⁰) The 1994 report concluded that Falmouth “could face in one or two decades seriously deficient conditions on its major roadways which could jeopardize the efficient and timely operations of the ferry system.” Accordingly, the Urban Harbors

⁸ The Woods Hole corridor (West Falmouth Highway, Palmer Ave., North Main St., Locust St., Woods Hole Road, Crane St., Cowdry Road) is a 2-lane roadway with twists and turns. For the most part the entire corridor is residential in nature. There is a 135 degree turn at Watson’s Corner that forces trucks and buses to cross regularly into opposing traffic to navigate the turn.

⁹ Urban Harbors Institute, “The Impact of a Ferry System upon its Communities,” 1994, <https://smartmassachusetts.files.wordpress.com/2017/11/full-version-of-uhi-report-1994.pdf>

¹⁰ “Local Rule 56.1 Statement of the Woods Hole, Martha’s Vineyard and Nantucket Steamship Authority,” May 31, 2002, <https://smartmassachusetts.files.wordpress.com/2017/11/ssas-local-rule-56.1-statement.pdf>

Institute report stated, “the continued use of Woods Hole Terminal as the sole Steamship Authority egress to Martha’s Vineyard may not be possible.”¹¹

The Urban Harbors Institute based its doomsday timeline for Woods Hole on a SSA traffic growth rate of between 3 and 4 percent per year.¹² Since the Kass Report, trucks and large transport vehicles have grown not only more numerous, but are significantly larger and heavier.

Truck growth Woods Hole - Martha’s Vineyard

Table 1 demonstrates the trend in truck volume growth between Woods Hole and Martha’s Vineyard, representing a doubling of truck numbers between 2001 and 2019.

¹¹ Ibid., page 27-28.

¹² Ibid., page 27.

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

TRUCKS CARRIED/ MARTHA'S VINEYARD AND NANTUCKET

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
MAINLAND TO THE VINEYARD AND RETURN													
1996	3,687	4,144	4,954	5,762	6,551	5,924	5,609	5,578	5,109	5,563	4,817	4,529	62,227
1997	4,175	3,952	5,005	6,153	6,961	6,350	6,244	5,528	5,472	5,791	4,742	4,799	65,172
1998	4,608	4,382	5,719	6,645	6,600	6,329	6,540	5,871	5,849	5,975	4,878	4,760	68,156
1999	4,604	4,394	5,823	6,838	7,080	7,157	6,396	6,358	5,981	6,029	5,561	5,440	71,661
2000	4,900	4,984	6,209	6,489	7,607	7,391	6,388	6,823	5,829	6,071	5,158	4,693	72,542
2001	5,064	5,053	5,627	6,773	7,585	7,347	6,956	6,868	5,819	6,063	5,447	4,669	73,271
2002	4,976	4,563	5,667	6,999	7,343	7,149	7,181	6,809	6,123	6,118	5,087	4,436	72,451
2003	4,759	4,014	5,406	6,517	7,179	7,333	7,182	6,569	6,107	6,183	4,684	4,613	70,546
2004	5,881	5,747	7,021	7,790	8,557	9,001	8,050	7,660	7,149	7,353	6,468	6,489	87,166
2005	5,991	6,385	7,788	8,842	9,678	9,543	8,630	8,655	8,442	8,052	7,733	7,856	97,595
2006	7,522	7,070	9,199	9,736	10,513	10,094	9,003	8,802	8,511	8,452	7,785	7,252	103,939
2007	6,864	6,378	8,041	8,683	10,292	9,574	8,655	8,710	7,803	8,555	7,810	6,892	98,257
2008	7,047	6,822	8,226	9,277	9,645	9,430	8,976	8,085	8,248	8,378	7,155	7,104	98,393
2009	7,480	7,277	8,807	10,392	11,222	11,548	11,106	10,092	10,389	10,019	8,607	8,661	115,600
2010	7,591	7,183	9,602	10,510	11,516	11,759	10,632	9,965	10,178	9,733	8,832	8,960	116,461
2011	7,439	7,227	9,439	9,967	11,272	11,679	10,631	10,256	9,893	9,798	8,747	8,434	114,782
2012	7,322	7,460	9,150	9,887	11,505	11,106	10,480	10,271	9,457	9,143	8,854	8,323	112,958
2013	7,739	6,857	9,020	10,562	12,281	11,669	11,461	10,491	10,604	10,779	8,891	8,568	118,922
2014	7,620	7,588	9,115	11,011	12,170	12,084	11,419	10,091	11,144	11,067	8,936	9,135	121,380
2015	7,290	6,862	9,594	11,326	12,590	12,516	11,841	10,511	11,483	11,480	9,956	9,629	125,078
2016	8,441	8,107	10,921	11,795	12,988	13,157	11,773	11,202	11,582	11,343	10,482	9,794	131,585
2017	8,806	8,267	10,611	12,283	14,177	13,807	12,133	11,970	11,049	12,634	11,031	9,938	136,706
2018	8,783	8,845	8,811	11,925	14,037	13,801	12,718	12,453	12,183	12,522	11,065	10,492	137,635
2019	9,352	9,029	11,607	12,801	14,134	13,680	13,066	12,474	12,308	11,825	10,788	10,228	141,292
2020	9,588	9,496	8,873	5,483	9,111	12,771	12,680	11,976	11,860	12,824	10,742	10,807	126,211
2021	9,987	9,114	12,134	13,420	13,474	13,074	12,847	12,473	12,867	12,251	11,788		133,429

In 2004, changes to the SSA's rate structure for vehicles less than 20 feet in length resulted in a reclassification of certain vehicles from Automobiles to Trucks

In 2009, the SSA no longer classified any non-commercial trucks of any length as automobiles.

Note: Traffic Statistics represent one-way totals. A round trip passage is counted as two.

Table 1. Table created and published by the Steamship Authority.¹³

¹³ See https://www-steamship-assets.s3.amazonaws.com/versioned_downloadable_forms/path/november_2021_monthly_traffic_statistics.pdf

Trucks carried to and from Martha's Vineyard, 1991-2016, and projection scenarios

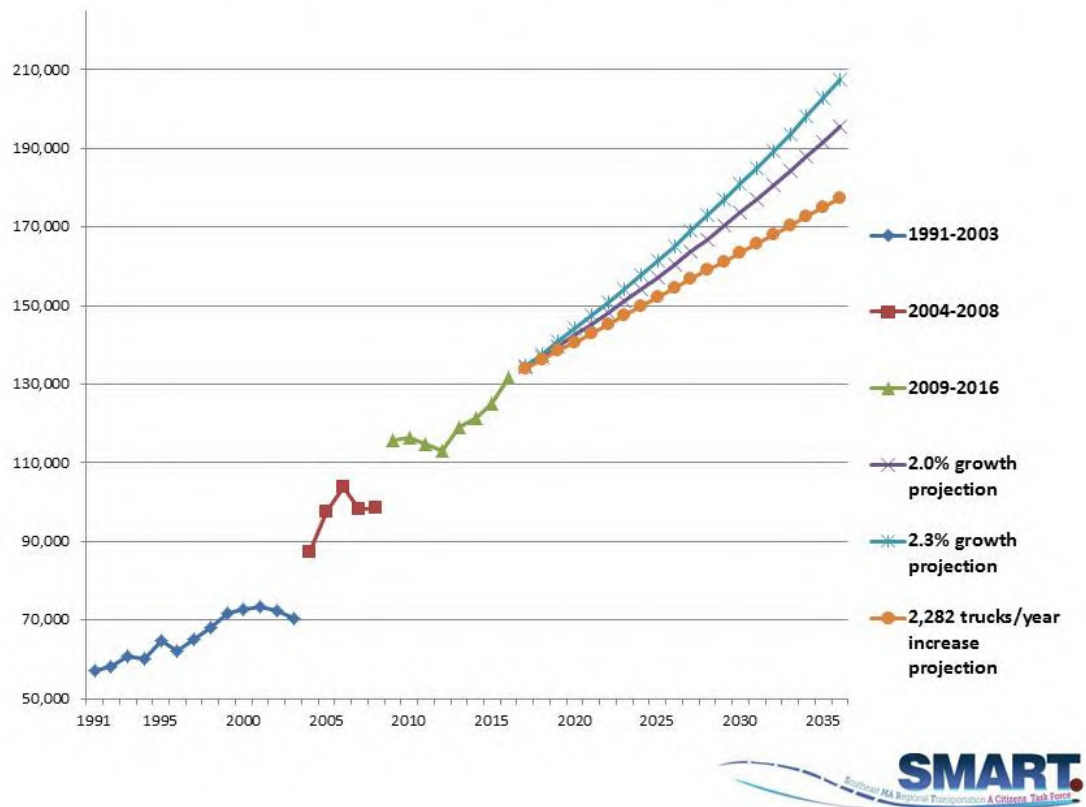


Figure 1. Projections calculated by SMART Citizens Task Force.¹⁴

Truck traffic between Woods Hole and Martha's Vineyard shows no sign of slowing (Figure 1). Trucks and freight ferries are the biggest contributors to the existence of the public nuisance presented in this letter - noise pollution, serious threats to public safety, and harmful emissions in close vicinity to residential homes.

¹⁴ See <https://smartmassachusetts.files.wordpress.com/2017/11/21jan2018projections.pptx>

Martha's Vineyard has two SSA ports, Vineyard Haven and Oak Bluffs. Woods Hole is the only mainland SSA port that serves the Vineyard. Use of the Woods Hole port is now so overstressed as to constitute an intrusion on public rights. An off-Cape port is widely recognized as the only way to mitigate or eliminate the existing public nuisance in Falmouth.

Identification of specific public nuisances

1. Noise pollution and sleep disruption for approx. 1,000 households in Falmouth

Freight trucks that are scheduled on the 5:30AM scheduled freight boat from Woods Hole, first introduced in 2012 and operating now during seven months of the year, are noisy and disruptive. The six-mile Woods Hole corridor is almost entirely residential. Only a small section is light commercial. Freight trucks traveling to Woods Hole terminal wake hundreds of Falmouth residents on a daily basis during the predawn hours during seven months of the year. There was no 5:30AM freight ferry from Woods Hole when the Kass Report was written.

This early morning noise pollution has been the source of five public hearings over the past five years as a result of citizen petition and use of the Section 15A clause of the Steamship Authority's Enabling Act. Noise is a public health concern that falls within the scope of Massachusetts Department of

Environmental Protection (MassDEP) authority as a form of regulated air pollution.¹⁵

The Section 15A clause of the Steamship Authority's Enabling Act permits the public to request a public hearing concerning the schedules of the SSA.¹⁶ The SSA, while acknowledging a problem, has refused to take any significant action to reduce overall freight traffic through Woods Hole village or eliminate the 5:30AM trip. The following SSA-authored reports were issued as a result of these public hearings (the Enabling Act requires the SSA to issue these reports after a petition for a public hearing from more than 50 residents):

[Summer 2022 Schedules](#)¹⁷ (as an example of those impacted, 120 attendees took part in the May 2021 hearing for this report)

[Summer and Fall 2021 Schedules](#)¹⁸

[Summer 2020 Schedules](#)¹⁹

[Summer 2018 Schedules](#)²⁰

[Winter and Spring 2018 Schedules](#)²¹

The Section 15A report for [Summer 2018 Schedules](#) committed the SSA to allow trucks only under 40 feet on the SSA's

¹⁵ M.G.L. Chapter 111, Sections 142A-M, 310 CMR 7.00: Air Pollution Control, and MassDEP Noise Policy, <https://www.mass.gov/files/documents/2018/01/31/noise-interpretation.pdf>

¹⁶ Steamship Authority's Enabling Act, <https://www.nantucket-ma.gov/DocumentCenter/View/1115/SSA-Enabling-Act?bidId=>

¹⁷ See https://www-steamship-assets.s3.amazonaws.com/versioned_downloadable_forms/path/15a_report_-_proposed_2022_summer_operating_schedules_-_approved_09.pdf

¹⁸ See https://www-steamship-assets.s3.amazonaws.com/versioned_downloadable_forms/path/report_-_proposed_2021_summer_operating_schedules_with_appendices_-_2020-08-18_approved_part1_copy1.pdf

¹⁹ See https://www-steamship-assets.s3.amazonaws.com/versioned_downloadable_forms/path/report_-_proposed_2020_summer_operating_schedules_-_final_copy1.pdf

²⁰ See https://www-steamship-assets.s3.amazonaws.com/versioned_downloadable_forms/path/summer_report_-_1.pdf

²¹ See https://www-steamship-assets.s3.amazonaws.com/versioned_downloadable_forms/path/report_and_proposed_schedules_copy1.pdf

5:30AM freight ferry from Woods Hole. This condition moved longer than 40-foot trucks to ferries later in the day, but resulted in additional less-than-40-foot trucks on the 5:30AM ferry. The SSA's intended mitigation of noise pollution associated with the 5:30AM ferry simply increased the total number of trucks on the 5:30 AM ferry (shorter trucks, but more trucks). The SSA also committed to allowing trucks on its Woods Hole property only at 5:10AM. This measure has not significantly reduced noise in Falmouth neighborhoods, and beginning well before 5:00AM, trucks simply queue in neighborhood areas 1-5 miles away from the WH terminal.

The Falmouth Select Board has on three separate occasions over the last five years formally requested that the SSA's first freight departure from Woods Hole be scheduled no earlier than 6:30AM. Falmouth Select Board Chair Susan L. Moran²² wrote in a letter to the SSA dated June 19, 2017: "[I]t is the Board's position that a 5:30 AM freight departure from Woods Hole presents an unreasonable burden to our community. We implore you to give serious consideration to changing the first freight departure to 6:30 AM for calendar year 2018 and thereafter."²³ All three written requests from the Falmouth Select Board have been ignored. The Falmouth Select Board has received no written response to any of its three letters to the SSA regarding the 5:30AM boat.

At a meeting of the Falmouth Transportation Committee in 2021, SSA General Manager Robert Davis was unable to define either "adequate" or "necessaries" when asked how the SSA

²² Now Senator Susan Moran, Plymouth/Barnstable District.

²³ See <https://woodsholesite.wordpress.com/page/2/>

interprets those terms in the Enabling Act.²⁴ Many of the trucks traveling on early morning vessels are not carrying “necessaries,” nor time-sensitive goods.²⁵

2. Public safety

The presence of serious and unreasonable threats to public safety is an important element of public nuisance. Trucks driving down the wrong side of streets in Woods Hole, large trucks crossing over the centerline into oncoming traffic at Watson’s Corner in Falmouth, trucks in traffic hindering access to Falmouth Hospital, and heavy trucks unable to stop for school buses boarding or disembarking students are documented common occurrences.²⁶

The sheer volume of SSA-related truck traffic and the speeds at which they travel on residential roads in Falmouth present an obvious public safety issue. Local police lack the resources to fully control these problems. All of these threats and violations are directly traceable to SSA operations.

A special and continuing safety hazard exists at Falmouth’s Watson’s Corner (intersection of West Main, North Main and

²⁴ Section 1 of the Enabling Act, <https://www.nantucket-ma.gov/DocumentCenter/View/1115/SSA-Enabling-Act?bidId=>. See meeting of Falmouth Transportation Committee, April 22, 2021, at <https://www.youtube.com/watch?v=dM9LhqdQXBc>

²⁵ SMART Citizens Task Force’s repeated observation is that the 5:30AM freight ferry carries regular deliveries of landscaping materials and consumer electronics. For video evidence from the first eight days in May 2020 of the inventories of the 5:30AM freight trip, see <https://woodsholesite.wordpress.com/2020/07/20/results-of-8-day-monitoring-of-truck-inventory-on-530am-freight-ferry-wh-to-vh-june-17-to-june-24-2020/>

²⁶ See <https://youtu.be/ILGIoosmVp0> for example of a stopped school bus passing incident.

Locust Street). It cannot be negotiated by even average-size trucks without crossing into oncoming traffic because of its geometry (here the road lane in each direction is narrow and the intersection requires a 135-degree turn). At this intersection, and all along Woods Hole Road, there is a feeling of the inevitability of a serious or deadly accident from freight trucks if things are not changed.

In 2021 there have been at least three documented stopped school bus violations by Vineyard-bound trucks.²⁷ These violations have been attributed to a combination of factors including size, weight, grade, sight lines, and excessive speed.

Falmouth residents have written several hundred letters to the Steamship Authority in the last five years about the negative impacts of trucks on Falmouth and Woods Hole residential neighborhoods. Those letters can be viewed at the www.woodshole.net website.²⁸ The www.woodshole.net website contains video evidence of the impacts of the SSA-related trucks.²⁹

These letters and visual evidence attest to the widespread and persistent nature of the public nuisance of SSA-related freight trucks in Falmouth.

²⁷ Ibid.

²⁸ See <https://woodsholesite.wordpress.com/2020/07/07/public-comments-received-by-ssa-related-to-june-11-2020-public-hearing-comments-obtained-by-public-records-act-request-on-july-7-2020/>

²⁹ See <https://youtu.be/5TY8x3iL3aQ>

3. Hospital access is regularly blocked during peak times

Falmouth Hospital access along the Woods Hole corridor is regularly hindered during peak traffic hours by ferry truck and automobile traffic. The hospital operates one of the only two emergency rooms on all of Cape Cod.

Backups (frequently from one half to three quarters of a mile in length) at the hospital lights intersection, which controls access to the emergency room, are commonplace.³⁰

The narrow roadway of Palmer Avenue makes it difficult for ambulances to pass vehicles stopped in traffic. There is no breakdown lane on Palmer Avenue for stopped traffic to use in the need of ambulance passage.

4. Queuing by the SSA's traffic leads to regular backups on public roads in an already congested village

Traffic backups consisting of both automobiles and trucks have become increasingly common in the vicinity of the SSA terminal in Woods Hole.

Automobiles and trucks back up from the Woods Hole ferry terminal onto Crane Street and the state-owned Woods Hole Road and bring access and commerce to the village to a stop.

³⁰ The intersection of Route 28, Jones Road, and Ter Heun Drive is known locally as the hospital lights.

Public safety vehicles are also unable to pass when those backups occur.³¹

5. Diesel emissions from trucks in residential neighborhoods

Diesel soot and other emissions from the high volume of trucks passing in very close proximity to residential homes have a negative impact on residents' health. Residents' homes are located as close as 20 feet to passing freight trucks along Crane St., Woods Hole Road, Locust St., North Main St., and Palmer Ave.

Children, particularly vulnerable to air pollution impacts, are subject to the fumes and emissions from those trucks, as the children await school bus pickups along the Woods Hole Road corridor. There are five public school bus stops alone in the mile before Woods Hole Terminal on Woods Hole Road. PM_{2.5} and smaller particulate matter have been shown to have long-term negative health impacts.³²

Video evidence of the soot as it is being emitted from trucks has been collected for Woods Hole Road.³³

³¹ See <https://www.youtube.com/watch?v=7YWePS7ZH5E> (6:30PM-8:30PM, Sunday, Nov. 7, 2021 1 of 3); https://www.youtube.com/watch?v=nh_9Aji3xqA (2 of 3); <https://www.youtube.com/watch?v=dIL7dtL9X4M> (3 of 3).

³² Particulate matter 2.5 (PM_{2.5}) refers to particles in the air that are two and one-half microns or less in width.

³³ For example, see <https://youtu.be/rjEhGsuh7L4> and 1 min. 35 sec. and also 5 min. 35 sec. timestamps.

The total number of trucks carried by the Steamship Authority between Woods Hole and Martha's Vineyard can exceed 600 trucks per day on summer weekdays.³⁴

6. The SSA has been slow to embrace low emission ferries and shuttle buses

While many transportation systems, including other ferry systems,³⁵ have begun to embrace low emission vessels and shuttle buses,³⁶ the SSA has not committed to low emission operations.

Despite incremental improvements in diesel emission standards, emissions have increased substantially in Falmouth since the Kass Report in 2001 due to more freight vessel trips scheduled from and to Woods Hole.

In 2018, the SSA added six new one-way freight trips to its Woods Hole – Vineyard route, an increase of approximately 12 percent of total freight trips in a single year.

There is no idle-time restriction on the SSA diesel-powered vessels.

³⁴ <https://smartmassachusetts.files.wordpress.com/2021/11/smart-approach-to-how-it-arrives-at-the-truck-count-on-the-woods-hole-vineyard-route.pdf>

³⁵ Washington State Ferries System Electrification Plan, December 2020, see https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=01_WSF-System-Electrification-Plan-December2020_cd3399a2-3f5f-4362-b09a-b0c0f4ea34d0.pdf

³⁶ Sixteen of the Vineyard Transit Authority's buses are electric buses. The SSA operates a larger total number of shuttle buses than the VTA, but has not yet deployed a single electric bus.

Continuing and future alarming trends

Noise, public safety, and other disturbances, visible and readily observable throughout the day in Woods Hole village and corridor to Falmouth, have increased in total volume as the total number of freight trips has increased.

Woods Hole Road is not designed for, nor can it safely accommodate its current level of freight trucks. Massachusetts Department of Transportation (MassDOT) has recognized the need to reduce truck traffic within the Bourne-Falmouth-Woods Hole corridor by recently tasking the Urban Harbors Institute to identify the possible benefits of diverting Vineyard freight to off-Cape ports.”³⁷

Growth continues on Martha’s Vineyard. The 2020 census (conducted in 2021) showed a 24% growth increase on the Vineyard over the last decade.³⁸ This can only put greater and unsustainable pressure on Woods Hole’s port.

Judge Kass noted the need for the Vineyard to address traffic and growth on the island, “We think, in the final analysis, that reduction of ... traffic on, and therefore to the Islands can only be the product of planning decisions on the Islands.”³⁹ As long

³⁷ See agreement of May 11, 2020 between MassDOT and the University of Massachusetts-Boston to undertake the "Exploring Short-Sea Shipping as an Alternative to Non-Bulk Freight Trucking in Southeastern, MA" project, <https://smartmassachusetts.files.wordpress.com/2017/11/award-isa-111256-short-sea-shipping-sow.pdf>; the agreement characterized the off-Cape ports as “relevant southeastern Massachusetts harbors.” See Urban Harbors Institute, “Exploring Short-Sea Shipping as an Alternative to Non-Bulk Freight Trucking in Southeastern MA,” 2021, <https://smartmassachusetts.files.wordpress.com/2017/11/uhi-massdot-research-project-final-report-using-federal-hwy-admin-data-1.pdf>

³⁸ <https://vineyardgazette.com/news/2021/08/19/census-shows-vineyard-population-has-grown-diversified>

³⁹ Kass Report, p.3.

as the SSA is willing to transport whatever volume of freight that demand incurs, there is little basis for regional traffic mitigation planning to occur in Falmouth and on the Vineyard.

Summary of grievances

The growth of SSA-related truck traffic on West Falmouth Highway, Palmer Avenue, North Main Street, Locust Street, Woods Hole Road, Crane Street, and Cowdry Road is untenable for the approximately 1,000 households that live on that route. Town Manager Julian Suso wrote in a letter on behalf of the Select Board to MassDOT about this state-owned route as recently as in April 2021: “The number of trucks carrying significant loads and expanding vehicle speeds are extremely concerning, all contributing to challenging public safety issues.”⁴⁰

The Falmouth Transportation Committee has studied the SSA schedule and determined that multiple alternatives exist: 1) establishing the long promised off-Cape port; 2) improving inefficiencies in the system; 3) connecting the interstate highway system directly to the maritime highway e.g. New Bedford; 4) increasing reliance on bulk/barge transport; 5) better utilization of the existing “optional” early afternoon freight boat; 6) simply delaying the entire schedule by 30 minutes.⁴¹

⁴⁰ <https://www.capecodtimes.com/story/news/2021/04/08/woods-hole-road-speeding-jake-brakes-problems-cape-cod-ma/7101517002/>

⁴¹ See Falmouth Transportation Committee report of May 13, 2021 at <https://smartmassachusetts.files.wordpress.com/2017/11/tmc-freight-voted-2.pdf> and report of September 10, 2020

Other considerations

In 2012 the SSA canceled an underutilized evening freight trip and replaced that trip with a new first trip of the day at 5:30AM. The SSA in this way eliminated a previously existing freight trip that was causing minimal impact and not interrupting sleep. This decision was made exclusively for the convenience of a small number of truck companies and arguably truck companies not transporting necessities. The decision was not based upon adequacy of service. The 5:30AM trip often carries non-necessaries and multiple trucks from the same companies (believed to carry only partial loads).⁴²

The Massachusetts Legislature has also identified the need to mitigate the impacts of ferry operation impacts on port communities. Section 11 of Chapter 55 of the Acts of 2003 created the so-called Ferry Embarkation Fee.⁴³ The fee is collected by ferry boat operators who embark passengers in the various ports provided the ferry boat is licensed to carry more than 100 passengers. According to the Act, Ferry Embarkation Fees must be deposited in a “special fund” and “solely appropriated for the purpose of mitigating the impacts of ferry service.” At the same time, SMART Citizens Task Force

at <https://smartmassachusetts.files.wordpress.com/2017/11/tmc-ssa-preliminary-report-with-letter.pdf> and report of May 13, 2021 at <https://smartmassachusetts.files.wordpress.com/2017/11/tmc-freight-voted-2.pdf>

⁴² The Falmouth Transportation Committee has identified a number of inefficiencies in the freight operations including that approximately 40 percent of trucks are not transporting necessities. The SSA does not monitor the weight of the freight it carries; the SSA monitors only the length of freight trucks. See Falmouth Transportation Committee reports of September 10, 2020 at <https://smartmassachusetts.files.wordpress.com/2017/11/tmc-ssa-preliminary-report-with-letter.pdf> and of May 13, 2021 at <https://smartmassachusetts.files.wordpress.com/2017/11/tmc-freight-voted-2.pdf>.

⁴³ <https://malegislature.gov/Laws/SessionLaws/Acts/2003/Chapter55>

concludes it is not possible to mitigate an overburdened easement.

A recent *Boston Globe* article also has emphasized this SSA-related freight growth problem in Falmouth and Woods Hole.⁴⁴

SSA’s first justification for inaction: Enabling legislation is too often cited as a basis for demand-based system

Nothing in the SSA Enabling Act permits the Steamship Authority to create a nuisance, public or private. The statutory charge/authorization is limited. The Act instructs the SSA to provide “adequate” ferry service of “persons and necessities.”⁴⁵

The SSA has interpreted this charge as providing a demand-based system that extends well beyond adequate. An example is the establishment of the 5:30AM freight boat from Woods Hole. Nowhere in the Act does it permit the SSA to awaken entire neighborhoods every morning before 5:30AM.

The Massachusetts Legislature first applied “adequate” to the ferry service level in 1948. Chapter 544 of the Acts of 1948 directed the Authority “to provide adequate transportation of persons and necessities of life for the islands of Nantucket and

⁴⁴ “Complaints about ferry service to Martha’s Vineyard and Nantucket coming to a head amid surging tourism,” *Boston Globe*, August 28, 2021. <https://www.bostonglobe.com/2021/08/28/metro/complaints-about-ferry-service-marthas-vineyard-nantucket-coming-head-amid-surg-ing-tourism/>

⁴⁵ Enabling Act of the Steamship Authority, <https://www.nantucket-ma.gov/DocumentCenter/View/1115/SSA-Enabling-Act?bidId=>

Martha's Vineyard.” There is identical language in the current Enabling Act.⁴⁶

The Legislature provided insight into the intended meaning of adequate by enacting Chapter 747 of the Acts of 1956. “The Authority shall provide adequate transportation of persons and necessities of life for the islands of Nantucket and Martha's Vineyard throughout the year, and shall provide regularly scheduled ferry runs daily throughout the year of the type that will accommodate standard size trucks and semi tractor-trailer vehicles to and from the ports of New Bedford, Woods Hole, Vineyard Haven and Nantucket and adequate ferry slips or transfer bridges shall be constructed and maintained at said ports to facilitate and accommodate said vehicular traffic.”⁴⁷

The takeaway from the 1956 legislative action is that “adequate” is focused on the “necessaries of life” and not on the convenience of moving an on-demand system. At the time of the Kass Report, the SSA appeared to acknowledge this and articulated a need to reduce vehicle levels. “As to Martha's Vineyard, the SSA has set a goal of bringing automobile traffic back to the volume of 1995.”⁴⁸ But traffic continues to increase since the Kass Report and 1995 levels have not been reestablished.

In Woods Hole, Martha's Vineyard and Nantucket Steamship Authority v. Martha's Vineyard Comm'n., 380 Mass. 785, n.16,

⁴⁶ <https://www.casemine.com/judgement/us/5914c9f3add7b049347f682a>

⁴⁷ <https://archives.lib.state.ma.us/bitstream/handle/2452/46055/1956acts0747.txt?sequence=1&isAllowed=y>

⁴⁸ Kass Report.

(1980), the Supreme Judicial Court pointed out that the section of law noted above was not carried forward into the 1960 Act. In 1956, the Legislature amended the Authority's predecessor statute, St. 1948, c. 544, to add a new Section 5A. St. 1956, c. 747. This new section provided, among other things, that “[t]he Authority shall provide adequate transportation of persons and necessities of life for the islands of Nantucket and Martha's Vineyard throughout the year ... and adequate ferry slips or transfer bridges shall be constructed and maintained at [named ports, including Vineyard Haven] to facilitate and accommodate said vehicular traffic.”⁴⁹

SSA’s second justification for inaction: immunity and/or exemption

The Enabling Act does not provide the SSA with immunity from suit for establishing a public nuisance. The SSA has routinely used its zoning exemption/immunity to expand its operations.⁵⁰ Since Village of Euclid v. Ambler Realty Co., 272 U.S. 365, 392-93 (1927), zoning has been recognized as a tool to prevent and abate nuisances.”⁵¹ However, because an entity is exempt from zoning does not mean it is exempt from actions in nuisance.

⁴⁹ When the predecessor statute was replaced by St. 1960, c. 701, no similar language was included. The present act does authorize the Authority to “construct, maintain and operate necessary vessels, docks, wharves” St. 1960, c. 701, Section 1. The footnote is used by the Court to refute an SSA claim that it was free from the Martha’s Vineyard Commission regulation in the construction of ferry slips.

⁵⁰ See, e.g. Town of Bourne v. Plante, 429 Mass. 329 (1999), concerning expansion of parking into Bourne.

⁵¹ “A nuisance may be merely the right thing in the wrong place, like a pig in the parlor instead of the barnyard.” See page 388.

Public entities are fully accountable for public nuisance. The Supreme Court in Missouri v. Illinois, 200 U.S. 496 (1906) recognized public nuisance as a valid equitable claim against governmental entities when supported by the evidence. Governmental entities have been held liable for nuisance in Massachusetts.⁵² It is settled law that the SSA is not immune from public nuisance actions brought by the Attorney General.

SSA's third justification for inaction: economics

The SSA has always cited the economics of an alternative port for its failure to address the nuisance it has created in Falmouth. Even Judge Kass acknowledged this more than twenty years ago.⁵³

History teaches that matters of public nuisance that threaten public health and safety cannot be determined or resolved purely on the basis of cost. Love Canal, Woburn, Housatonic River, the Massachusetts Military Reservation and New Bedford Harbor would all have remained polluted if that was the approach. Economics has been rejected as a defense for public nuisance.⁵⁴

Economics might be a consideration in forming an appropriate remedy, but economic justifications do not suffice to ignore a

⁵² See *Attorney General v. City of Woburn*, 322 Mass. 634 (1948), *Murphy v. Town of Chatham*, 41 Mass. App. Ct. 821 (1996), *Tarzia v. Town of Hingham*, 35 Mass. App. 506 (1993), *Schleissner v. Provincetown*, 27 Mass. App. Ct. 392 (1989), *Asiala v. Fitchburg*, 27 Mass. App. Ct. 13 (1987).

⁵³ Kass Report, page 3.

⁵⁴ See e.g., D. Rendleman, *Rehabilitating the Nuisance Injunction to Protect the Environment*, 75 *Wash. & Lee L. Rev.* 1859 (2018), <https://scholarlycommons.law.wlu.edu/wlulr/vol75/iss4/4>

public nuisance.⁵⁵ When the SSA relies on cost arguments to justify the existing system, it uses a narrow and reductionist concept of cost, one that ignores proven public harms embodied in common rights to safety, health, and community well-being.

⁵⁵ No one can realistically argue that waking up entire neighborhoods every morning in the predawn hours, or blocking access to an emergency room, or routinely having 18-wheel trucks cross over the road centerline, or permitting trucks to pass stopped school buses do not constitute a public nuisance. No one can effectively argue that deliveries of electronics such as large screen televisions and landscaping materials such as mulch are “necessaries of life.”

Alternatives do exist within the discretion of the Authority

1. There are operationally viable off-Cape ports.
2. There are economically viable off-Cape ports.
3. Bulk freight is an operationally viable alternative to roll-on/roll-off trucks.
4. Bulk freight is arguably a far more economic means to move freight than roll-on/roll-off trucks.
5. The SSA can improve the efficiency of roll-on/roll-off operations.

Requested Relief

1. As concluded by Judge Kass, the Steamship Authority should pursue an off-Cape freight port as an alternate port to Woods Hole. Woods Hole will remain the Steamship Authority's primary mainland port.
2. Mandate that the SSA and Town of Falmouth create a permanent Memorandum of Understanding delineating service levels and mitigation requirements similar to the agreement between the SSA and Town of Barnstable.
3. Require the SSA to utilize only two (2) of the Woods Hole slips for ferry operations on any given day. The SSA assured residents that its 3rd slip is to be used only for a stand-by vessel for emergency operations.⁵⁶ That promise is now regularly violated.
4. Require the SSA to limit freight operating hours from 7AM to 10PM in Woods Hole.
5. Require the SSA to eliminate all standby vehicle service during its summer schedules.

⁵⁶ The SSA wrote in its Environmental Notification Form submitted to the Massachusetts Environmental Policy Act Office in advance of the current terminal reconstruction project in Woods Hole: "The use of the third slip is restricted to vessels with beams no greater than 62 feet and it is used by those vessels for waterborne transportation only in emergencies, such as when one of the other slips is inoperable or a vessel is disabled in one of the other slips, or if adverse weather conditions threaten the condition of ferry vessels or the safety of the public." See page 52 of <https://drive.google.com/file/d/1BsXnhnWoS7E8myLcmf-jFB-qWo8ZJfzf/view?usp=sharing>

6. Require the SSA to police and enforce environmental violations taking place on SSA property, e.g. idling, noise, exhaust/emissions, spillage.
7. Require the SSA to establish a zero-emission program with 50 percent emission reduction by 2030 and full implementation by 2040.
8. Require the SSA to eliminate all roll-on/roll-off trash hauling by 2026.

Conclusion

SMART brings this matter to the Office of the Attorney General as a last resort. Years of good faith efforts to advocate for change in the way the SSA manages its freight operations in Woods Hole have failed to result in any essential changes being made.

Our letter demonstrates that the SSA, in its acts and omissions, is causing a public nuisance and violating its obligations under the Enabling Act.

Section 6 of the Enabling Act for the SSA imposes a duty on the Steamship Authority to exercise its powers “for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions.”⁵⁷ The standard for creation of a public nuisance tracks this language, and its spirit, by condemning unreasonable and significant interferences with the public health, safety, and peace.

You, the Attorney General of the Commonwealth, are the person charged with protecting the public interest against the harms now caused by the SSA’s. With respect, we ask that you take all steps necessary to mitigate or eliminate this public nuisance.

SMART Citizens Task Force stands ready to support and assist you in mitigating or eliminating this ongoing public nuisance.

⁵⁷ <https://www.nantucket-ma.gov/DocumentCenter/View/1115/SSA-Enabling-Act?bidId=>

Thank you.

Individually and on behalf of the
Southeast Massachusetts Regional
Transportation (SMART) Citizens
Task Force



Nathaniel Trumbull
11 Church St.
Woods Hole, MA 02543
nat@smartcitizenstaskforce.org
Tel. 508 540 0308

cc: Governor Charlie Baker
Senator Susan Moran
Representative Dylan Fernandes
Representative David Vieira
Falmouth Select Board Chair Douglas Brown
Falmouth Select Board Vice Chair Nancy Taylor
Falmouth Transportation Committee Chair Edward DeWitt
General Manager of the Steamship Authority Robert Davis

Terence Kenneally

From: EDWARD DEWITT [REDACTED]
Sent: Wednesday, June 8, 2022 2:40 PM
To: schedules
Subject: Written Testimony
Attachments: 2001-task-force-report.pdf

Please see attached written testimony for the Section 15A public hearing scheduled on June 8, 2022.

Edward J. DeWitt
116 Pin Oak Way
Falmouth, MA 02540

~~CONFIDENTIAL~~
Gov
Task Force

RECEIVED COURT

4/13/01

April 13, 2001

The Governor's New Bedford, Cape and Islands Ferry Service Task Force submitted its report to the Governor today. We are pleased to provide you with a copy.

Rudolph Kass, Chair

Dan - Going public
as of 11 A.M.
But Gov will
have earlier
(R12)

REPORT OF THE GOVERNOR'S NEW BEDFORD, CAPE AND ISLANDS
FERRY SERVICE TASK FORCE

Your Excellency:

Executive Order No. 425, issued December 8, 2000, established the Governor's New Bedford, Cape and Island Ferry Service Task Force.¹ We have conducted public hearings on Nantucket, Martha's Vineyard, Cape Cod, and in New Bedford. In addition, we have studied the legislative history of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "SSA"); conducted many interviews; have studied operational data of the SSA; considered studies, memoranda, and letters of opinion from interested citizens and groups in the areas of concern; have examined regional traffic studies; and, of course, have deliberated the salient issues among ourselves. We now make our report.

Two fundamental sets of observations came to guide the Task Force in this report.

First. Establishment of the SSA in 1948 by the Legislature was a response to the failure of private carriers to provide reliable year-round service to Martha's Vineyard and Nantucket. We understand that the SSA is the transportation lifeline for the island communities. There are other options: air transportation and licensed private carriers; but the vessels of last resort upon which the islanders rely after September and before June are those of the SSA. Under its enabling statute, St. 1960, c. 701, the SSA is "to provide adequate transportation and necessities of life for the islands of Nantucket and Martha's Vineyard."² The SSA is to fulfill that mission

¹The members of the task force are: Rudolph Kass, chair; Arthur L. Desrocher; Daniel A. Flynn; Kevin O'Neil; Rita Pacheco; Antone G. Souza, Jr.; Paul F. Walsh; and ex officio: Rick Armstrong (for the Director of the Office of Economic Development); Maeve Vallyly Bartlett (for the Secretary of the Executive Office of Environmental Affairs); Thomas S. Cahir (for the Secretary of the Executive Office of Transportation & Construction); and Peter Forman (for the Secretary of Administration & Finance).

²A public steamship authority was first established in 1948 by St. 1948, c. 544. Until the mid-1940's, the New York, New Haven & Hartford R.R. ran the island ferry service. When the railroad abandoned that service in the mid-1940's, a corporation formed for the purpose, Massachusetts Steamship Lines, undertook to provide it. In 1947, the principal vessel of that enterprise failed of Coast Guard certification. Massachusetts Steamship Lines lacked capital to sufficiently rebuild or replace the vessel, provoking the emergency that led to the formation of the SSA. As originally established, the SSA was The New Bedford, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority. In 1959, the recommendations of a second legislative commission produced a new SSA statute that dropped a New Bedford member of the SSA and renamed the SSA as the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority. The reconstituted SSA dropped New Bedford as a port.

"without cost to the Commonwealth."

For the last 40 years, the SSA has provided reliable service to the island without running a deficit. Overall, the SSA has been responsibly run in the public interest. Its constituency recognizes that and supports the SSA; criticism from users - inevitable for any transportation system - most frequently concerns operational details. Tinkering with what has been a successful public authority needs, therefore, to be approached with reluctance and, certainly, with caution.

Second, The increased populations on the Cape and Islands, particularly in the summer season, present regional transportation problems with which the SSA, as a public authority, must deal. The residents of Hyannis and Wood's Hole and their community leaders are concerned to the point of anger that they are choked by more automobile traffic than they can handle, and that ferry bound traffic greatly aggravates those problems. Those communities agitate for the relief of pressure on their roads by directing some Islands-bound vehicles to an off-Cape port. New Bedford is well situated to perform that function.

1. Composition of the SSA. Although the executive order constituting the Task Force did not expressly ask it to consider the makeup of the SSA, the issue of representation is so powerful an element in the debate among the interested communities, that failing to deal with it in a report on ferry service to the Islands would be like staging Hamlet without Hamlet.

Under the 1960 legislation that reconfigured the SSA, the members of the Authority were drawn: one from Nantucket, one from Martha's Vineyard, and one from Falmouth. Were the SSA to run a deficit, Martha's Vineyard would have to pay for 50% of it, Nantucket 40%, and Falmouth 10%. From the time of the 1960 reconfiguration of the SSA, it has not run a deficit.

There has been a non-voting member from Barnstable since 1991. See St. 1991, c. 33, § 102. The non-voting status of the Barnstable member has poisoned the atmosphere in which the SSA and the people and public officials of Barnstable must co-exist. Issues that ought to be susceptible of rational and cooperative solution become instead occasions of rankling - for example, whether a street should be one-way, the location of parking areas, or the staging areas for trucks. Perhaps that ought not to be surprising in the state where "no taxation without representation" was a founding battle cry. People tolerate the decisions and inconveniences imposed by public authority better when they have a voice in them. For that reason, we recommend that the Barnstable member become a full voting member of the SSA. With the Barnstable member, thus, in parity with the Falmouth member, the Town Council of Barnstable should no longer have the power, conferred by St. 1993, c. 33, § 105, to disapprove acquisitions and capital improvements by the SSA in Barnstable.

As regional considerations press for pragmatic use of New Bedford as a supplementary off-Cape port, we recommend the addition of a voting New Bedford member to the SSA. Here again, a voice facilitates rational, business-like decision making - as opposed to high-decibel staking out of positions.

Although we think representation on the SSA from Barnstable and New Bedford will

promote the mission of the SSA, we recommend that voting control on the SSA be maintained by the Islands. It is the people of the Islands - particularly the year round residents - who need reliable ferry service provided as economically as possible. We have considered but rejected increasing the members to seven, so that the Islands would have four and the mainland ports would have three. As boards grow larger, however, they become more difficult to convene and generally less efficient. We recommend a board of five members, with the votes of the members weighted so that the Martha's Vineyard member's vote would weigh 30% of the whole, the Nantucket member's vote would weigh 25% of the whole, and each mainland member's vote would weigh 15% of the whole. On each vote, should the Island members vote together, they would constitute a controlling block of 55% of the whole; i.e., the Island members voting together would be a majority.

2. Share of a deficit. Participation in the governance of the SSA should carry with it responsibility for deficits should they occur. It is only reasonable that when the SSA members take steps that have economic consequences, that those consequences be shared by the participating regions. Responsibility for a deficit by the communities represented on the SSA has contributed to the avoidance of them. We recommend that the regions participate in deficits in the same proportion as their voting strengths, i.e.: Martha's Vineyard 30%, Nantucket 25%, Barnstable 15%, Falmouth 15%, and New Bedford 15%.

3. New Bedford as a relief port. Automobile traffic on Cape Cod during the summer season would be uncomfortably heavy even if there were no Island traffic at all. Nevertheless, traffic moves like a fluid and the final bit of load can plug the pipe. Particularly in Woods Hole and also in Hyannis there are surges of car and truck traffic that bring movement to a standstill, produce noise, and foul the humid summer atmosphere with exhaust fumes. The SSA recognizes this and has entered into an agreement with Barnstable to reduce the freight from the Hyannis terminal to Nantucket to the levels of 1997, with substantial progress toward that objective by 2003. As to Martha's Vineyard, the SSA has set a goal of bringing automobile traffic back to the volume of 1995; for Nantucket to the volume of 1996. We think, in the final analysis, that reduction of automobile traffic on, and, therefore, to the Islands can only be the product of planning decisions on the Islands.

Even if the SSA and the Executive Office of Transportation and Construction succeed in enticing some Island-bound travelers to off-Cape parking facilities or extending rail service to the Cape, we anticipate increasing demand for car reservations on ferries to the Islands. That has been the relentless pattern of the last three decades. The slope of the ascending graph may flatten, but it is unlikely to decrease.

Of the traffic to the Islands, between 45% and 50% of it comes from New York, Connecticut, central Massachusetts, and places other than north of the Cape. To the extent these travelers come by car, they drive near New Bedford. Sparing them the snail lines over the bridges to the Cape and on the roads to Hyannis and Woods Hole should be attractive.

We recommend, therefore, that the SSA plan for off-Cape service from New Bedford to the Islands. This will be alternate service. The fears of the islanders that they will be deprived of

access to shopping and medical care on the Cape are misplaced. We do not suggest, and the SSA has no plans for, the termination or even severe curtailment of service to Nantucket from Hyannis and to Martha's Vineyard from Woods Hole. Those runs are about one-fourth the mileage of runs through Quick's Hole from New Bedford.

Since the Task Force was convened, the SSA has announced it would run passenger service from New Bedford to Martha's Vineyard. It has acquired a vessel for that purpose. To make a New Bedford service effective, the city could greatly assist by working with the SSA to develop a passenger terminal and parking facilities in New Bedford. For the SSA, operating service to Martha's Vineyard and Nantucket from that port will involve acquisition of higher speed ferries with car carrying capacity. The SSA is engaged in preliminary financial analysis of the capital costs involved, the costs of operation (a fast ferry running to the Islands burns more fuel but can make many more runs in a day), and analysis of the demand. While New Bedford service for certain visitors to the Islands may be convenient and more pleasant, the SSA will have to keep rates roughly at parity with the rates from Woods Hole, even though the trip is longer. Were it otherwise, visitors may prefer to pay in inconvenience for the price of lower ferry costs at Woods Hole.

These are operational details, important to be sure, but details nonetheless. The Task Force does not purport to prescribe the timing or volume or fares of relief port service from New Bedford. Nor do we prescribe whether the supplementary service uses SSA vessels or vessels operated under SSA license. Finally, we do not prescribe that the SSA must carry freight from New Bedford. As a regional planning matter, that is desirable but the SSA is best equipped by experience and staffing to work out service that can pay its way. We repeat, the SSA has succeeded in providing safe and reliable service to the Islands without running a deficit and we do not wish to tamper with a machine that is not broken.

4. The freight pilot program. From May through October, 2000, the SSA has operated a pilot program of freight operation from New Bedford to Martha's Vineyard and return. The SSA invited proposals and let a contract for the service to Hvide Marine, Inc. For the first year of operation, the program was not a financial success. Occupancy never rose above 57% (during August). The SSA ran a loss of \$1,291,000 in operating the service. Those costs were borne, in the form of a surcharge, by users of the Woods Hole to Martha's Vineyard service. That said, the pilot program succeeded in removing approximately 1900 commercial vehicles from Woods Hole roads. There have been assertions that the SSA designed the pilot program to fail. We think that an unjust and facile charge. We are satisfied that the SSA has acted in good faith in conducting the pilot program.

Part of the difficulty of the service, as it turned out, was that a trucker who went out on the 5 a.m. ferry had a six-hour layover on Martha's Vineyard before being able to get a ferry back. Hvide offered to run an extra round trip per day without additional cost to the SSA (assuming, apparently, that the additional patronage revenue would carry the third trip) but the SSA, we think inflexibly, did not make that additional experiment. It also does not appear that reservations personnel at the SSA were alert to recommending diversion to truckers who were on standby basis at Woods Hole. Nor did the SSA make it clear that small commercial vehicles

were eligible for standby service on the New Bedford run.

The SSA proposes to run the pilot program another season, one hopes with modifications. It also appears that freight shipping habits do not change easily. Having the program available longer and on a schedule that allows a better turnaround may build patronage of the alternative service. Logically, it should be worth a freight carrier's while to avoid the heavy Cape traffic in high season. That assumes whole truck loads are bound for the Islands. In practice, a significant number of trucks that deliver goods to the Islands deliver as well to the Cape. Studies conducted for the SSA project an increase in freight traffic to the Islands at the rate of two percent a year. That is 20% over a decade. Those studies may not anticipate the future accurately. It is likely, however, that there will be some additional traffic. That traffic cannot move through Woods Hole and Hyannis without undue burden on those communities and the Cape in general.

Finally, on March 26, 2001, Seabulk International Inc. (formerly Hvide Marine) applied to the SSA for a license to run year round freight and passenger vehicle service (the latter on a no reservations, standby basis) to Martha's Vineyard and Nantucket. We do not purport to have analyzed the proposal in any detail. It shall be for the SSA to consider whether this may serve as a freight service experiment that could be conducted at no cost to the SSA.

5. Licensing. It is the SSA's responsibility to run year round freight and passenger service to the Islands. October through April are lean months, when the service runs at a loss. The Legislature foresaw that and conferred on the SSA the power to license vessels from Massachusetts ports.³ Were it otherwise, private operators could skim the cream off the fat summer season. We think the SSA must retain its licensing authority if it is to discharge its basic responsibility of providing year round service without deficits (or off-season rates) that would impose a hardship on the participating communities, particularly those on the Islands.

The SSA has in place a statement of policy relating to the licensing of private vessel service to the Islands. Within the broad criterion of public convenience and necessity, it considers: a) whether there is a demand for the additional service, i.e., is there demand for transportation from a new location or from an existing location; b) is the proposal a cream skimming operation, i.e., will it impair the fiscal soundness of the SSA's operation; c) recognition of the grandfather status of certain private carriers running service to the Island in 1973 (Hy-Line out of Hyannis and the Island Queen out of Falmouth)⁴; d) impact on the license applied for on traffic on the Islands; e) ability of the applicant to provide the service described in the application, e.g., is there an adequate landing site; f) physical impact of the service applied for on the affected communities.

³Vessels of less than 75 tons or that carry fewer than 40 passengers are exempt from the SSA licensing requirement. St. 1973, c. 942. All vessels that carry passengers must be certified by the Coast Guard.

⁴St. 1973. C. 942.

The Task Force considered whether there should be some sort of administrative review of SSA licensing decisions. We concluded that this would only encumber the procedure. Not only has the SSA established procedures for licensing, its statement of policy requires it to articulate in writing its reasons for grant or denial of a license, or the conditions placed on a license, in light of those policies. There would be no basis for overturning such a decision unless the SSA's findings and rulings showed that it had acted arbitrarily or capriciously. The remedy of a complaint in the nature of certiorari is already available to correct arbitrary and capricious conduct.

In the exercise of its discretion, we think the SSA should be generously disposed to applications for license amendments involving the upgrade of existing vessels (e.g., faster ones) that provide the same volume and level of service. If the request is to substitute a vessel that accommodates a wider range of service, e.g., a vessel that accommodates automobiles and freight trucks for a vessel that carried only passengers, the SSA may properly look to its financial interests.

6. Regional planning considerations. The SSA must be responsive to the regional planning objectives of all the affected communities, on the Islands and the mainland, to the extent those objectives can be harmonized, and always subject to the primary mission of the SSA to provide fiscally sound operation of reliable ferry service to the Islands. Reciprocally, the Task Force recognizes that the Island communities have taken steps to accommodate the Cape's planning needs.

* * *

The Task Force shall file with you a draft of legislation for the reconfiguration of the SSA.

Respectfully submitted,

Rudolph Kass, Chair
Arthur L. Desrocher
Daniel A. Flynn
Kevin O'Neil
Rita Pacheco
Antone G. Souza, Jr.
Paul F. Walsh
Rick Armstrong
Maeve Vallely Bartlett
Thomas S. Cahir
Peter Forman

Terence Kenneally

From: SMART Citizens Task Force <smartcitizenstaskforce@gmail.com>
Sent: Wednesday, June 15, 2022 12:17 PM
To: schedules
Subject: Impact of 56,000 freight trucks on Falmouth and Woods Hole residents, homes, and neighborhoods

Impact of 56,000 freight trucks on Falmouth and Woods Hole residents, homes, and neighborhoods

In 2021 there were 56,522 freight trucks carried through Falmouth and Woods Hole by the Steamship Authority. This set a new record. The previous highest number of trucks was 53,526 in 2018.

Here are some of the ways that 56,000 freight trucks are unsafe for Falmouth residents, our homes, and our neighborhoods.

1.

Heavy and noisy SSA trucks move through Falmouth between 4:45 AM and 10:45 PM daily.

Because the SSA is trying to move so many trucks through Woods Hole terminal, the SSA schedules its freight truck customers through Falmouth neighborhoods for 18 hours each day.

It is not clear when hundreds of Falmouth residents impacted by early morning and late night freight truck noise along Palmer Ave., Locust St., Woods Hole Road, Crane St., and Cowdry Road are supposed to sleep. There are serious health impacts from chronically disrupted sleep.

2.

Trucks of up to 100,000 lbs are too heavy to be able to stop in time at our children's bus stops on Woods Hole Road when Falmouth's school buses stop to pick up and drop off our children.

There are twelve to fifteen (12-15) school bus stops on Woods Hole Road alone.

See two documented incidents of trucks not stopping at our children's stopped school buses:

<https://photos.app.goo.gl/GaZnNmt7BGoBhUeE7>

<https://www.youtube.com/watch?v=ILGloosmVp0>

This situation is especially dangerous when school children are crossing to the opposite side of the street when their school bus is stopped.

3.

SSA-carried trucks haul very heavy materials such as gravel, rocks, fuel, septic, and trash that in some cases exceed gross vehicle weights of 100,000 lbs.

By how much do SSA-carried truck loads exceed maximum gross vehicle weight? No one knows, but the problem is reported to exist. The State Police reports that recent spot weight checks on Route 3 have identified trucks going to Nantucket that exceed maximum allowed gross weight.

The SSA no longer weighs its truck customers (it no longer charges by weight, but solely by length).

Spot weight checks by the State Police Truck Unit have not taken place for years at Woods Hole terminal. A recent phone call by a citizen to the State Police office in Concord MA may result in an upcoming spot check in Woods Hole and on the Vineyard.

4.

Diesel soot and high PM 2.5 levels are high in the direct vicinity of our homes and in our neighborhoods from the 56,000 diesel trucks in Falmouth and Woods Hole.

Falmouth residents are working to measure the exact particulate levels at our homes.

Ask anyone who has cleaned their home's window sills or windows along the Palmer Ave - Locust St. - Woods Hole Road - Crane St. corridor how much diesel soot reaches their home.

A network of PurpleAir PM 2.5 monitoring devices is planned to measure the extent of the PM 2.5 concentrations along the truck corridor.

5.

The noise level of the SSA's freight trucks can be ear-shattering in our neighborhoods and homes, regardless of the time of day. The trucks are especially loud during up and down grades, which are frequent on Woods Hole Road.

How loud are those trucks?

Falmouth members of the SSA Noise and Traffic Working Group (created as a noise and traffic remedy in a past Section 15A Report) have repeatedly requested for the SSA to conduct a professional traffic noise study.

The SSA refused.

What measures exist to begin to mitigate the impact of current and future freight service through Falmouth and Woods Hole to Martha's Vineyard?

- Daily sleep disruption is medically recognized to cause severe health consequences. The 5:30AM freight boat schedule from Woods Hole needs to be eliminated. The 5:30AM boat schedule can be for cars and passengers only. To the best of our knowledge, the SSA has never considered the serious health impacts (nor has the SSA ever addressed them in past

years' Section 15A Reports) when proposing its daily 5:30AM freight schedule from Woods Hole terminal and inducing freight truck customers to pass through Falmouth neighborhoods beginning at 4:45 AM and earlier;

- Spot weight checks need to be carried out more frequently by the State Police at Woods Hole and Vineyard terminals. This will help to protect the children of Falmouth at their school bus stops. To the best of our knowledge, the SSA has never requested such spot weight checks from the State Police;
- Because diesel soot and PM 2.5 are medically recognized to have long-term negative impacts on public health in the vicinity of diesel-based operations, the SSA should take every measure to reduce the health impact from its diesel truck freight operations in the vicinity of residential neighborhoods. To the best of our knowledge, the SSA has never considered those health impacts;
- A professional traffic noise study is needed in order to identify which SSA-carried freight trucks are noisiest and at what time(s) of day in Falmouth. Those trucks need to be targeted/investigated for how they can reduce their noise levels (Falmouth residents often observe seemingly similarly sized trucks that make vastly different levels of noise; age of engines, use of brakes, and other variables are likely determinants. To the best of our knowledge, the SSA has never conducted such a professional traffic noise study;
- Gravel, rock, sod, mulch, large trees and other landscaping materials, septage, trash, demolition and construction materials travel should not be traveling with "first-class" speed together with passengers and automobiles from Woods Hole terminal;
- Falmouth residents already endure too many health and public safety impacts from the SSA's freight operations. Woods Hole terminal and village are too limited in size for further expanding freight service to the Vineyard. Non-time-sensitive freight should be traveling by short-sea shipping/marine highway from off-Cape ports;
- A Request for Proposals (RFP) *without restrictions* for off-Cape short-sea shipping/marine highway service for freight to and from Martha's Vineyard is essential. The current RFP proposed by the SSA appears "designed to fail" (words of the respected Judge Kass in his report on the SSA to the governor in his Task Force Report in 2001) due to restrictions in conditions and in the RFP's point system for evaluation of proposals.

Terence Kenneally

From: Piepiora, Cynthia L - Brockton, MA <Cynthia.L.Piepiora@usps.gov>
Sent: Wednesday, June 15, 2022 12:37 PM
To: schedules
Subject: FW: Summer 2023 Schedules

From: Piepiora, Cynthia L - Brockton, MA
Sent: Wednesday, June 15, 2022 12:30 PM
Cc: Dias-Lam, Maria E - Brockton Plant, MA <maria.diaslam@usps.gov>
Subject: Summer 2023 Schedules

Good Afternoon Steamship Authority,

My name is Cynthia (Cindy) Piepiora and I am currently covering the Transportation Managers position here at the United States Postal Service here in Brockton as well as covering Wareham needs. I am currently seeking information on adding earlier boats for Summer 2023 to the islands to service the mail. When does this have to be completed by as we don't want to miss our scheduling opportunity?

Any assistance or information you can provide is greatly appreciate,

Have a great day,
Cindy Piepiora
STO/(a)Transportation & Networks
USPS Brockton, MA Logistics
(508)427-0159/0135

Petition seeks public hearing on early morning ferries

By **The Martha's Vineyard Times** - June 1, 2022



A petition has triggered the need for the Steamship Authority to call a public hearing over its 2023 schedule. — George Brennan

Woods Hole residents are forcing a public hearing on the Steamship Authority's 2023 schedule, again objecting to the 5:30 am freight ferries scheduled to go from Woods Hole to Martha's Vineyard.

Nat Trumbull, a Woods Hole resident who organized the petition drive, said he has gotten the necessary 50 signatures to require a public hearing to be called.

“We, the undersigned, are writing to renew our strenuous objection to the 5:30 am freight trip from Woods Hole proposed by the Steamship Authority concerning its 2023 freight operating schedules between Woods Hole and Martha's Vineyard as announced in the

Steamship Authority's advertisement in the Falmouth

Enterprise and on the SSA website," the petition states. "We object to the SSA scheduling of the 5:30 am early morning freight from Woods Hole to Martha's Vineyard and its multiple negative public health impacts on Falmouth and Woods Hole residents caused by predawn noise as well as the ever-increasing threats to public safety resulting from increasing freight truck traffic over Falmouth roads leading to and from Woods Hole. Alternative scheduling proposed by the Falmouth transportation committee would address this matter. The Falmouth select board has repeatedly requested that the 5:30 am freight schedule be eliminated. The consistent failure of the SSA to consider the impact of its schedules on the residents of this community is unacceptable, and must change immediately."

The petition seeks a public hearing within 14 days of the petition being submitted.

The SSA is allowing freight service between New Bedford and Nantucket after UPS failed to reserve space on Nantucket ferries during the busy summer months.

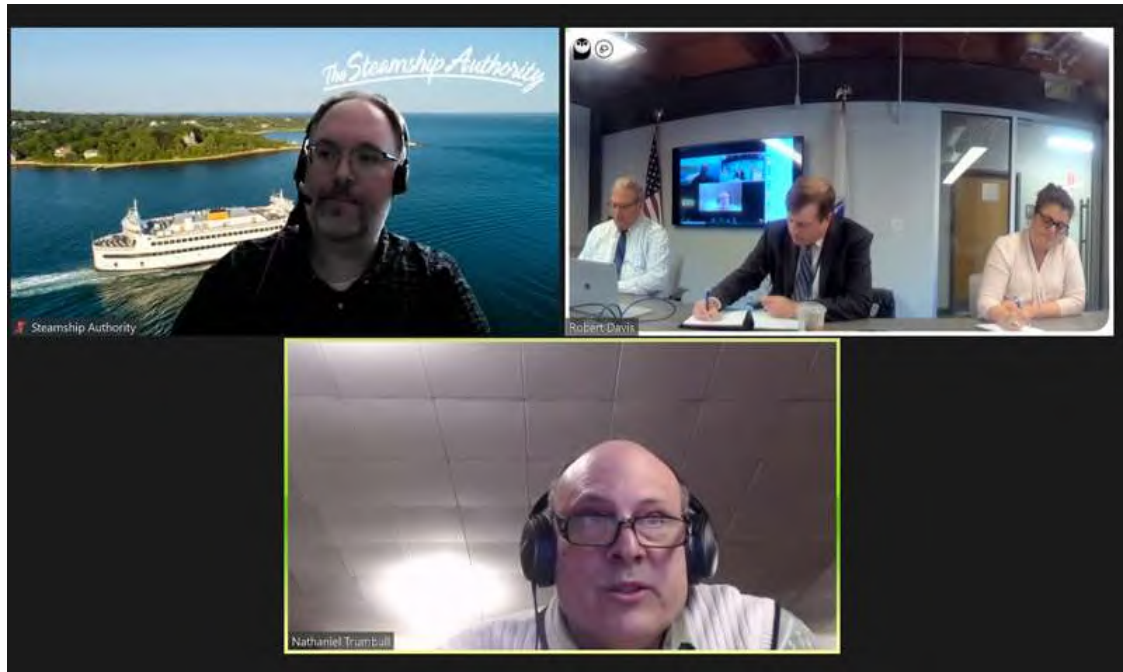
In his email asking for petition signatures, Trumbull alleges that the SSA has failed "to take adequate steps to shift non-time-sensitive Vineyard freight" through New Bedford to the Island. A request for proposals issued by the SSA has "too many conditions," Trumbull wrote.

On Wednesday, the SSA confirmed that it received the petition, and scheduled a public hearing for Wednesday, June 8, at 5 pm via Zoom.

SSA hearing gets heated

Falmouth residents expressed dismay with ferry boat administration for failing to prioritize mainland residents.

By **Abigail Rosen** - June 9, 2022



Numerous Falmouth residents testified at the Steamship Authority public hearing on Wednesday in objection to proposed changes to the ferry operating schedule for 2023.

The Steamship Authority took testimony at a public hearing on Wednesday, June 8, regarding its proposed 2023 schedule for crossings between Woods Hole and Martha's Vineyard, particularly the SSA's early morning freight runs, which launch at 5:30 am.

The public hearing drew an array of Falmouth residents who petitioned for the public hearing using a provision of the SSA's enabling act.

General manager Robert Davis said the SSA received the petition May 31 that was signed by 160 Falmouth residents who object specifically to the 5:30 am freight ferries between Woods Hole and Martha's Vineyard "only during its summer operating schedule," via the MV Governor ferry, from May 18 to Oct. 23. The authority is also proposing to continue to limit the truck size to vehicles less than 40 feet in length, a regulation adopted in 2018 to mitigate noise emitted by truck traffic near the Woods Hole terminal.

Although no particular opinions were expressed by the SSA, Davis opened the hearing emphasizing that the proposed schedule is "essentially the same operating schedules that were

approved for 2022 ... As well as the same freight operating schedules that were run in 2018, 2019, and 2021.” The same freight schedule was approved for 2020, but the schedule was modified because of COVID-19.

Falmouth resident Nathaniel Trumbull, who submitted the petition on behalf of the 160 Falmouth residents objecting to the proposed changes, expressed concerns about the “long-term health hazards from prolonged exposure” to diesel truck–emitted soot. “The 56,000 freight trucks that the SSA carried through our communities in 2021 are all diesel trucks,” he said. “We experience the diesel soot from those trucks in our air, we see the soot on our windows and windowsills, and we breathe that diesel soot.”

Trumbull said that in addition to health hazards, the proposed schedule creates public safety concerns when “18- to 20-wheel trucks carried by the Steamship can be so heavy that they are unable to stop for school buses.”

He said when he followed a truck driver to the Woods Hole terminal to ask why “he hadn’t stopped in time for a school bus that was picking up children,” the driver allegedly told him that “his load was too heavy to stop in time for that school bus.”

Trumbull is a member of the Falmouth–Woods Hole noise and traffic working group, which he said suggested to the SSA that they ask the State Police truck unit to conduct weight checks at the terminal and on the Vineyard, but does not believe the police have ever been contacted.

Falmouth petitioners also expressed concerns about inaccessibility to the hospital in the event of an emergency due to traffic backups near the Woods Hole terminal.

Falmouth resident Damien Kuffler expressed his dissatisfaction with the SSA, accusing the authority of “never [acting] in good faith and [doing] nothing but obstruct progress.”

“[The SSA has] done nothing that might show social consciousness, a moral compass, social or financial integrity,” he said.

Kuffler continued, “The Steamship Authority has provided us with nothing but lies. The public receives nothing from the SSA but complete disdain for anything except what its narrow-minded

leadership wants it to do, which is always in its own self-interest, regardless of the damage it does to the local and wider communities, as well as the environment.”

Numerous Falmouth residents spoke out about the early morning ferries.

Falmouth resident Ed Dewitt, who lives near Watson’s Corner, “a significant chokepoint” for terminal-bound trucks, quoted from SSA’s enabling act. The SSA is “to provide adequate transportation of persons and necessities of life,” he said. Dewitt took issue with the term

“necessities” of life, asserting that necessities of life are “food, shelter, medical attention, and protection from harm.”

“Hauling trash away from the Island is not a [necessity] of life activity ... hauling landscapers and their equipment back and forth on a daily basis is not a [necessity] of life activity.” Dewitt continued, “Most of what the SSA is hauling has nothing to do with the necessities of life.”

Vineyard resident Kat Monterosso testified after finding out about the hearing on NPR while waiting in standby — the next available reservation was 5:30 am June 19 — at Woods Hole terminal following an emergency off-Island appointment for her dog. Monterosso said it isn’t the first time an emergency situation has occurred, prompting her to get on the next available boat. She said she empathizes with Falmouth residents, noting “these are valid and serious issues that do need to be addressed,” but emphasized that changes to the SSA schedules would have serious repercussions for Martha’s Vineyard residents. “I’m just urging folks to please remember we live over here, year-round, and we cannot — [even] for a season — accommodate the traffic of [Vineyard-bound] tourists — that a lot of us, personally, don’t want to deal with either. We can’t be banned from our homes seven days a week.”

The SSA will consider the testimony and submit draft reports to the authority’s board members “recommending either that the authority maintains portions of its 2023 schedules as originally proposed, or that it make modifications to those proposed schedules.”

An agenda for an SSA public hearing

By **The Martha's Vineyard Times** - June 8, 2022

To the Editor:

This letter was sent to Steamship Authority General Manager Robert Davis.

We, the undersigned, are writing to renew our strenuous objection to the 5:30 am freight trip from Woods Hole proposed by the Steamship Authority, concerning its 2023 freight operating schedules between Woods Hole and Martha's Vineyard.

We object to the SSA scheduling of the 5:30 am early morning freight from Woods Hole to Martha's Vineyard and its multiple negative public health impacts on Falmouth and Woods Hole residents, caused by predawn noise as well as the ever-increasing threats to public safety resulting from increasing freight truck traffic over Falmouth roads leading to and from Woods Hole. Alternative scheduling proposed by the Falmouth transportation committee would address this matter. The Falmouth select board has repeatedly requested that the 5:30 am freight schedule be eliminated. The consistent failure of the SSA to consider the impact of its schedules on the residents of this community is unacceptable, and must change immediately.

We request that you conduct a public hearing, to be held within 14 days of receipt of this petition on the proposed 2023 freight operating schedules, per Section 15A of the Steamship Authority's Enabling Act.

In addition to the 5:30 am freight scheduling from Woods Hole, the following topics will be addressed during the public hearing:

- Failure of the Steamship Authority to address the health and safety consequences of Steamship Authority's continuing increase of freight truck traffic (56,522 freight trucks were carried through W.H. terminal in 2021, an increase of 6 percent since 2019) on Falmouth and Woods Hole residents; that includes freight truck and passenger bus idling at Woods Hole terminal, diesel soot from such a high concentration of diesel trucks, and the creation of unsafe conditions on our roadways;
- Failure of the Steamship Authority to take adequate steps to shift non-time-sensitive Vineyard freight (landscaping materials such as sod/gravel/rocks/mulch/large trees, septic, demolition, construction materials, trash) to an off-Cape port as an alternative to increasing freight capacity through Cape Cod port communities; the currently issued request for proposals for off-Cape service appears "designed to fail," and has too many restrictive conditions; for example, the request bans the future off-Cape freight carrier from taking automobiles to and from the Vineyard in the event of extra space on the carrier's freight decks;
- Failure of the Steamship Authority to address in any significant way traffic backup and parking issues in Woods Hole village;
- Failure of the Steamship Authority to limit in any significant way its use of the northernmost slip (No. 3) at Woods Hole terminal, despite the completion of the Southernmost (No. 1); we observe that the No. 3 slip is being used as actively as the other two slips; it was promised that the No. 3 slip would only be used actively on an exceptional basis;
- Failure of the Steamship Authority to negotiate an agreement with the town of Falmouth to cap the growth of the number of freight trips it will operate from Woods Hole village (the town of Barnstable has had such an agreement in place since 1997);
- Failure of the Steamship Authority to convert its passenger bus fleet from diesel to electric; the SSA currently does not have any electric buses; in comparison, Vineyard Transit Authority already operates 16 electric buses;
- Other SSA-related topics of concern to Falmouth residents.

Nathaniel Trumbull

On behalf of 160 Falmouth residents

CAPE COD TIMES

NEWS

Falmouth residents express outrage over inaction, Steamship Authority schedule



Asad Jung

Cape Cod Times

Published 5:00 a.m. ET June 11, 2022

FALMOUTH — Several Falmouth residents expressed frustration with the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority during a public meeting Wednesday saying they had been talking about the same nuisance issues for several years with no results.

The residents want the authority to amend its 2023 schedule, specifically a 5:30 a.m. freight service between Woods Hole and Martha's Vineyard. The early morning freight service has negatively affected public health, including noise and public safety factors from excessive traffic, according to a petition signed by 160 town residents.

"Falmouth is a port community, and actually as the Steamship's largest port community, is totally disenfranchised from any decision making related to the Steamship Authority," resident Nathaniel Trumbull said.

Trumbull, also a member of the Southeast Massachusetts Regional Transportation (SMART) Citizens Task Force, filed a public nuisance complaint with Attorney General Maura Healey's office in January regarding excessive automobile traffic in Falmouth.

In a phone interview with the Times, he said Wednesday's event was the sixth public hearing regarding the 5:30 a.m. freight service since the authority began the service in 2012.

Requests to cease 5:30 a.m. freight trips ignored, according to citizen complaints

"Our request has been ignored each time," Trumbull said.

Other people who supported the request for a schedule change were Falmouth Select Board Chair Doug Brown, who spoke briefly at the hearing, and state Sen. Susan Moran, who provided written testimony.

During the hearing, Trumbull said that the early morning freight service routinely disturbs the sleep of Falmouth residents. He also spoke about the general increase in traffic in Falmouth due to authority service, including backups near Falmouth Hospital.

“Since when are commercial interests placed above public safety interests?” he said.

The state Legislature created the authority in 1960. Its purpose is to provide for “adequate transportation of persons and necessities of life for the Islands of Nantucket and Martha's Vineyard.”

The authority now operates a boat line between the ports of Woods Hole in Falmouth, and Hyannis, to the islands of Martha's Vineyard and Nantucket. It employs about 750 workers during the peak season and generates annual revenue of about \$100 million, according to the authority website.

At Wednesday's hearing, speakers cited the dangers of the increasing traffic caused by authority operations.

Kristin Alexandersaid attempting to pull out of her driveway into freight truck traffic was akin to risking her life. She asked if the authority would take responsibility for the traffic, since in the past it had “washed their hands of it.”

More: Third of Steamship Authority's fleet approaching the end of their lifespan

“I would like to hear some answers,” she said.

Falmouth resident Ed Dewitt said that the authority has exceeded its purpose since most of the Authority's services have nothing to do with “the necessaries of life.”

In response, a meeting with attorney general officials and

A representative of the attorney general's office said that they were aware of the Falmouth residents' concerns and have met with them.

The authority plans to prepare a report and present recommended 2023 schedules to its board. However, the authority doesn't have a timeline for when it will complete its report, Communication Director Sean Driscoll said.

Earlier this week, a consultant's report indicated that three of the authority's 10 vessels will approach the end of their useful life within the next five years

The three vessels, built in the early 1980s, mostly transport freight, not passengers, officials said.

https://www.capenews.net/falmouth/opinion/falmouth-must-stand-up-for-falmouth---letter/article_cf6fc019-5d62-5558-9a94-734b76caf828.html

Falmouth Must Stand Up For Falmouth - Letter

May 27, 2022

Home / Falmouth / Falmouth Opinion

It has been a frustrating battle for Falmouth residents requesting the Steamship Authority to stop its 5:30 AM freight boat and the accompanying freight traffic truck that wakes citizens from the Bourne Bridge to Woods Hole. Every year the authority rejects these resident requests. Similar entreaties from the Falmouth Select Board are routinely ignored.

Last year, the Falmouth Transportation Committee identified time slots later in the day that could be used by the SSA to handle freight traffic currently departing at 5:30 AM. The SSA summarily dismissed this information. In trying to negotiate the SSA off its rigid no-change position, Falmouth has a bargaining chip that it has yet to use:

The Town of Falmouth owns the parking lot from Church Street to Nobska Road and leases it to the SSA.

Vineyard residents currently pay the SSA \$1,200 for each long-term parking permit at that parking lot. There is always a waiting list for those permits. The town leases the parking lot to the SSA for 25 percent of the revenue the SSA makes from it.

With select board approval, the town manager renewed the lease a year ago. That lease will expire on December 31, 2023. It is essential that the next renewal be conditioned on the SSA's elimination of the 5:30 AM freight trips from Woods Hole.

Putting aside the disfavorable terms of the current lease, the only way to make progress on restraining the SSA is to hit it where it hurts, in its finances. The SSA needs the parking lot. Falmouth and Woods Hole need relief from the disruptions and public health consequences of the 5:30 AM trips. Make a better deal!

Falmouth must stand up for Falmouth. With the support of the select board, our new town manager must be more aggressive in bargaining for change in SSA practices. The parking lot lease is a potentially powerful asset to use in forcing these changes from an entity that thus far has shown little or no concern for the people of our town.

Albert E. Fitzelle

Glendon Road

Woods Hole

https://www.capenews.net/falmouth/opinion/limited-new-bedford-freight-no-relief---letter/article_a1081d18-cf8f-564b-82a3-9e74644cfe16.html

Limited New Bedford Freight No Relief - Letter

May 6, 2022

Home / Falmouth / Falmouth Opinion

I have been thinking a lot about the truck traffic on Locust Street-Woods Hole Road since reading that the Steamship Authority is seeking bids for only two truck ferries a day to Martha's Vineyard from an alternate New Bedford port. That proposal, if I read it correctly, barely addresses the problem on Locust Street where heavy, long-haul trucks thunder past hourly, all day and into the evening, vibrating the foundations of our homes as well as our eardrums. And, who knows what damage the diesel fuel they use is doing to air quality and the earth's climate.

In light of the authority's limited offer of relief from a New Bedford port, we must ask that it also restructure its truck rates so as to discourage the long-haul trucks that will otherwise continue to use the Woods Hole route to the Vineyard. Boosting the rates to reflect the environmental impact of these trucks on the community would give the shippers a financial incentive to send smaller, quieter vehicles to Woods Hole.

Ann Sears

Locust Street

Falmouth

https://www.capenews.net/falmouth/opinion/island-communities-control-our-port---letter/article_3701bbc2-152a-53ed-b229-fe14d384b1e0.html

Island Communities Control Our Port - Letter

Jun 3, 2022

Home / Falmouth / Falmouth Opinion

A recent story in the Sunday Globe titled “Boston Reforms Hampered by State Oversight” describes the ways the city is limited in its policy-making by state legislative restrictions on home rule.

The article suggests comparisons to ways in which Falmouth’s hands are tied in dealing with the Steamship Authority. Mainland port communities like Falmouth are directly degraded by actions of the Authority. The SSA, exempt from local planning and zoning, steadily expands its real estate holdings and pays no taxes to Falmouth. The SSA ignores repeated requests from the Falmouth Select Board to eliminate early morning freight trucks through residential neighborhoods with 5:30 AM freight trips from Woods Hole.

Martha’s Vineyard in 2021 had 56,522 freight trucks carried by the SSA through Woods Hole and Falmouth. Those trucks pollute our air, threaten our children at their school bus stops, and disturb residents day and night. The growth of freight trucks carrying Martha’s Vineyard’s trash, demolition materials, landscaping materials, septic waste, and other non-time-sensitive freight through Falmouth’s residential neighborhoods continues unchecked.

Massachusetts legislators created the SSA, defined its powers, and set up a governing system that empowered island communities and handcuffed mainland communities. Island communities essentially control our mainland port towns. The island-controlled SSA damages our neighborhoods and ignores local governing bodies while avoiding tax contributions.

Our situation is actually worse than the local rule restrictions in Boston detailed in the Globe article. At least with local rule, there is a mechanism to petition the state, the home rule petition, for authority to do certain things, like add rent control in Boston. It’s not a closed system like the SSA.

Falmouth must beg for approval for its requests from the SSA board, where the islands hold a complete veto. At least with home rule, a city or town has a chance to get a favorable disposition from the state.

With the SSA the state recuses itself from the decision-making process and gives complete authority to two representatives—one from each island, comprising 70 percent of the SSA board vote.

This summer the SSA will operate 62 trips daily from 5:30 AM to 10:15 PM through Woods Hole. That is the equivalent of a surge of cars and freight trucks that occurs every 16 minutes in Woods Hole and Falmouth.

Good faith efforts by many local citizens and organizations to work out compromises with the SSA have failed. Senator Susan Moran's proposed legislation to change the voting system on the SSA board has not been supported politically, and at times has triggered derisive, divisive, and dismissive commentary from Nantucket and Martha's Vineyard leaders. Change seems impossible.

Boston at least has a chance of gaining the authority it needs to make positive policy changes that will improve the city. Falmouth, on the other hand, is captured by a system that leaves it powerless.

Without legislative attention to the outdated provisions of the SSA Enabling Act, mainland port communities will continue to be forced to fruitlessly plead their case to a governing body that has proven it will not listen.

We hope our select board and our representatives on Beacon Hill will acknowledge the unfairness of this system, and begin to work for change.

Nathaniel Trumbull

Church Street

Woods Hole

https://www.capenews.net/falmouth/opinion/health-issues-linked-to-air-pollution---letter/article_2531b71d-9afe-5afb-ac3e-20c15fa1e2af.html

Health Issues Linked To Air Pollution - Letter

Apr 22, 2022

Home / Falmouth / Falmouth Opinion

Numerous studies have shown that even small amounts of constant air pollution can contribute to chronic and fatal health issues including heart attacks, diabetes, cognitive issues and bone diseases. I urge all Steamship Authority port residents to reach out to the Steamship Authority and insist that they upgrade their fleets of ancient buses and outdated vessels.

The increasing growth of the islands and subsequent rise in demand including car, human, freight and product transportation is a threat to the health of residents of Woods Hole, Falmouth, Vineyard Haven, Oak Bluffs, Hyannis and Nantucket. The Steamship Authority mandate is to operate for the well-being of the people of the commonwealth. Whether an islander, an SSA employee, a tourist, or a port resident, we would all benefit from less air pollution.

Pam Stark

Little Harbor Road

Woods Hole

APPENDIX D



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

TO: Ed DeWitt, Chair
Falmouth Transportation Management Committee

FROM: Robert Davis, General Manager *R.D.*

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.

APPENDIX E



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

June 16, 2022

Dear Valued Freight Carrier:

Thank you for your continued patronage onboard the Steamship Authority's ferries. Please take this opportunity to once again review our terminal traffic and noise mitigation policies with your truck drivers. The Steamship Authority will be strictly enforcing those policies, and you will forfeit your reservations if any of your drivers intentionally or repeatedly violate them. These policies include restrictions (described below) on how early trucks can arrive at the Woods Hole terminal in the morning.

- Truck drivers are prohibited from idling their trucks' engines at any of our ferry terminals for more than five minutes in violation of chapter 90, section 16A, of the Massachusetts General Laws.
- Trucks are not to be backed up on terminal property except when necessary to stage them for boarding or to load them onto a ferry, with the permission of the Terminal Agent. In addition, when trucks are being backed up on terminal property, their back-up alarms may not be excessively loud, and should be adjusted to the extent possible so that they are only loud enough for their intended safety purposes.
- When driving to or from any of our ferry terminals, truck drivers are required to obey all posted speed limits and all other traffic laws, signs and restrictions, including stopping when required at all pedestrian and bicycle crossings. Truck drivers also should drive at all times in a safe and courteous manner towards other drivers, bicyclists, and residents of our surrounding communities.
- When driving on Woods Hole Road, drivers should reduce their speed well in advance of curves and downhill stretches so that they can minimize using their engine compression brakes (Jake brakes).
- Truck drivers may not stop or park alongside highways or roads where it is illegal to do so, such as alongside Woods Hole Road.
- Trucks when coming onto Steamship property should not cross the double yellow line until safely on Steamship property. This is best noted by the entrance to the employee parking lot.

In the future, freight carriers will not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck that has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's engine compression brakes or due to the truck's age and/or lack of proper maintenance.

During the 2022 Summer Operating Schedules from June 22, 2022 to September 7, 2022, trucks (whether traveling with reservations or on standby) are **prohibited** from arriving at the Woods Hole terminal prior to **6:30 a.m.**, except as follows:

- Trucks with reservations for 5:30 a.m. trip may arrive beginning at **5:10 a.m.**
- Trucks with reservations for the 6:00 a.m. trip may arrive beginning at **5:30 a.m.**
- Trucks with reservations for the 6:30 a.m. and 6:45 a.m. trips may arrive at the terminal beginning at **6:00 a.m.**
- Trucks with reservations for the 7:00 a.m. trip may arrive at the terminal beginning at **6:15 a.m.**

Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations.

In addition, unless specifically approved by a Truck Coordinator in the Steamship Authority's Mashpee Reservations Office (for vehicles with reservations) or the Terminal Agent at the departure terminal (for vehicles traveling without reservations), the weight of vehicles traveling on the Steamship Authority's vessels may not exceed: (a) 52,000 pounds for vehicles up to thirty (30) feet long; or (b) 86,000 pounds for vehicles thirty (30) feet or more in length. Vehicles in excess of the above weights may be accepted for travel only if the customer complies with all conditions as may be required by the Authority for such travel.

All travel on Steamship Authority ferries and use of its facilities are subject to these policies as well as the Steamship Authority's other published tariffs, policies and regulations, including its Customer Policy Handbook and its Rules and Regulations Governing Public Conduct on Terminal Property, both of which are posted on the SSA's website. If you choose to travel with us and/or use our facilities, you will be agreeing to abide by all of the terms and conditions of these policies.

We thank you for all of your assistance and cooperation in respecting our neighbors in all of our port communities by reducing the amount of noise generated by your trucks as much as possible. We also thank you for your continued business with the Steamship Authority. If you have any questions or concerns, please feel free to contact me at (508) 548-5011, ext. 219, or any of our Terminal Managers.

Sincerely,



Alison Fletcher
Director of Shoreside Operations



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

May 16, 2022

Dear Valued Freight Carrier:

Thank you for your continued patronage onboard the Steamship Authority's ferries. Please take this opportunity to once again review our terminal traffic and noise mitigation policies with your truck drivers. The Steamship Authority will be strictly enforcing those policies, and you will forfeit your reservations if any of your drivers intentionally or repeatedly violate them. These policies include restrictions (described below) on how early trucks can arrive at the Woods Hole terminal in the morning.

- Truck drivers are prohibited from idling their trucks' engines at any of our ferry terminals for more than five minutes in violation of chapter 90, section 16A, of the Massachusetts General Laws.
- Trucks are not to be backed up on terminal property except when necessary to stage them for boarding or to load them onto a ferry, with the permission of the Terminal Agent. In addition, when trucks are being backed up on terminal property, their back-up alarms may not be excessively loud, and should be adjusted to the extent possible so that they are only loud enough for their intended safety purposes.
- When driving to or from any of our ferry terminals, truck drivers are required to obey all posted speed limits and all other traffic laws, signs and restrictions, including stopping when required at all pedestrian and bicycle crossings. Truck drivers also should drive at all times in a safe and courteous manner towards other drivers, bicyclists, and residents of our surrounding communities.
- When driving on Woods Hole Road, drivers should reduce their speed well in advance of curves and downhill stretches so that they can minimize using their engine compression brakes (Jake brakes).
- Truck drivers may not stop or park alongside highways or roads where it is illegal to do so, such as alongside Woods Hole Road.
- Trucks when coming onto Steamship property should not cross the double yellow line until safely on Steamship property. This is best noted by the entrance to the employee parking lot.

In the future, freight carriers will not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck that has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's engine compression brakes or due to the truck's age and/or lack of proper maintenance.

During the 2022 Early Summer Operating Schedules from May 17, 2022 to June 21, 2022 , trucks (whether traveling with reservations or on standby) are **prohibited** from arriving at the Woods Hole terminal prior to **6:30 a.m.**, except as follows:

- Trucks with reservations for 5:30 a.m. trip may arrive beginning at **5:10 a.m.**
- Trucks with reservations for the 6:00 a.m. trip may arrive beginning at **5:30 a.m.**
- Trucks with reservations for the 6:30 a.m. and 6:45 a.m. trips may arrive at the terminal beginning at **6:00 a.m.**
- Trucks with reservations for the 7:00 a.m. trip may arrive at the terminal beginning at **6:15 a.m.**

Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations.

In addition, unless specifically approved by a Truck Coordinator in the Steamship Authority's Mashpee Reservations Office (for vehicles with reservations) or the Terminal Agent at the departure terminal (for vehicles traveling without reservations), the weight of vehicles traveling on the Steamship Authority's vessels may not exceed: (a) 52,000 pounds for vehicles up to thirty (30) feet long; or (b) 86,000 pounds for vehicles thirty (30) feet or more in length. Vehicles in excess of the above weights may be accepted for travel only if the customer complies with all conditions as may be required by the Authority for such travel.

All travel on Steamship Authority ferries and use of its facilities are subject to these policies as well as the Steamship Authority's other published tariffs, policies and regulations, including its Customer Policy Handbook and its Rules and Regulations Governing Public Conduct on Terminal Property, both of which are posted on the SSA's website. If you choose to travel with us and/or use our facilities, you will be agreeing to abide by all of the terms and conditions of these policies.

We thank you for all of your assistance and cooperation in respecting our neighbors in all of our port communities by reducing the amount of noise generated by your trucks as much as possible. We also thank you for your continued business with the Steamship Authority. If you have any questions or concerns, please feel free to contact me at (508) 548-5011, ext. 219, or any of our Terminal Managers.

Sincerely,



Alison Fletcher
Director of Shoreside Operations



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

October 25, 2021

Dear Valued Freight Carrier:

Thank you for your continued patronage onboard the Steamship Authority's ferries. Please take this opportunity to once again review our terminal traffic and noise mitigation policies with your truck drivers. The Steamship Authority will be strictly enforcing those policies, and you will forfeit your reservations if any of your drivers intentionally or repeatedly violate them. These policies include restrictions (described below) on how early trucks can arrive at the Woods Hole terminal in the morning.

- Truck drivers are prohibited from idling their trucks' engines at any of our ferry terminals for more than five minutes in violation of chapter 90, section 16A, of the Massachusetts General Laws.
- Trucks are not to be backed up on terminal property except when necessary to stage them for boarding or to load them onto a ferry, with the permission of the Terminal Agent. In addition, when trucks are being backed up on terminal property, their back-up alarms may not be excessively loud, and should be adjusted to the extent possible so that they are only loud enough for their intended safety purposes.
- When driving to or from any of our ferry terminals, truck drivers are required to obey all posted speed limits and all other traffic laws, signs and restrictions, including stopping when required at all pedestrian and bicycle crossings. Truck drivers also should drive at all times in a safe and courteous manner towards other drivers, bicyclists, and residents of our surrounding communities.
- When driving on Woods Hole Road, drivers should reduce their speed well in advance of curves and downhill stretches so that they can minimize using their engine compression brakes (Jake brakes).
- Truck drivers may not stop or park alongside highways or roads where it is illegal to do so, such as alongside Woods Hole Road.
- Trucks when coming onto Steamship property should not cross the double yellow line until safely on Steamship property. This is best noted by the entrance to the employee parking lot.

In the future, freight carriers will not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck that has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's engine compression brakes or due to the truck's age and/or lack of proper maintenance.

During the 2021 Winter Operating Schedules from October 19, 2021 to January 4, 2022, trucks (whether traveling with reservations or on standby) are **prohibited** 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 beginning at **5:30 a.m.**
- Trucks with reservations for the 6:30 a.m. and trips may arrive at the terminal beginning at **6:00 a.m.**

As a result, trucks with reservations for the 7:00 a.m. trip may **not** arrive at the terminal prior to 6:30 a.m.

Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations. In addition, unless specifically approved by a Truck Coordinator in the Steamship Authority's Mashpee Reservations Office (for vehicles with reservations) or the Terminal Agent at the departure terminal (for vehicles traveling without reservations), the weight of vehicles traveling on the Steamship Authority's vessels may not exceed: (a) 52,000 pounds for vehicles up to thirty (30) feet long; or (b) 86,000 pounds for vehicles thirty (30) feet or more in length. Vehicles in excess of the above weights may be accepted for travel only if the customer complies with all conditions as may be required by the Authority for such travel.

All travel on Steamship Authority ferries and use of its facilities are subject to these policies as well as the Steamship Authority's other published tariffs, policies and regulations, including its Customer Policy Handbook and its Rules and Regulations Governing Public Conduct on Terminal Property, both of which are posted on the SSA's website. If you choose to travel with us and/or use our facilities, you will be agreeing to abide by all of the terms and conditions of these policies.

We thank you for all of your assistance and cooperation in respecting our neighbors in all of our port communities by reducing the amount of noise generated by your trucks as much as possible. We also thank you for your continued business with the Steamship Authority. If you have any questions or concerns, please feel free to contact me at (508) 548-5011, ext. 219, or any of our Terminal Managers.

Sincerely,



Alison Fletcher
Director of Shoreside Operations



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

September 10, 2021

Dear Valued Freight Carrier:

Thank you for your continued patronage onboard the Steamship Authority's ferries. Please take this opportunity to once again review our terminal traffic and noise mitigation policies with your truck drivers. The Steamship Authority will be strictly enforcing those policies, and you will forfeit your reservations if any of your drivers intentionally or repeatedly violate them. These policies include restrictions (described below) on how early trucks can arrive at the Woods Hole terminal in the morning.

- Truck drivers are prohibited from idling their trucks' engines at any of our ferry terminals for more than five minutes in violation of chapter 90, section 16A, of the Massachusetts General Laws.
- Trucks are not to be backed up on terminal property except when necessary to stage them for boarding or to load them onto a ferry, with the permission of the Terminal Agent. In addition, when trucks are being backed up on terminal property, their back-up alarms may not be excessively loud, and should be adjusted to the extent possible so that they are only loud enough for their intended safety purposes.
- When driving to or from any of our ferry terminals, truck drivers are required to obey all posted speed limits and all other traffic laws, signs and restrictions, including stopping when required at all pedestrian and bicycle crossings. Truck drivers also should drive at all times in a safe and courteous manner towards other drivers, bicyclists, and residents of our surrounding communities.
- When driving on Woods Hole Road, drivers should reduce their speed well in advance of curves and downhill stretches so that they can minimize using their engine compression brakes (Jake brakes).
- Truck drivers may not stop or park alongside highways or roads where it is illegal to do so, such as alongside Woods Hole Road.
- When arriving at the Woods Hole terminal, trucks should not cross into the oncoming lane of traffic to get around a line of vehicles waiting to check in, even if the line of vehicles extends as far as the Crane Street bridge or beyond.

In the future, freight carriers will not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck that has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's engine compression brakes or due to the truck's age and/or lack of proper maintenance.

During the 2021 Late Summer Operating Schedules from September 10th to October 18th, trucks (whether traveling with reservations or on standby) are **prohibited** 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 beginning at **5:10 a.m.**
- Trucks with reservations for the 6:00 a.m. trip may arrive beginning at **5:30 a.m.**
- Trucks with reservations for the 6:30 a.m. and 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 **6:30 a.m.**

Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations.

In addition, unless specifically approved by a Truck Coordinator in the Steamship Authority's Mashpee Reservations Office (for vehicles with reservations) or the Terminal Agent at the departure terminal (for vehicles traveling without reservations), the weight of vehicles traveling on the Steamship Authority's vessels may not exceed: (a) 52,000 pounds for vehicles up to thirty (30) feet long; or (b) 86,000 pounds for vehicles thirty (30) feet or more in length. Vehicles in excess of the above weights may be accepted for travel only if the customer complies with all conditions as may be required by the Authority for such travel.

All travel on Steamship Authority ferries and use of its facilities are subject to these policies as well as the Steamship Authority's other published tariffs, policies and regulations, including its Customer Policy Handbook and its Rules and Regulations Governing Public Conduct on Terminal Property, both of which are posted on the SSA's website. If you choose to travel with us and/or use our facilities, you will be agreeing to abide by all of the terms and conditions of these policies.

We thank you for all of your assistance and cooperation in respecting our neighbors in all of our port communities by reducing the amount of noise generated by your trucks as much as possible. We also thank you for your continued business with the Steamship Authority. If you have any questions or concerns, please feel free to contact me at (508) 548-5011, ext. 219, or any of our Terminal Managers.

Sincerely,



Alison Fletcher
Director of Shoreside Operations



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

July 27, 2021

Dear Valued Freight Carrier:

Thank you for your continued patronage onboard the Steamship Authority's ferries. Please take this opportunity to once again review our terminal traffic and noise mitigation policies with your truck drivers. The Steamship Authority will be strictly enforcing those policies, and you will forfeit your reservations if any of your drivers intentionally or repeatedly violate them. These policies include restrictions (described below) on how early trucks can arrive at the Woods Hole terminal in the morning.

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

In the future, freight carriers will not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck that has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's engine compression brakes or due to the truck's age and/or lack of proper maintenance.

During the 2021 Summer Operating Schedules from June 24, 2021, trucks through September 9, 2021 (whether traveling with reservations or on standby) are **prohibited** 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 beginning at **5:10 a.m.**
- Trucks with reservations for the 6:00 a.m. trip may arrive beginning at **5:30 a.m.**
- Trucks with reservations for the 6:30 a.m. and 6:45 a.m. trips may arrive at the terminal beginning at **6:00 a.m.**
- Trucks with reservations for the 7:00 a.m. trip may arrive at the terminal beginning at **6:15 a.m.**

Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations.

In addition, unless specifically approved by a Truck Coordinator in the Steamship Authority's Mashpee Reservations Office (for vehicles with reservations) or the Terminal Agent at the departure terminal (for vehicles traveling without reservations), the weight of vehicles traveling on the Steamship Authority's vessels may not exceed: (a) 52,000 pounds for vehicles up to thirty (30) feet long; or (b) 86,000 pounds for vehicles thirty (30) feet or more in length. Vehicles in excess of the above weights may be accepted for travel only if the customer complies with all conditions as may be required by the Authority for such travel.

All travel on Steamship Authority ferries and use of its facilities are subject to these policies as well as the Steamship Authority's other published tariffs, policies and regulations, including its Customer Policy Handbook and its Rules and Regulations Governing Public Conduct on Terminal Property, both of which are posted on the SSA's website. If you choose to travel with us and/or use our facilities, you will be agreeing to abide by all of the terms and conditions of these policies.

We thank you for all of your assistance and cooperation in respecting our neighbors in all of our port communities by reducing the amount of noise generated by your trucks as much as possible. We also thank you for your continued business with the Steamship Authority. If you have any questions or concerns, please feel free to contact me at (508) 548-5011, ext. 219, or any of our Terminal Managers.

Sincerely,



Alison Fletcher
Director of Shoreside Operations

APPENDIX F

Friday, August 19, 2022

4:30am - 6:30am

Time	Company Name	Truck Type
0508	[REDACTED]	Box
0508	[REDACTED]	Box
0509	[REDACTED]	Box
0510	[REDACTED]	Box
0510	[REDACTED]	Box
0510	[REDACTED]	Box
0511	[REDACTED]	Box
0511	[REDACTED]	Box
0512	[REDACTED]	Box
0512	[REDACTED]	Box
0513	[REDACTED]	Box
0515	[REDACTED]	Box
0518	[REDACTED]	Box
0526	[REDACTED]	Box
0531	[REDACTED]	Semi
0532	[REDACTED]	Semi
0535	[REDACTED]	Semi
0536	[REDACTED]	Box
0545	[REDACTED]	Semi
0546	[REDACTED]	Semi
0559	[REDACTED]	Tanker
0559	[REDACTED]	Box
0600	[REDACTED]	Tanker
0601	[REDACTED]	Tanker
0602	[REDACTED]	Tanker
0602	[REDACTED]	Tanker
0603	[REDACTED]	Semi
0603	[REDACTED]	Box
0603	[REDACTED]	Box
0605	[REDACTED]	Box
0606	[REDACTED]	Tanker
0606	[REDACTED]	Box
0612	[REDACTED]	Tanker
0619	[REDACTED]	Flat Bed

[illegible]

APPENDIX G



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

AUTHORITY MEMBERS

MOIRA E. TIERNEY
New Bedford Member, Chair

ROBERT F. RANNEY
Nantucket Member, Vice Chair

ROBERT R. JONES
Barnstable Member, Secretary

JAMES M. MALKIN
Dukes County Member

PETER J. JEFFREY
Falmouth Member

ROBERT B. DAVIS
General Manager

MARK K. ROZUM
Treasurer/Comptroller

TERENCE G. KENNEALLY
General Counsel

February 3, 2021

To: Authority Members
Port Council Members

From: Treasurer/Comptroller
Re: Embarkation Fees

Attached please find a summary of embarkation fees remitted by the Steamship Authority to the Commonwealth of Massachusetts Department of Revenue for 2021, totaling \$997,344.00. Since the port towns accepted the provisions of Chapter 46 of the Acts of 2003, as amended by Chapter 55 of the Acts of 2003, the Steamship Authority has remitted over \$16,820,675.50 in embarkation fees to the Massachusetts Department of Revenue. The embarkation fees recorded on this report are for Steamship Authority passenger traffic only. The private carriers are responsible for reporting directly to the Department of Revenue on a quarterly basis.

During 2021, the Steamship Authority reported a 36.6% increase in the total amount of fees collected overall versus the prior year. The Martha's Vineyard route saw an increase in the amount of fees collected of 35.2% while the Nantucket route saw an increase of 41.7%. The increase in fees is a direct result of the increase in passenger ridership compared to the prior year which was impacted due to the effects of Covid-19. Overall passenger traffic in 2021 was up 31.9% compared to the prior year. The Martha's Vineyard route was up 30.1% and the Nantucket route was up 40.2%.

Please feel free to contact me should you require any additional information in this regard.

Mark K. Rozum
Treasurer/Comptroller

2021 EMBARKATION FEES

JANUARY - DECEMBER

	Town					
	Barnstable	Falmouth	Nantucket	Oak Bluffs	Tisbury	Total
Total Passenger Trips	266,740	1,110,244	265,104	258,628	826,840	2,727,556
Exempt Commuter & Excursion Trips	29,280	326,309	32,190	26,682	295,419	709,880
Exempt Student Trips	4,045	8,598	1,919	2,302	6,124	22,988
Total Exempt Trips	33,325	334,907	34,109	28,984	301,543	732,868
Trips subject to Fee	233,415	775,337	230,995	229,644	525,297	1,994,688
Fee	0.50	0.50	0.50	0.50	0.50	
Fees Payable to Town	\$ 116,707.50	\$ 387,668.50	\$ 115,497.50	\$ 114,822.00	\$ 262,648.50	\$ 997,344.00

note: Barnstable fees are distributed 75% to Town of Barnstable, 25% to Town of Yarmouth

EMBARKATION FEES SUMMARY 2004 - 2021

	Town					
	Barnstable	Falmouth	Nantucket	Oak Bluffs	Tisbury	Total
2004	\$ 105,341.50	\$ 356,929.50	\$ 103,333.00	\$ 83,248.50	\$ 267,702.00	\$ 916,554.50
2005	107,916.50	351,298.00	104,344.50	80,251.50	265,429.50	909,240.00
2006	107,054.50	349,838.00	104,278.50	102,566.50	242,282.50	906,020.00
2007	110,553.50	351,810.50	108,794.50	106,096.50	239,637.50	916,892.50
2008	99,299.00	346,057.50	99,652.50	99,548.00	242,022.50	886,579.50
2009	97,670.50	347,333.00	97,326.00	99,186.50	243,279.50	884,795.50
2010	99,032.50	354,749.00	99,231.50	105,456.50	244,229.00	902,698.50
2011	98,219.00	345,798.00	98,269.50	101,089.50	239,808.50	883,184.50
2012	106,132.50	355,636.00	106,025.00	107,910.00	242,297.50	918,001.00
2013	110,499.00	354,016.00	110,171.50	104,762.00	243,734.00	923,182.50
2014	114,042.00	355,003.00	113,912.50	104,411.00	246,010.50	933,379.00
2015	122,593.50	373,023.50	122,752.00	112,352.00	255,364.50	986,085.50
2016	121,731.00	387,506.50	122,167.50	124,354.50	259,936.50	1,015,696.00
2017	108,543.00	389,542.50	107,075.50	131,818.00	254,616.50	991,595.50
2018	127,951.00	397,712.50	130,421.00	141,880.00	253,461.50	1,051,426.00
2019	125,659.50	410,717.00	124,448.50	145,361.00	261,793.00	1,067,979.00
2020	82,788.00	285,975.00	81,130.00	49,248.00	230,881.00	730,022.00
2021	116,707.50	387,668.50	115,497.50	114,822.00	262,648.50	997,344.00
Total Fees Payable to Towns	\$ 1,961,734.00	\$ 6,500,614.00	\$ 1,948,831.00	\$ 1,914,362.00	\$ 4,495,134.50	\$ 16,820,675.50

note: Barnstable fees are distributed 75% to Town of Barnstable, 25% to Town of Yarmouth

APPENDIX H

Accounting & Finance

Mark K. Rozum

Preliminary Draft of
Proposed 2023
Operating Budget

PURPOSE:

To present a preliminary draft of the staff's proposed 2023 Operating Budget.

BACKGROUND:

Attached please find the proposed draft of the staff's proposed 2023 Operating Budget, including: a statement of projected revenues and expenses; a statement of detailed operating expenses with comparisons to 2021 actual expenses and the 2022 budget.

Cost of service

The Authority's total operating expenses in 2023 are expected to be approximately \$132,767,963. This projected cost of service for 2023 represents a \$13,020,744 or 10.9%, increase in total operating expenses versus 2022 budget.

The most significant variances in projected cost are attributed primarily to the following cost categories:

EXPENSE DESCRIPTION	2021 ACTUAL	2022 BUDGET	2023 BUDGET	VARIANCE	% CHANGE
PAYROLL	\$39,930,902	\$42,697,830	\$ 45,170,156	\$2,472,326	5.8%
PENSION	6,370,643	9,416,479	9,437,658	21,179	0.2%
HEALTH & WELFARE	11,019,101	10,524,268	10,797,094	272,826	2.6%
PAYROLL TAXES	2,882,525	3,197,522	3,409,122	211,600	6.6%
DEPRECIATION	14,193,248	14,049,007	15,572,891	1,523,884	10.8%
VESSEL FUEL OIL	6,627,202	8,147,611	13,760,815	5,613,204	68.9%
MAINTENANCE - VESSELS (excluding labor)	11,308,919	8,420,219	8,489,681	69,462	0.8%
MAINTENANCE - TERMINALS (excluding labor)	1,595,316	2,826,350	4,093,350	1,267,000	44.8%
TELEPHONES	1,094,466	1,129,766	1,153,647	23,881	2.1%
CASUALTIES & INSURANCE	4,717,984	4,758,610	4,840,272	81,662	1.7%
OTHER	14,078,621	14,485,539	16,043,276	1,463,777	10.1%
TOTAL	\$113,818,927	\$119,653,201	\$132,767,963	\$13,020,762	10.9%

Vessel operating expenses are expected to increase by \$6,977,000, or 25.0%, in 2023. During 2023, it is expected that the Steamship Authority will use approximately 3,502,000 gallons of vessel fuel oil. Currently, we are expecting the delivered price of fuel, including hedging premiums, to range between \$3.85 and \$4.19 per gallon compared to a range of \$1.82 to \$2.49 for the 2022 budget. Fuel expense is expected to be approximately \$13,761,000 in 2023, or a 68.9% increase compared to the 2022 budget.

Depreciation expense is expected to increase by 10.8%, or \$1,524,000 with the addition two new vessels for part of the year, a new website, the addition of four new electric buses and 2 new electric shuttle vans that will be delivered in 2023 and a full year of depreciation for three new electric buses that will be delivered in 2022 and the completed Woods Hole Terminal Slips.

Overall, maintenance expense is expected to increase by \$1,886,000, or 8.7%, in 2023. Vessel dry-dock expenses are expected to decrease by \$197,000, or 3.9%, versus the budget for 2022 as dry-docks are scheduled for the M/V Gay Head, M/V Governor, M/V Martha's Vineyard, M/V Sankaty and the M/V Woods Hole during 2022. Terminal repairs, dolphin and dock repairs will increase by \$1,267,000, or 44.8%, versus 2022 budget.

Health care, pension and unemployment cost expenses are expected to increase by \$294,000 or 1.5%, versus the 2022 budget and continues to reflect contributions by employees towards their medical plans. Payroll taxes are budgeted to increase by 6.6%, or \$212,000 compared to the 2022 budget.

Casualties and insurance expense is expected to increase by \$82,000, or 1.7%.

Overall, payroll expense is anticipated to increase by \$2,472,000, or 5.8%.

The projected cost of service for 2023 is based on the approved 2023 Nantucket operating schedules and 2023 approved winter and spring and 2023 proposed summer and fall operating schedules for the Martha's Vineyard route.

Operating Revenues

The projected operating revenues for 2023 are generally based on actual traffic statistics for the 12-month period ending July 31, 2022. The Authority's traffic statistics over the past few years are as follows:

	2020 Actual	2021 Actual	2022 Budget	2023 Budget
No. of Passengers carried	2,067,301	2,727,556	2,620,680	2,828,557
No. of Automobiles carried	434,256	505,555	496,375	499,727
No. of Trucks carried	174,521	198,879	196,648	201,204
No. of Cars Parked	102,987	157,827	147,006	162,943
No. of Trips	21,423	24,371	24,874	25,338
No. of Miles Traveled	314,274	358,956	374,596	380,816

The projected operating revenues of \$129,661,00 in 2023 represents an increase of \$5,962,000 or 4.8%, versus the 2022 budget. Automobile revenue is expected to decrease by approximately \$574,000, or 1.3%; freight revenue is expected to increase by approximately \$1,372,000, or 3.7%; passenger revenue is expected to increase by \$2,445,000, or 8.1% while parking revenue is expected to increase by \$1,053,000, or 22.2% versus 2022 budget. Other incoming including interest income, grant revenue and license fees is expected to increase by \$96,000 or 1.1% versus the 2022 budget.

The Authority's Sinking Fund requirements for 2023 include estimated bond interest payments of \$2,069,770 on September 1, 2023; bond interest payments of \$2,069,770 on March 1, 2024; and bond principal payments of \$8,180,000 due on March 1, 2024.

Based on our estimate of revenues and expenses for 2023, the Authority's net operating income next year is expected to be approximately \$1,085,000.

Attached is a statement of projected net operating income by route for 2023. Based on the cost allocation method, operating revenues and other non-service income would be split 57.6% from the Martha's Vineyard route and 42.4% from the Nantucket route. The allocation of the total cost of service would be split 59.0% to the Martha's Vineyard route and 41.0% to the Nantucket route.

RECOMMENDATION:

This information is being forwarded for review and discussion by the Port Council Members. No action is being requested at this time. A vote to adopt the recommended 2023 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 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021 ACTUAL	2022 BUDGET	2022 ESTIMATE *	2023 BUDGET	2023 vs. 2022 Budget Inc(Dec)	% Inc(Dec)
OPERATING REVENUES:						
Automobile Revenue	44,536,342	43,849,567	42,539,025	43,275,519	(574,048)	-1.3%
Freight Revenue	37,656,184	36,721,346	36,964,781	38,093,601	1,372,255	3.7%
Passenger Revenue	31,213,609	30,199,350	30,980,047	32,644,211	2,444,861	8.1%
Bicycle,Mail,Misc Voyage	552,851	614,935	699,516	956,651	341,716	55.6%
Revenue From Terminal Operations	5,771,745	4,746,350	5,882,038	5,799,375	1,053,025	22.2%
Parking Revenue	7,194,763	6,349,750	6,687,345	7,303,750	954,000	15.0%
Rent Revenue	1,313,618	1,218,101	1,438,174	1,588,000	369,899	30.4%
TOTAL OPERATING REVENUES	128,239,112	123,699,399	125,190,926	129,661,107	5,961,708	4.8%
OPERATING EXPENSES						
Operation Of Vessels	26,448,597	27,908,923	28,611,943	34,885,477	6,976,554	25.0%
Operation Of Terminals	12,772,012	13,801,560	13,972,337	14,709,363	907,803	6.6%
Depreciation	14,193,248	14,049,007	13,801,527	15,572,891	1,523,884	10.8%
Maintenance Expense	21,528,757	21,654,699	22,041,756	23,540,847	1,886,148	8.7%
General Expense	27,661,635	30,118,898	28,527,538	31,297,634	1,178,736	3.9%
Casualties & Insurance	4,717,984	4,758,610	4,808,687	4,840,272	81,662	1.7%
Traffic Expense	2,770,114	3,292,799	3,316,303	3,463,448	170,649	5.2%
Rents	844,056	871,201	887,430	954,910	83,709	9.6%
Payroll Taxes (Social Security)	2,882,525	3,197,522	3,075,833	3,409,121	211,599	6.6%
TOTAL OPERATING EXPENSES	113,818,928	119,653,219	119,043,354	132,673,963	13,020,744	10.9%
NET REVENUE FROM OPERATING	14,420,184	4,046,180	6,147,572	(3,012,856)	(7,059,036)	-174.5%
OTHER INCOME						
Gain From Sale of Property	1,000	0	0	0	0	0.0%
Interest Income	50,012	48,250	43,250	56,960	8,710	18.1%
Special Purpose Fund Investments	24,805	22,612	92,331	105,350	82,738	365.9%
Release Premium LT Debt	1,667,126	1,647,609	1,651,561	1,470,071	(177,538)	-10.8%
Grant Revenue	442,850	5,140,000	4,641,887	4,400,000	(740,000)	-14.4%
Miscellaneous Income	0	0	0	0	0	0.0%
Misc Income - License Fees	2,072,785	1,746,429	1,980,154	2,668,437	922,008	52.8%
TOTAL OTHER INCOME	4,258,578	8,604,900	8,409,183	8,700,818	95,918	1.1%
OTHER EXPENSES						
Loss From Sale of Property	12,009	0	0	0	0	0.0%
Amortization Of Discount &	0				0	
Current Expense On Bonds	0	0	0	0	0	0.0%
Uncollectible Accts	4,391	0	0	0	0	0.0%
Misc.Income Charges	16,386	22,082	16,062	10,500	(11,582)	-72.1%
Interest On Funded Debt	3,433,190	3,077,340	3,038,423	4,197,517	1,120,177	36.9%
Interest On Unfunded Debt	0	0	0	0	0	0.0%
Interest On Pension Withdrawal	439,239	417,497	417,497	394,911	(22,586)	-5.4%
TOTAL OTHER EXPENSES	3,905,215	3,516,919	3,471,982	4,602,928	1,086,009	31.3%
NET INCOME (LOSS) FOR YEAR	14,773,547	9,134,161	11,084,772	1,085,034	(8,049,127)	-88.1%

STATEMENT OF DETAILED OPERATING EXPENSES - PRELIMINARY 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021	2022	2022	2023	2023 vs. 2022 Budget	
	ACTUAL	BUDGET	ESTIMATE *	BUDGET	Inc(Dec)	% Inc(Dec)
OPERATION OF VESSELS:						
Telephones	14,335	41,370	23,700	12,705	(28,665)	-69.3%
Wages- Crew	18,397,586	18,443,337	18,803,934	19,440,264	996,927	5.4%
Fuel	6,627,202	8,147,611	8,584,356	13,760,815	5,613,204	68.9%
Lubricants	242,289	275,050	284,318	318,548	43,498	15.8%
Stores,Supplies & Equipment	822,576	672,860	632,746	879,790	206,930	30.8%
Other Vessel Expense	344,609	328,695	282,889	473,355	144,660	44.0%
TOTAL OPERATION OF VESSELS	26,448,597	27,908,923	28,611,944	34,885,477	6,976,554	25.0%
OPERATION OF TERMINALS:						
Telephones	76,993	150,905	105,692	75,485	(75,420)	-50.0%
Agents,Clerks & Attendants	4,758,345	4,593,698	4,687,397	4,913,620	319,922	7.0%
Stevedoring & Cargo Expense	3,348,279	3,775,729	3,738,796	3,989,325	213,596	5.7%
Light,Heat,Power & Water	818,307	632,980	828,103	901,660	268,680	42.4%
Stationery & Printing	10,185	9,000	40,341	9,250	250	2.8%
Other Terminal Expenses & Parking Lots	3,759,903	4,639,248	4,572,008	4,820,023	180,775	3.9%
TOTAL OPERATION OF TERMINALS	12,772,012	13,801,560	13,972,337	14,709,363	907,803	6.6%
DEPRECIATION EXPENSE	14,193,248	14,049,007	13,801,527	15,572,891	1,523,884	10.8%
MAINTENANCE EXPENSE:						
Supervision	893,623	1,427,652	1,157,413	1,504,769	77,117	5.4%
Repairs- M/V Martha's Vineyard	2,503,203	813,261	846,137	1,720,875	907,614	111.6%
Repairs- M/V Woods Hole	1,977,957	565,786	667,765	2,033,930	1,468,144	259.5%
Repairs- M/V Governor	1,964,940	781,503	725,758	1,873,812	1,092,309	139.8%
Repairs- M/V Sankaty	1,351,025	708,903	769,736	1,637,577	928,674	131.0%
Repairs- M/V Nantucket	973,473	1,857,116	2,276,778	887,234	(969,882)	-52.2%
Repairs- M/V Katama	445,619	1,469,644	911,604	591,636	(878,008)	-59.7%
Repairs- M/V Eagle	866,016	2,249,001	2,228,770	925,996	(1,323,005)	-58.8%
Repairs- M/V Gay Head	1,807,944	475,749	932,173	1,260,145	784,396	164.9%
Repairs- M/V Island Home	1,294,424	2,236,989	2,676,950	1,131,868	(1,105,121)	-49.4%
Repairs- M/V Iyanough	1,443,590	1,396,158	1,531,744	843,578	(552,580)	-39.6%
Repairs- Bldgs. & Structures	2,303,207	3,691,066	3,452,911	5,011,447	1,320,381	35.8%
Repairs- Office & Term Equip	2,211,831	2,586,452	2,322,392	2,633,875	47,423	1.8%
Repairs- Vehicles	417,461	414,600	466,725	414,600	0	0.0%
Miscellaneous Maintenance	1,074,444	980,819	1,074,899	1,069,505	88,686	9.0%
TOTAL MAINTENANCE EXPENSE	21,528,757	21,654,699	22,041,755	23,540,847	1,886,148	8.7%
GENERAL EXPENSE:						
General Officers & Clerks	4,094,125	4,423,104	4,420,195	4,803,768	380,664	8.6%
General Office Supplies & Expenses	1,327,128	1,173,915	1,374,002	1,347,265	173,350	14.8%
Legal Expenses	204,528	256,800	291,920	259,800	3,000	1.2%
Pension & Relief	17,389,744	19,940,750	18,337,343	20,234,752	294,002	1.5%
Other Expenses	4,646,110	4,324,329	4,104,078	4,652,049	327,720	7.6%
TOTAL GENERAL EXPENSE	27,661,635	30,118,898	28,527,538	31,297,634	1,178,736	3.9%

STATEMENT OF DETAILED OPERATING EXPENSES - PRELIMINARY 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021 ACTUAL	2022 BUDGET	2022 ESTIMATE *	2023 BUDGET	2023 vs. 2022 Budget	
					Inc(Dec)	% Inc(Dec)
CASUALTIES & INSURANCE						
Hull Insurance & Losses	841,742	836,232	838,321	861,312	25,080	3.0%
Cargo Insurance, Loss & Damage	69,558	84,696	70,941	87,552	2,856	3.4%
Liability Insurance & Loss-Marine	1,805,865	1,904,052	1,920,801	1,898,040	(6,012)	-0.3%
Liability Ins & Loss- Non-Marine	1,109,596	1,089,996	1,091,560	1,116,306	26,310	2.4%
Other Insurance	891,223	843,634	887,064	877,062	33,428	4.0%
TOTAL CASUALTIES & INSURANCE	4,717,984	4,758,610	4,808,686	4,840,272	81,662	1.7%
TRAFFIC EXPENSE:						
Reservation Bureaus	1,324,669	1,612,610	1,451,165	1,720,088	107,478	6.7%
Advertising	1,181,732	1,345,530	1,578,047	1,380,147	34,617	2.6%
Other Traffic Expense	263,713	334,659	287,092	363,213	28,554	8.5%
TOTAL TRAFFIC EXPENSE	2,770,114	3,292,799	3,316,304	3,463,448	170,649	5.2%
OPERATING RENTS	844,056	871,201	887,430	954,910	83,709	9.6%
PAYROLL TAXES - SOCIAL SECURITY	2,882,525	3,197,522	3,075,833	3,409,121	211,599	6.6%
TOTAL OPERATING EXPENSES	113,818,928	119,653,219	119,043,354	132,673,963	13,020,744	10.9%

SUPPLEMENTAL INFORMATION - PRELIMINARY 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021 ACTUAL	2022 BUDGET	2022 ESTIMATE *	2023 BUDGET	2023 vs. 2022 Budget	
					Inc(Dec)	% Inc(Dec)
OTHER INCOME						
Miscellaneous Income						
Profit (Loss) from Sale of Property	(11,009)	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	2,072,785	1,746,429	1,980,154	2,668,437	922,008	52.8%
Total Miscellaneous Income	2,061,776	1,746,429	1,980,154	2,668,437	922,008	46.6%
GENERAL EXPENSE:						
Pension & Relief						
Pension Expense	6,224,440	7,630,322	7,451,312	8,074,127	443,805	5.8%
Health & Welfare Expense	11,136,903	13,141,043	9,691,960	13,482,038	340,995	2.6%
Health & Welfare Contribution.	(2,227,381)	(2,616,775)	0	(2,684,967)	(68,192)	2.6%
Long Term Disability	962,935	585,519	547,306	585,519	0	0.0%
Unemployment Tax	1,292,847	1,200,641	646,764	778,012	(422,629)	-35.2%
Total Pension & Relief	17,389,744	19,940,750	18,337,343	20,234,752	294,002	1.5%
Other Expenses						
Credit Card Charges	2,707,906	2,775,750	2,739,674	2,800,500	24,750	0.9%
Outside Accounting	159,000	162,750	163,250	167,500	4,750	2.9%
Consultants	208,568	242,050	221,760	242,400	350	0.1%
Training & Safety	1,058,284	776,054	535,032	720,899	(55,155)	-7.1%
Other	512,352	367,725	444,362	720,750	353,025	96.0%
Total Other Expenses	4,646,110	4,324,329	4,104,078	4,652,049	327,720	7.6%

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
Net Income From Operations - By Routes
2023 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	2,278,957	549,600	2,828,557
Number of Automobiles	428,115	71,612	499,727
Number of Trucks	146,159	55,049	201,208
Revenues:			
Passengers	\$18,705,133	\$13,939,078	\$32,644,211
Freight	18,589,677	19,503,924	\$38,093,601
Automobile	29,773,557	13,501,962	\$43,275,519
Bicycle	112,831	93,820	\$206,651
Mail	0	0	\$0
Concession	506,250	243,750	\$750,000
Parking	5,542,500	1,761,250	\$7,303,750
Other	2,753,655	4,633,720	\$7,387,375
Total Revenues	\$75,983,603	\$53,677,504	\$129,661,107
	58.6%	41.4%	100.0%
Cost of Service:			
Vessels	\$35,928,203	\$30,979,407	\$66,907,610
Terminals	15,300,950	9,232,877	\$24,533,827
Maintenance	1,848,312	1,284,421	\$3,132,733
Parking Lots	5,414,419	1,309,567	\$6,723,986
Reservation Bureau - Mashpee	1,300,255	595,161	\$1,895,416
Reservation Bureau - M. Vineyard	44,917	0	\$44,917
Computer	3,779,634	863,651	\$4,643,285
Administration	17,343,119	12,051,998	\$29,395,117
Total Cost of Service	\$80,959,809	\$56,317,082	\$137,276,891
	59.0%	41.0%	100.0%
Income from Service	(\$4,976,206)	(\$2,639,578)	(\$7,615,784)
Other Non-Service Income (Net), including License Income	\$3,772,466	\$4,928,352	\$8,700,818
Net Income from Operations	(\$1,203,740)	\$2,288,774	\$1,085,034
	-110.9%	210.9%	100.0%
Original 2022 Budget -			
Net income from Operations	\$4,907,162	\$4,227,016	\$9,134,178

INCOME STATEMENT - 2023 PRELIMINARY OPERATING BUDGET

		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Waterline Op Revenues		4,717,943	4,762,474	6,043,198	9,325,990	12,662,955	15,001,552	18,915,084	18,722,587	14,277,938	11,067,612	7,395,925	6,767,849	129,661,107
Waterline Op Expenses		10,591,178	10,934,539	10,419,032	10,316,453	10,829,067	11,142,401	11,526,130	11,826,072	11,364,908	11,658,243	10,793,444	11,272,496	132,673,963
Net Inc From W/L Op		(5,873,235)	(6,172,065)	(4,375,834)	(990,463)	1,833,888	3,859,151	7,388,954	6,896,515	2,913,030	(590,631)	(3,397,519)	(4,504,647)	(3,012,856)
Other Income														
Profit Sale Prop	508000	0	0	0	0	0	0	0	0	0	0	0	0	0
Interest Income	504000	2,780	2,525	3,300	4,100	5,100	6,400	7,900	4,545	6,255	5,400	4,225	4,430	56,960
Income From Funds	505000	2,300	2,300	5,300	8,200	15,000	21,750	41,000	1,500	1,800	1,800	2,000	2,400	105,350
Release of Premium on LT De	506000	122,506	122,506	122,506	122,506	122,506	122,506	122,506	122,506	122,506	122,506	122,506	122,505	1,470,071
Grant Revenue	515000	0	1,000,000	1,200,000	0	0	0	0	0	1,000,000	1,200,000	0	0	4,400,000
Misc Income	507000	0	0	0	0	0	0	0	0	0	0	0	0	0
License Income	507001	47,170	55,851	70,903	73,665	106,058	151,246	309,710	444,153	465,270	417,888	265,972	260,551	2,668,437
Total Other Inc		174,756	1,183,182	1,402,009	208,471	248,664	301,902	481,116	572,704	1,595,831	1,747,594	394,703	389,886	8,700,818
Total Income		(5,698,479)	(4,988,883)	(2,973,825)	(781,992)	2,082,552	4,161,053	7,870,070	7,469,219	4,508,861	1,156,963	(3,002,816)	(4,114,761)	5,687,962
Misc Deduct From Income														
Uncollectible Accts	524000	0	0	0	0	0	0	0	0	0	0	0	0	0
Misc Income Charges	527000	875	875	875	875	875	875	875	875	875	875	875	875	10,500
Loss Sale Property	525000	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Inc Deduct		875	875	875	875	875	875	875	875	875	875	875	875	10,500
Amt Avail For Fixed Charges		(5,699,354)	(4,989,758)	(2,974,700)	(782,867)	2,081,677	4,160,178	7,869,195	7,468,344	4,507,986	1,156,088	(3,003,691)	(4,115,636)	5,677,462
Fixed Charges														
Int On Funded Debt	528000	387,516	350,015	348,711	337,463	348,711	337,463	348,711	348,711	341,856	353,252	341,857	353,251	4,197,517
Int On Unfunded Debt	529003	0	0	0	0	0	0	0	0	0	0	0	0	0
Int On Pension Withdrawal	529004	33,784	33,626	33,469	33,310	33,151	32,992	32,832	32,672	32,511	32,350	32,188	32,026	394,911
Amort Disc L.T.Debt	530000	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Fixed Charges		421,300	383,641	382,180	370,773	381,862	370,455	381,543	381,383	374,367	385,602	374,045	385,277	4,592,428
Net Income		(6,120,654)	(5,373,399)	(3,356,880)	(1,153,640)	1,699,815	3,789,723	7,487,652	7,086,961	4,133,619	770,486	(3,377,736)	(4,500,913)	1,085,034
Reservation Of Income														
Income From Funds	286000	2,300	2,300	5,300	8,200	15,000	21,750	41,000	1,500	1,800	1,800	2,000	2,400	105,350
Grant Revenue	515000	0	1,000,000	1,200,000	0	0	0	0	0	1,000,000	1,200,000	0	0	4,400,000
Net Income From Oper		(6,122,954)	(6,375,699)	(4,562,180)	(1,161,840)	1,684,815	3,767,973	7,446,652	7,085,461	3,131,819	(431,314)	(3,379,736)	(4,503,313)	(3,420,316)

WATERLINE OPERATING REVENUE		2023												
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Freight Revenue														
Passenger Cars	301001	1,065,944	1,055,676	1,314,099	2,660,589	4,050,452	5,250,263	7,266,021	7,737,873	5,434,966	3,961,554	1,923,607	1,554,475	43,275,519
Other	301002	2,137,751	2,306,315	2,915,911	3,542,168	3,785,630	4,045,965	3,886,634	3,704,921	3,533,678	3,014,315	2,657,553	2,562,760	38,093,601
Total Freight Rev		3,203,695	3,361,991	4,230,010	6,202,757	7,836,082	9,296,228	11,152,655	11,442,794	8,968,644	6,975,869	4,581,160	4,117,235	81,369,120
Passenger Revenue														
Regular	302001	966,773	984,248	1,204,839	2,280,912	3,013,574	3,716,083	5,059,655	4,672,766	3,535,462	2,852,267	2,039,241	1,927,585	32,253,405
Party, Group	302003	8,063	10,973	4,671	21,516	40,523	72,977	45,278	36,069	74,699	58,840	8,442	8,755	390,806
Total Pass Rev		974,836	995,221	1,209,510	2,302,428	3,054,097	3,789,060	5,104,933	4,708,835	3,610,161	2,911,107	2,047,683	1,936,340	32,644,211
Bicycle	303000	312	362	903	7,280	16,976	30,564	50,921	50,083	28,783	16,136	3,282	1,049	206,651
Mail	304000	0	0	0	0	0	0	0	0	0	0	0	0	0
Misc Voyage Rev.														
Concessions	306001	12,750	16,750	18,250	45,750	72,500	119,250	124,500	115,750	58,500	60,250	66,500	39,250	750,000
Misc	306002	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Trans Rev -Line Service		4,191,593	4,374,324	5,458,673	8,558,215	10,979,655	13,235,102	16,433,009	16,317,462	12,666,088	9,963,362	6,698,625	6,093,874	114,969,982
Revenue From Term Operations														
Misc Op Rev		86,525	68,175	129,700	139,650	169,525	251,000	242,075	219,225	152,100	99,975	101,350	107,850	1,767,150
Canc. Penalty		277,200	140,850	166,950	191,250	615,150	390,825	518,625	557,775	392,625	313,650	190,575	276,750	4,032,225
Parking Rev		85,500	81,250	112,000	292,250	708,250	972,750	1,567,250	1,536,250	933,500	572,250	260,500	182,000	7,303,750
Total Rev From Term Operations		449,225	290,275	408,650	623,150	1,492,925	1,614,575	2,327,950	2,313,250	1,478,225	985,875	552,425	566,600	13,103,125
Rent Revenue														
Other Rent Rev	342000	77,125	97,875	175,875	144,625	190,375	151,875	154,125	91,875	133,625	118,375	144,875	107,375	1,588,000
Total Rent Rev		77,125	97,875	175,875	144,625	190,375	151,875	154,125	91,875	133,625	118,375	144,875	107,375	1,588,000
Total W/L Operating Revenues		4,717,943	4,762,474	6,043,198	9,325,990	12,662,955	15,001,552	18,915,084	18,722,587	14,277,938	11,067,612	7,395,925	6,767,849	129,661,107

OPERATING EXPENSE - CONT'D		2023												
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Maintenance Expense														
Supervision		123,446	112,982	131,221	121,360	127,436	122,092	127,409	126,631	124,558	127,558	124,410	135,666	1,504,769
Repairs- M/V Martha's Vineyard		8,437	25,174	9,165	11,321	123,551	27,195	14,027	12,408	547,240	867,030	67,361	7,966	1,720,875
Repairs- M/V Woods Hole		763,380	997,206	135,370	10,091	17,251	16,587	17,673	15,214	16,101	11,261	14,298	19,498	2,033,930
Repairs- M/V Governor		44,314	561,786	579,038	281,047	206,077	16,327	16,773	26,219	13,521	44,748	69,994	13,968	1,873,812
Repairs- M/V Sankaty		46,695	75,257	60,300	11,104	15,879	9,003	6,775	2,921	85,835	537,263	611,303	175,242	1,637,577
Repairs- M/V Nantucket		24,103	38,085	64,653	293,471	351,105	14,891	12,642	20,696	11,094	23,438	13,204	19,852	887,234
Repairs- M/V Katama		12,665	5,141	5,685	10,401	30,942	213,888	56,451	150,473	35,535	43,280	17,719	9,456	591,636
Repairs- M/V Eagle		151,541	10,867	17,983	10,561	29,490	148,507	20,690	21,253	15,078	11,008	106,338	382,680	925,996
Repairs- M/V Gay Head		26,118	4,281	9,269	11,883	17,297	8,176	438,029	620,212	92,823	9,373	12,699	9,985	1,260,145
Repairs- M/V Island Home		247,653	358,839	212,065	48,309	19,951	98,541	27,658	21,533	36,146	22,686	19,283	19,204	1,131,868
Repairs- M/V Iyanough		102,365	189,142	306,993	59,122	26,956	26,742	43,795	29,117	19,116	14,699	16,627	8,904	843,578
Repairs-Total Vessels		1,427,271	2,265,778	1,400,521	747,310	838,499	579,857	654,513	920,046	872,489	1,584,786	948,826	666,755	12,906,651
Repairs-Bldgs & Struct		752,107	819,231	468,879	501,621	382,188	256,183	173,963	114,416	136,599	153,714	622,332	630,214	5,011,447
Repairs-Off&Term Equip		225,704	219,314	236,927	216,966	215,094	216,920	212,159	211,115	214,304	228,508	218,401	218,463	2,633,875
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		93,095	78,355	59,555	78,101	74,189	115,055	114,452	74,052	81,813	82,520	120,195	98,123	1,069,505
Total Maintenance Exp		2,658,673	3,547,710	2,349,153	1,692,408	1,664,456	1,317,157	1,309,546	1,473,310	1,456,813	2,214,136	2,071,214	1,786,271	23,540,847
Depreciation														
Depr Exp- Trans Prop		1,250,113	1,245,260	1,284,375	1,282,485	1,242,587	1,336,820	1,333,284	1,333,137	1,333,138	1,333,009	1,299,541	1,299,142	15,572,891
Amort. of Goodwill	412000	0	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	0
Total Depreciation		1,250,113	1,245,260	1,284,375	1,282,485	1,242,587	1,336,820	1,333,284	1,333,137	1,333,138	1,333,009	1,299,541	1,299,142	15,572,891

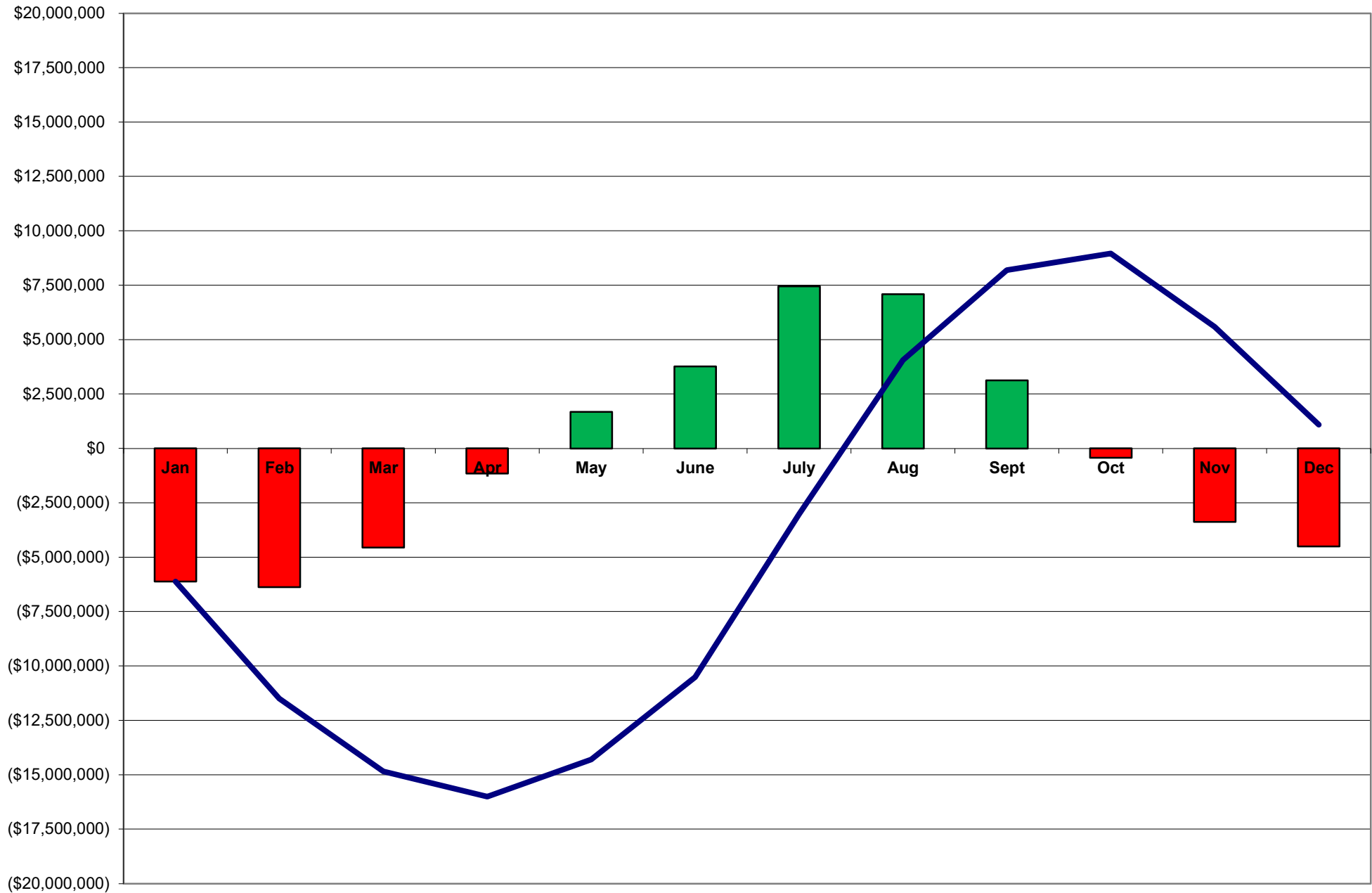
OPERATING EXPENSES

2023

		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	1,065	1,055	1,055	1,035	1,040	1,010	1,070	1,825	445	1,030	1,030	1,045	12,705
Crew Wages- Deck		871,878	750,415	834,645	1,037,644	1,130,856	1,333,536	1,361,184	1,292,088	1,293,983	1,204,422	1,053,961	1,190,651	13,355,263
Crew Wages- Engine		333,312	317,211	334,925	397,901	434,371	497,377	505,335	492,526	473,689	469,016	399,673	451,466	5,106,802
Crew Wages- Stewards		76,104	68,826	69,006	71,724	73,736	88,930	97,537	93,662	83,179	75,603	87,096	92,796	978,199
Fuel		806,092	648,280	830,404	1,208,468	1,287,401	1,350,836	1,464,960	1,455,405	1,329,090	1,299,303	1,021,115	1,059,461	13,760,815
Lubricants & Water		21,011	18,494	23,108	29,912	31,780	32,647	30,216	30,349	29,352	28,870	21,023	21,786	318,548
Food Supplies		0	0	0	0	0	0	0	0	0	0	0	0	0
Stores,Supplies & Equip		52,275	38,715	66,820	61,255	84,770	83,315	85,400	97,985	74,470	35,265	77,520	122,000	879,790
Other Vessel Expense		84,025	68,800	24,115	23,440	25,415	31,060	31,420	44,055	28,190	37,965	33,690	41,180	473,355
Total Line Service		2,245,762	1,911,796	2,184,078	2,831,379	3,069,369	3,418,711	3,577,122	3,507,895	3,312,398	3,151,474	2,695,108	2,980,385	34,885,477
Terminal Operations														
Supervision	441001	0	0	0	0	0	0	0	0	0	0	0	0	0
Tel & Tel	441002	6,065	6,040	6,105	6,005	6,110	6,320	6,455	7,275	6,190	6,300	6,240	6,380	75,485
Agents,Clerks & Att		367,151	338,586	371,530	380,363	434,935	458,666	461,247	445,960	444,806	432,181	386,958	391,237	4,913,620
Stevedoring & Cargo		260,848	222,701	236,513	279,796	368,633	418,191	429,251	435,227	410,448	360,913	283,640	283,164	3,989,325
Light,Heat,Power,Water		99,245	80,425	66,655	65,355	59,070	60,440	89,285	84,470	63,675	82,000	84,795	66,245	901,660
Stationery & Printing		775	775	750	775	775	750	775	775	775	775	775	775	9,250
Op Of Highway Vehicles														
Local Transfers		0	0	0	0	0	0	0	0	0	0	0	0	0
Other Term Operations		325,060	250,450	293,281	311,075	385,870	484,245	558,028	572,022	521,696	434,548	333,447	350,301	4,820,023
Total Term Operations		1,059,144	898,977	974,834	1,043,369	1,255,393	1,428,612	1,545,041	1,545,729	1,447,590	1,316,717	1,095,855	1,098,102	14,709,363
Total Trans Expense		3,304,906	2,810,773	3,158,912	3,874,748	4,324,762	4,847,323	5,122,163	5,053,624	4,759,988	4,468,191	3,790,963	4,078,487	49,594,840

OPERATING EXPENSE - CONT'D		2023												
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Traffic Expense														
Reservation Bureaus		126,319	116,117	123,033	142,805	161,910	163,548	166,506	161,364	156,380	153,303	125,980	122,823	1,720,088
Outside Traffic Exp														
Advertising	458000	28,097	28,097	50,685	62,619	171,683	235,433	235,433	235,433	212,845	61,951	29,774	28,097	1,380,147
Other Traffic Expense	459000	53,599	15,737	30,865	25,854	58,238	43,298	20,574	20,568	32,865	23,951	18,950	18,714	363,213
Total Traffic Expense		208,015	159,951	204,583	231,278	391,831	442,279	422,513	417,365	402,090	239,205	174,704	169,634	3,463,448
General Expense														
General Off & Clerks		392,035	357,828	393,806	382,820	398,167	384,816	422,926	421,110	412,460	417,080	402,009	418,711	4,803,768
Gen Off Supplies & Exp	462003	42,100	30,600	33,200	29,500	32,100	27,300	34,200	28,800	35,900	36,300	38,300	38,300	406,600
Tel & Tel		83,375	78,395	77,710	79,890	79,090	77,880	76,460	78,065	77,955	77,915	79,285	74,645	940,665
Legal Expense		21,400	21,900	21,400	21,900	21,400	21,900	21,400	21,900	21,400	21,900	21,400	21,900	259,800
Pension & Relief		1,461,892	1,427,190	1,666,643	1,640,158	1,513,427	1,579,395	1,576,464	1,836,481	1,738,109	1,706,044	1,830,536	2,258,413	20,234,752
Stationery & Printing		0	0	0	0	0	0	0	0	0	0	0	0	0
Other Expense		466,832	565,851	479,037	372,509	361,270	341,966	312,191	353,766	356,704	324,503	367,429	349,991	4,652,049
Total General Expense		2,467,634	2,481,764	2,671,796	2,526,777	2,405,454	2,433,257	2,443,641	2,740,122	2,642,528	2,583,742	2,738,959	3,161,960	31,297,634
Casualties & Insurance														
Supervision														
Baggage Ins & Losses														
Hull Ins & Damage		71,776	71,776	71,776	71,776	71,776	71,776	71,776	71,776	71,776	71,776	71,776	71,776	861,312
Cargo Ins, Loss & Damage		7,296	7,296	7,296	7,296	7,296	7,296	7,296	7,296	7,296	7,296	7,296	7,296	87,552
Liab Ins- Marine		158,170	158,170	158,170	158,170	158,170	158,170	158,170	158,170	158,170	158,170	158,170	158,170	1,898,040
Liab Ins- Non Marine	476001	91,551	91,551	91,551	91,551	91,551	91,551	94,500	94,500	94,500	94,500	94,500	94,500	1,116,306
Other Insurance	477001	69,671	69,671	69,671	69,671	69,671	69,671	76,506	76,506	76,506	76,506	76,506	76,506	877,062
Total Cas & Insurance		398,464	398,464	398,464	398,464	398,464	398,464	408,248	408,248	408,248	408,248	408,248	408,248	4,840,272
Operating Rents														
Charter Rents		0	0	0	0	0	0	0	0	0	0	0	0	0
Other Operating Rents		68,998	61,248	136,248	64,798	63,148	74,448	118,203	110,453	67,703	66,553	61,303	61,807	954,910
Total Oper Rents		68,998	61,248	136,248	64,798	63,148	74,448	118,203	110,453	67,703	66,553	61,303	61,807	954,910
Payroll Taxes														
	485000	234,375	229,369	215,501	245,495	338,365	292,653	368,532	289,813	294,400	345,159	248,512	306,947	3,409,121
Total Operating Expenses		10,591,178	10,934,539	10,419,032	10,316,453	10,829,067	11,142,401	11,526,130	11,826,072	11,364,908	11,658,243	10,793,444	11,272,496	132,673,963

2023 Budgeted Net Income by Month
and Cumulative Net Income



Accounting

Mark K. Rozum

Preliminary Draft of
Proposed 2023
Rate Adjustments

PURPOSE:

To present and review the staff's preliminary 2023 Rate Adjustments, effective January 1, 2023.

BACKGROUND:

In order to ensure sufficient income to meet next year's cost of service including scheduled debt service payments on September 1, 2023 and March 1, 2024, the staff is proposing rate adjustments that are anticipated to generate an additional \$7,600,000 of operating revenue in 2023. The preliminary draft of the proposed 2023 Operating Budget does not include the revenue associated with these proposed rate adjustments.

Management is forecasting that passenger, parking and vehicle travel in 2023 will be similar to the traffic for the twelve month period of August 2021 through July 2022

Based on an allocation of next year's projected revenues and cost of service, it is proposed that approximately \$4,200,000 in additional revenue be raised from adjustments in the Martha's Vineyard rates and an additional \$3,400,000 be raised from the Nantucket route. With the proposed distribution of rate adjustments by route, total revenues (and other non-service income) are expected to be split 58.4% for the Martha's Vineyard route and 41.6% for the Nantucket route. By comparison, the cost of service for each route is projected to be 59.0% and 41.0% respectively.

On the Martha's Vineyard route, management is proposing adjusting the adult passenger tickets by \$0.50, and the children and senior tickets by \$0.25. Passenger rates were last adjusted on the Martha's Vineyard route in 2021. The 10-ride commuter books would be adjusted by \$4.00 per book and the 10-ride senior and children books by \$2.50. The 46-ride commuter book would be adjusted by \$9.00.

Also on the Martha's Vineyard route, management is proposing adjusting the one-way standard fare vehicles by \$3.00 for the off-season period of January 1st to March 31st and \$5.00 for the rest of the year.

During the peak season of May 15th to September 14th, management is proposing to continue implementing a rate differential for travel on Friday, Saturday and Sunday compared to travelling Monday through Thursday for standard fare vehicles under 20 feet in overall length. The one-way standard fare rate for travel on Monday through Thursday would be adjusted by \$5.00 and \$5.00 for travel on Friday, Saturday and Sunday.

Management is proposing adjusting the excursion fares by \$1.50 per segment for travel between January 1st to December 31st. The 10-Ride coupon book prices would also be adjusted by \$45.00. Additionally, management is also proposing a 8% rate adjustment for all vehicles longer than 20 feet in overall length. Year-round parking permits for Woods Hole and Palmer Avenue would be adjusted by \$50.00 and the seasonal permits by \$25.00. The daily fee parking rates from May 15th to October 31st would be adjusted by \$1.00 per calendar day.

On the Nantucket route, management is proposing adjusting the traditional ferry adult passenger tickets by \$1.00, and the children and senior tickets by \$0.50. Passenger rates were last adjusted on the Nantucket route in 2021. The 10-ride commuter books would be adjusted by \$8.00 per book and the 10-ride senior and children books by \$5.00.

Management is proposing adjusting the high-speed ferry adult ticket by \$3.00, children \$1.50 and seniors by \$2.25. Same day high speed tickets round trip adult tickets would be adjusted by \$2.50 for each direction and same day round trip tickets for seniors would be adjusted by \$1.75 and children would be adjusted \$1.00 in each direction. High speed passenger rates have not been adjusted since 2021. Management is also proposing that the 10-ride high speed adult tickets be adjusted by \$25.00 per book, \$17.00 per senior book and \$15.00 per child book.

On the Nantucket route, management is proposing adjusting the one-way standard fare vehicles by \$9.00 for the off-season periods of January 1st to March 31st and \$12.00 for November 1st to December 31st. During the shoulder season periods of April 1st to May 14th, September 15th to October 31st, management is proposing adjusting the one-way standard fare rates by \$12.00.

During the peak season of May 15th to September 14th, management is proposing to continue implementing a rate differential for travel on Friday, Saturday and Sunday compared to travelling Monday through Thursday for standard fare vehicles under 20 feet in overall length. The one-way standard fare rate for travel on Monday through Thursday would be adjusted by \$12.00 and \$15.00 on Friday, Saturday and Sunday.

Management is proposing adjusting the excursion fares by \$3.00 per segment for travel between January 1st to December 31st. The 6-Ride coupon book prices would also be adjusted by \$66.00. Management is also proposing a 8% rate adjustment for all vehicles longer than 20 feet in overall length. Additionally, year-round parking permits for Hyannis would be adjusted by \$50.00 and the seasonal permits by \$25.00. The daily fee parking rates from May 15th to October 31st would be adjusted by \$1.00 per calendar day.

The above-mentioned proposed rate adjustments would generate an estimated \$7,600,000 in additional revenue. Approximately \$4,200,000 would be generated from the Martha's Vineyard route and \$3,400,000 from the Nantucket route. The proposed adjustments are expected to generate \$2,300,000 in additional revenue from the standard fare vehicles, \$370,000 from the excursion fare vehicles, \$2,400,000 from vehicles longer than 20 feet in overall length, \$2,000,000 in passenger fares, \$435,000 from parking and \$145,000 from the other miscellaneous categories.

Attached please find a list of the specific rate adjustments being proposed for each route.

RECOMMENDATION:

This information is being forwarded for review and discussion by the Port Council Members. No action is being requested at this time. A vote to adopt the recommended Rate Adjustments 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 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021	2022	2022	2023	2023 vs. 2022 Budget	
	ACTUAL	BUDGET	ESTIMATE *	BUDGET	Inc(Dec)	% Inc(Dec)
OPERATING REVENUES:						
Automobile Revenue	44,536,342	43,849,567	42,539,025	45,547,721	1,698,154	3.9%
Freight Revenue	37,656,184	36,721,346	36,964,781	41,002,405	4,281,059	11.7%
Passenger Revenue	31,213,609	30,199,350	30,980,047	34,667,356	4,468,006	14.8%
Bicycle,Mail,Misc Voyage	552,851	614,935	699,516	956,651	341,716	55.6%
Revenue From Terminal Operations	5,771,745	4,746,350	5,882,038	5,799,375	1,053,025	22.2%
Parking Revenue	7,194,763	6,349,750	6,687,345	7,750,842	1,401,092	22.1%
Rent Revenue	1,313,618	1,218,101	1,438,174	1,733,001	514,900	42.3%
TOTAL OPERATING REVENUES	128,239,112	123,699,399	125,190,926	137,457,351	13,757,952	11.1%
OPERATING EXPENSES						
Operation Of Vessels	26,448,597	27,908,923	28,611,943	34,885,477	6,976,554	25.0%
Operation Of Terminals	12,772,012	13,801,560	13,972,337	14,709,363	907,803	6.6%
Depreciation	14,193,248	14,049,007	13,801,527	15,572,891	1,523,884	10.8%
Maintenance Expense	21,528,757	21,654,699	22,041,756	23,540,847	1,886,148	8.7%
General Expense	27,661,635	30,118,898	28,527,538	31,297,634	1,178,736	3.9%
Casualties & Insurance	4,717,984	4,758,610	4,808,687	4,840,272	81,662	1.7%
Traffic Expense	2,770,114	3,292,799	3,316,303	3,463,448	170,649	5.2%
Rents	844,056	871,201	887,430	954,910	83,709	9.6%
Payroll Taxes (Social Security)	2,882,525	3,197,522	3,075,833	3,409,121	211,599	6.6%
TOTAL OPERATING EXPENSES	113,818,928	119,653,219	119,043,354	132,673,963	13,020,744	10.9%
NET REVENUE FROM OPERATING	14,420,184	4,046,180	6,147,572	4,783,388	737,208	18.2%
OTHER INCOME						
Gain From Sale of Property	1,000	0	0	0	0	0.0%
Interest Income	50,012	48,250	43,250	56,960	8,710	18.1%
Special Purpose Fund Investments	24,805	22,612	92,331	105,350	82,738	365.9%
Release Premium LT Debt	1,667,126	1,647,609	1,651,561	1,470,071	(177,538)	-10.8%
Grant Revenue	442,850	5,140,000	4,641,887	4,400,000	(740,000)	-14.4%
Miscellaneous Income	0	0	0	0	0	0.0%
Misc Income - License Fees	2,072,785	1,746,429	1,980,154	2,668,437	922,008	52.8%
TOTAL OTHER INCOME	4,258,578	8,604,900	8,409,183	8,700,818	95,918	1.1%
OTHER EXPENSES						
Loss From Sale of Property	12,009	0	0	0	0	0.0%
Amortization Of Discount &	0				0	
Current Expense On Bonds	0	0	0	0	0	0.0%
Uncollectible Accts	4,391	0	0	0	0	0.0%
Misc.Income Charges	16,386	22,082	16,062	10,500	(11,582)	-72.1%
Interest On Funded Debt	3,433,190	3,077,340	3,038,423	4,197,517	1,120,177	36.9%
Interest On Unfunded Debt	0	0	0	0	0	0.0%
Interest On Pension Withdrawal	439,239	417,497	417,497	394,911	(22,586)	-5.4%
TOTAL OTHER EXPENSES	3,905,215	3,516,919	3,471,982	4,602,928	1,086,009	31.3%
NET INCOME (LOSS) FOR YEAR	14,773,547	9,134,161	11,084,772	8,881,278	(252,883)	-2.8%

STATEMENT OF DETAILED OPERATING EXPENSES - PRELIMINARY 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021	2022	2022	2023	2023 vs. 2022 Budget	
	ACTUAL	BUDGET	ESTIMATE *	BUDGET	Inc(Dec)	% Inc(Dec)
OPERATION OF VESSELS:						
Telephones	14,335	41,370	23,700	12,705	(28,665)	-69.3%
Wages- Crew	18,397,586	18,443,337	18,803,934	19,440,264	996,927	5.4%
Fuel	6,627,202	8,147,611	8,584,356	13,760,815	5,613,204	68.9%
Lubricants	242,289	275,050	284,318	318,548	43,498	15.8%
Stores,Supplies & Equipment	822,576	672,860	632,746	879,790	206,930	30.8%
Other Vessel Expense	344,609	328,695	282,889	473,355	144,660	44.0%
TOTAL OPERATION OF VESSELS	26,448,597	27,908,923	28,611,944	34,885,477	6,976,554	25.0%
OPERATION OF TERMINALS:						
Telephones	76,993	150,905	105,692	75,485	(75,420)	-50.0%
Agents,Clerks & Attendants	4,758,345	4,593,698	4,687,397	4,913,620	319,922	7.0%
Stevedoring & Cargo Expense	3,348,279	3,775,729	3,738,796	3,989,325	213,596	5.7%
Light,Heat,Power & Water	818,307	632,980	828,103	901,660	268,680	42.4%
Stationery & Printing	10,185	9,000	40,341	9,250	250	2.8%
Other Terminal Expenses & Parking Lots	3,759,903	4,639,248	4,572,008	4,820,023	180,775	3.9%
TOTAL OPERATION OF TERMINALS	12,772,012	13,801,560	13,972,337	14,709,363	907,803	6.6%
DEPRECIATION EXPENSE	14,193,248	14,049,007	13,801,527	15,572,891	1,523,884	10.8%
MAINTENANCE EXPENSE:						
Supervision	893,623	1,427,652	1,157,413	1,504,769	77,117	5.4%
Repairs- M/V Martha's Vineyard	2,503,203	813,261	846,137	1,720,875	907,614	111.6%
Repairs- M/V Woods Hole	1,977,957	565,786	667,765	2,033,930	1,468,144	259.5%
Repairs- M/V Governor	1,964,940	781,503	725,758	1,873,812	1,092,309	139.8%
Repairs- M/V Sankaty	1,351,025	708,903	769,736	1,637,577	928,674	131.0%
Repairs- M/V Nantucket	973,473	1,857,116	2,276,778	887,234	(969,882)	-52.2%
Repairs- M/V Katama	445,619	1,469,644	911,604	591,636	(878,008)	-59.7%
Repairs- M/V Eagle	866,016	2,249,001	2,228,770	925,996	(1,323,005)	-58.8%
Repairs- M/V Gay Head	1,807,944	475,749	932,173	1,260,145	784,396	164.9%
Repairs- M/V Island Home	1,294,424	2,236,989	2,676,950	1,131,868	(1,105,121)	-49.4%
Repairs- M/V Iyanough	1,443,590	1,396,158	1,531,744	843,578	(552,580)	-39.6%
Repairs- Bldgs. & Structures	2,303,207	3,691,066	3,452,911	5,011,447	1,320,381	35.8%
Repairs- Office & Term Equip	2,211,831	2,586,452	2,322,392	2,633,875	47,423	1.8%
Repairs- Vehicles	417,461	414,600	466,725	414,600	0	0.0%
Miscellaneous Maintenance	1,074,444	980,819	1,074,899	1,069,505	88,686	9.0%
TOTAL MAINTENANCE EXPENSE	21,528,757	21,654,699	22,041,755	23,540,847	1,886,148	8.7%
GENERAL EXPENSE:						
General Officers & Clerks	4,094,125	4,423,104	4,420,195	4,803,768	380,664	8.6%
General Office Supplies & Expenses	1,327,128	1,173,915	1,374,002	1,347,265	173,350	14.8%
Legal Expenses	204,528	256,800	291,920	259,800	3,000	1.2%
Pension & Relief	17,389,744	19,940,750	18,337,343	20,234,752	294,002	1.5%
Other Expenses	4,646,110	4,324,329	4,104,078	4,652,049	327,720	7.6%
TOTAL GENERAL EXPENSE	27,661,635	30,118,898	28,527,538	31,297,634	1,178,736	3.9%

STATEMENT OF DETAILED OPERATING EXPENSES - PRELIMINARY 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021	2022	2022	2023	2023 vs. 2022 Budget	
	ACTUAL	BUDGET	ESTIMATE *	BUDGET	Inc(Dec)	% Inc(Dec)
CASUALTIES & INSURANCE						
Hull Insurance & Losses	841,742	836,232	838,321	861,312	25,080	3.0%
Cargo Insurance, Loss & Damage	69,558	84,696	70,941	87,552	2,856	3.4%
Liability Insurance & Loss-Marine	1,805,865	1,904,052	1,920,801	1,898,040	(6,012)	-0.3%
Liability Ins & Loss- Non-Marine	1,109,596	1,089,996	1,091,560	1,116,306	26,310	2.4%
Other Insurance	891,223	843,634	887,064	877,062	33,428	4.0%
TOTAL CASUALTIES & INSURANCE	4,717,984	4,758,610	4,808,686	4,840,272	81,662	1.7%
TRAFFIC EXPENSE:						
Reservation Bureaus	1,324,669	1,612,610	1,451,165	1,720,088	107,478	6.7%
Advertising	1,181,732	1,345,530	1,578,047	1,380,147	34,617	2.6%
Other Traffic Expense	263,713	334,659	287,092	363,213	28,554	8.5%
TOTAL TRAFFIC EXPENSE	2,770,114	3,292,799	3,316,304	3,463,448	170,649	5.2%
OPERATING RENTS	844,056	871,201	887,430	954,910	83,709	9.6%
PAYROLL TAXES - SOCIAL SECURITY	2,882,525	3,197,522	3,075,833	3,409,121	211,599	6.6%
TOTAL OPERATING EXPENSES	113,818,928	119,653,219	119,043,354	132,673,963	13,020,744	10.9%

SUPPLEMENTAL INFORMATION - PRELIMINARY 2023 OPERATING BUDGET vs. 2022 BUDGET

	2021	2022	2022	2023	2023 vs. 2022 Budget	
	ACTUAL	BUDGET	ESTIMATE *	BUDGET	Inc(Dec)	% Inc(Dec)
OTHER INCOME						
Miscellaneous Income						
Profit (Loss) from Sale of Property	(11,009)	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	2,072,785	1,746,429	1,980,154	2,668,437	922,008	52.8%
Total Miscellaneous Income	2,061,776	1,746,429	1,980,154	2,668,437	922,008	46.6%
GENERAL EXPENSE:						
Pension & Relief						
Pension Expense	6,224,440	7,630,322	7,451,312	8,074,127	443,805	5.8%
Health & Welfare Expense	11,136,903	13,141,043	9,691,960	13,482,038	340,995	2.6%
Health & Welfare Contribution.	(2,227,381)	(2,616,775)	0	(2,684,967)	(68,192)	2.6%
Long Term Disability	962,935	585,519	547,306	585,519	0	0.0%
Unemployment Tax	1,292,847	1,200,641	646,764	778,012	(422,629)	-35.2%
Total Pension & Relief	17,389,744	19,940,750	18,337,343	20,234,752	294,002	1.5%
Other Expenses						
Credit Card Charges	2,707,906	2,775,750	2,739,674	2,800,500	24,750	0.9%
Outside Accounting	159,000	162,750	163,250	167,500	4,750	2.9%
Consultants	208,568	242,050	221,760	242,400	350	0.1%
Training & Safety	1,058,284	776,054	535,032	720,899	(55,155)	-7.1%
Other	512,352	367,725	444,362	720,750	353,025	96.0%
Total Other Expenses	4,646,110	4,324,329	4,104,078	4,652,049	327,720	7.6%

2023 MARTHA'S VINEYARD ROUTE PROPOSED RATE ADJUSTMENTS

PASSENGERS

DATES	TYPE	% Adjustment	Proposed	Adult		TOTAL
			Adjustment	Current	Proposed	REVENUE
1/1/23 - 12/31/23	Adult	5.6%	\$ 0.50	\$ 9.00	\$ 9.50	\$ 830,453
	Child/Senior	5.6%	\$ 0.25	\$ 4.50	\$ 4.75	\$ 32,039
	10-Ride Adult	4.9%	\$ 4.00	\$ 82.00	\$ 86.00	\$ 86,783
	10-Ride Child/Senior	5.0%	\$ 2.50	\$ 50.00	\$ 52.50	\$ 16,940
	46-Ride	5.5%	\$ 9.00	\$ 165.00	\$ 174.00	\$ 26,380
	Misc					\$ 11,000
	TOTAL					\$ 1,003,595

STANDARD FARE VEHICLES

DATES	DAYS	% Adjustment	Proposed	Vehicles Under 17 Feet		Vehicles 17 to 20 Feet		TOTAL
			Adjustment	Current	Proposed	Current	Proposed	REVENUE
01/01 - 03/31	ALL	5.1%	\$ 3.00	\$ 59.00	\$ 62.00	\$ 69.00	\$ 72.00	\$ 113,499
04/01 - 05/14	ALL	5.5%	\$ 5.00	\$ 91.00	\$ 96.00	\$ 101.00	\$ 106.00	\$ 148,630
05/15 - 09/14	MON-THUR	5.2%	\$ 5.00	\$ 96.00	\$ 101.00	\$ 106.00	\$ 111.00	\$ 419,305
05/15 - 09/14	FRI-SUN	4.3%	\$ 5.00	\$ 115.00	\$ 120.00	\$ 125.00	\$ 130.00	\$ 421,370
09/15 - 10/31	ALL	5.5%	\$ 5.00	\$ 91.00	\$ 96.00	\$ 101.00	\$ 106.00	\$ 227,845
11/01 - 12/31	ALL	8.5%	\$ 5.00	\$ 59.00	\$ 64.00	\$ 69.00	\$ 74.00	\$ 177,190
10-Ride Coupon Book		4.9%	\$ 45.00	\$ 910.00	\$ 955.00	\$ 910.00	\$ 955.00	\$ 34,961
	TOTAL							\$ 1,542,800

EXCURSION FARE VEHICLES

DATES	DAYS	% Adjustment	Proposed	Vehicles Under 17 Feet		Vehicles 17 to 20 Feet		TOTAL
			Adjustment	Current	Proposed	Current	Proposed	REVENUE
01/01 - 05/14	ALL	4.1%	\$ 1.50	\$ 36.50	\$ 38.00	\$ 46.50	\$ 48.00	\$ 107,681
05/15 - 09/14	ALL	2.8%	\$ 1.50	\$ 53.00	\$ 54.50	\$ 63.00	\$ 64.50	\$ 78,308
09/15 - 12/31	ALL	4.1%	\$ 1.50	\$ 36.50	\$ 38.00	\$ 46.50	\$ 48.00	\$ 95,753
	TOTAL							\$ 281,741

PARKING PERMITS

DATES	% Adjustment	Proposed	Woods Hole Lot		Palmer Avenue Lot		TOTAL
		Adjustment	Current	Proposed	Current	Proposed	REVENUE
Year Round Parking Permits	4.2%	\$ 50.00	\$ 1,200.00	\$ 1,250.00	\$ 750.00	\$ 800.00	\$ 73,100
Daily Parking Fees 5/15 - 10/31	6.7%	\$ 1.00					\$ 275,000
							\$ 348,100

MISCELLANEOUS

	% Adjustment	Proposed			TOTAL
		Adjustment	Current	Proposed	REVENUE
Trucks Longer than 20 Feet	8.0%	8.0%			\$ 1,043,758
TOTAL					\$ 1,043,758

MARTHA'S VINEYARD ROUTE TOTAL

\$ 4,219,993

2023 NANTUCKET ROUTE PROPOSED RATE ADJUSTMENTS

Passengers - Conventional Ferry

DATES	TYPE	% Adjustment	Proposed	Adult		TOTAL REVENUE
			Adjustment	Current	Proposed	
1/1 - 12/31/20	Adult	5.3%	\$ 1.00	\$ 19.00	\$ 20.00	\$ 220,618
	Child/Senior	5.3%	\$ 0.50	\$ 9.50	\$ 10.00	\$ 8,787
	10-Ride Adult	4.9%	\$ 8.00	\$ 163.00	\$ 171.00	\$ 6,926
	10-Ride child/Senior	5.0%	\$ 5.00	\$ 100.00	\$ 105.00	\$ 871
TOTAL						\$ 237,201

Passengers - High Speed

DATES	TYPE	% Adjustment	Proposed	Adult		TOTAL
			Adjustment	Current	Proposed	REVENUE
1/1 - 12/31/20	Adult	8.1%	\$ 3.00	\$ 37.00	\$ 40.00	\$ 412,848
	Same Day RT Adult	9.3%	\$ 2.50	\$ 27.00	\$ 29.50	\$ 127,665
	Child	8.1%	\$ 1.50	\$ 18.50	\$ 20.00	\$ 15,950
	Senior	8.3%	\$ 2.25	\$ 27.00	\$ 29.25	\$ 5,265
	Same Day Senior	8.3%	\$ 1.75	\$ 21.00	\$ 22.75	\$ 1,010
	Same Day Child	7.5%	\$ 1.00	\$ 13.25	\$ 14.25	\$ 3,410
	10-Ride Adult	8.3%	\$ 25.00	\$ 300.00	\$ 325.00	\$ 158,915
	10-Ride Senior	8.3%	\$ 17.00	\$ 205.00	\$ 222.00	\$ 18,312
	10-Ride Child	8.2%	\$ 15.00	\$ 182.00	\$ 197.00	\$ 3,339
	Group	8.8%	\$ 2.25	\$ 25.50	\$ 27.75	\$ 35,633
	Total					\$ 782,347

STANDARD FARE VEHICLES

			Proposed	Vehicles Under 17 Feet		Vehicles 17 to 20 Feet		TOTAL
DATES	DAYS	% Adjustment	Adjustment	Current	Proposed	Current	Proposed	REVENUE
01/01 - 03/31	ALL	5.4%	\$ 9.00	\$ 166.00	\$ 175.00	\$ 186.00	\$ 195.00	\$ 55,521
04/01 - 05/14	ALL	4.9%	\$ 12.00	\$ 246.00	\$ 258.00	\$ 271.00	\$ 283.00	\$ 68,004
05/15 - 09/14	MON-THUR	4.9%	\$ 12.00	\$ 246.00	\$ 258.00	\$ 271.00	\$ 283.00	\$ 163,152
05/15 - 09/14	FRI-SUN	5.5%	\$ 15.00	\$ 275.00	\$ 290.00	\$ 300.00	\$ 315.00	\$ 271,185
09/15 - 10/31	ALL	4.9%	\$ 12.00	\$ 246.00	\$ 258.00	\$ 271.00	\$ 283.00	\$ 106,248
11/01 - 12/31	ALL	7.2%	\$ 12.00	\$ 166.00	\$ 178.00	\$ 186.00	\$ 198.00	\$ 80,088
6-Ride Coupon Book		5.0%	\$ 66.00	\$ 1,320.00	\$ 1,386.00	\$ 1,320.00	\$ 1,386.00	\$ 16,533
TOTAL								\$ 760,731

2023 NANTUCKET ROUTE PROPOSED RATE ADJUSTMENTS

EXCURSION FARE VEHICLES

DATES	DAYS	% Adjustment	Proposed	Vehicles Under 17 Feet		Vehicles 17 to 20 Feet		TOTAL
			Adjustment	Current	Proposed	Current	Proposed	REVENUE
01/01 - 05/14	ALL	3.3%	\$ 3.00	\$ 91.00	\$ 94.00	\$ 103.50	\$ 106.50	\$ 36,069
05/15 - 09/14	ALL	2.4%	\$ 3.00	\$ 123.00	\$ 126.00	\$ 138.00	\$ 141.00	\$ 19,098
09/15 - 12/31	ALL	3.3%	\$ 3.00	\$ 91.00	\$ 94.00	\$ 103.50	\$ 106.50	\$ 32,886
TOTAL								\$ 88,053

PARKING PERMITS

		% Adjustment	Proposed	HYANNIS COMBO		YARMOUTH ROAD		TOTAL
			Adjustment	Current	Proposed	Current	Proposed	REVENUE
YEAR RROUND PARKING PERMITS		4.8%	\$ 50.00	\$ 1,050.00	\$ 1,100.00	\$ 750.00	\$ 800.00	\$ 19,200
Daily Parking Fees	5/15 - 10/31	6.7%	\$ 1.00					\$ 70,000
TOTAL								\$ 89,200

MISCELLANEOUS

	% Adjustment	Proposed Adjustment	TOTAL REVENUE
Trucks Longer than 20 Feet	8.0%	8.0%	\$ 1,318,926
Barge	14.3%	\$1.00/Ton	\$ 145,000
TOTAL			\$ 1,463,926

NANTUCKET ROUTE TOTAL

\$ 3,421,458

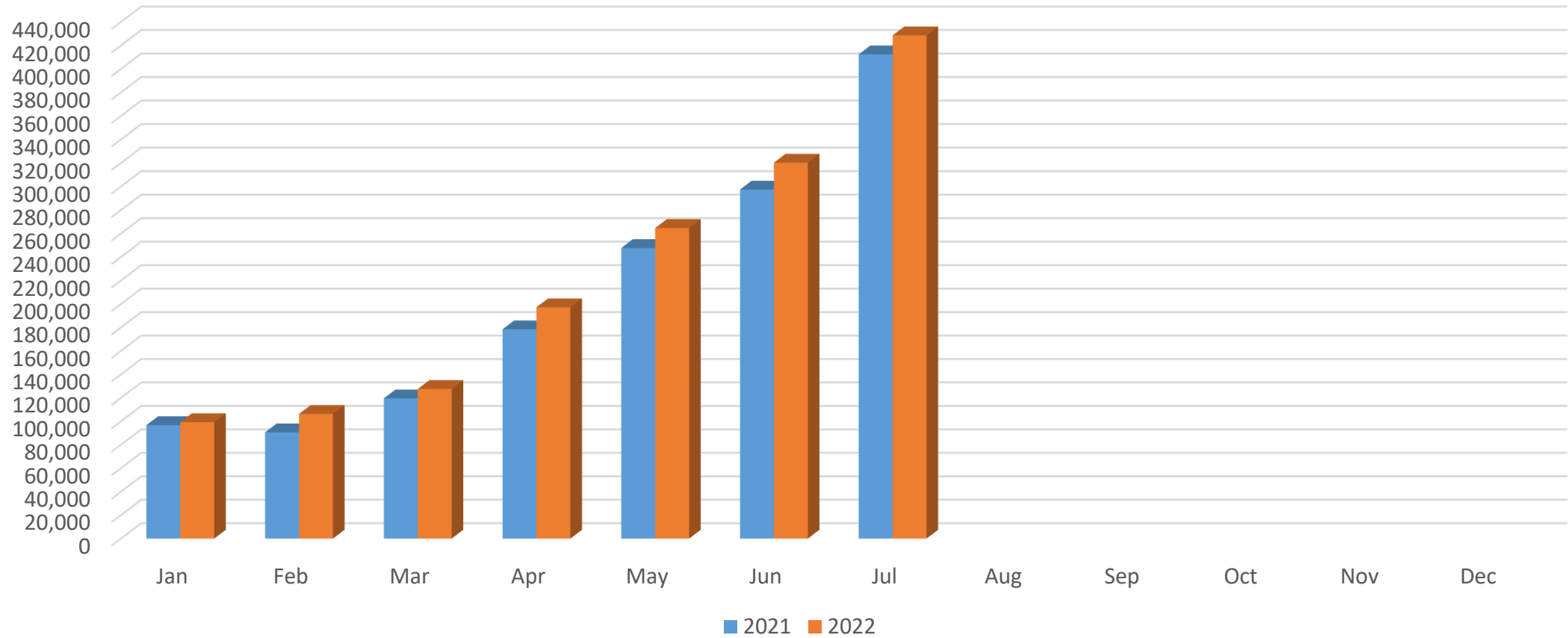
Business Summary – July 2022

Port Council Meeting 09-13-2022

Passengers Carried – July 2022 vs. July 2021

		Monthly Variance	Monthly % Difference			Y-T-D Variance	Y-T-D % Difference
Martha's Vineyard Route	↑	13,356	4.1%		↑	83,245	7.0%
Nantucket Regular Ferry	↓	- 3,224	- 9.0%		↓	- 3,442	- 2.6%
Nantucket Fast Ferry	↑	6,001	12.6%		↑	21,199	16.5%
Nantucket Route Subtotal	↑	2,777	3.3%		↑	17,757	6.8%
Total Passengers	↑	16,133	3.9%		↑	101,002	7.0%

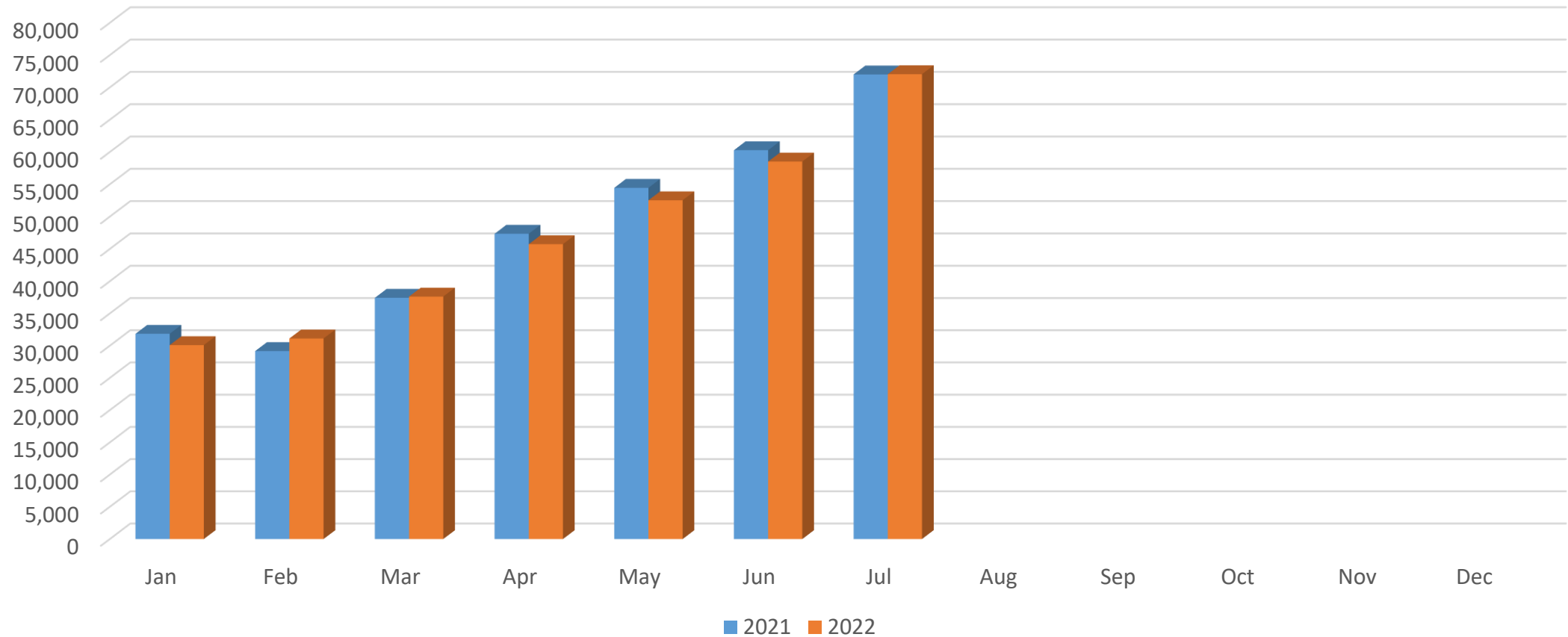
Passengers Carried 2021 - 2022



Vehicles Less than 20 ft. Carried – July 2022 vs. 2021

		Monthly Variance vs. 2021	Monthly % Difference vs. 2021			Y-T-D Variance vs. 2021	Y-T-D % Difference vs. 2021
Martha's Vineyard Route							
Standard Fare Autos	↓	- 724	- 1.6%	↓		- 11,890	- 7.5%
Standard Fare Trucks	↓	- 84	- 1.7%	↓		- 780	- 2.7%
Excursion Fare Autos	↑	985	11.9%	↑		7,329	9.7%
Excursion Fare Trucks	↑	331	15.3%	↑		1,422	6.7%
Total – Martha's Vineyard	↑	508	0.8%	↓		- 3,919	- 1.4%
Nantucket Route							
Standard Fare Autos	↓	- 553	- 6.3%	↓		- 2,128	- 7.8%
Standard Fare Trucks	↓	- 23	- 2.4%	↓		- 35	- 0.6%
Excursion Fare Autos	↑	65	8.2%	↑		861	8.5%
Excursion Fare Trucks	↑	42	10.3%	↑		344	7.4%
Total – Nantucket	↓	- 469	- 4.3%	↓		- 958	- 2.0%
Total Vehicles Less Than 20'	↑	39	0.1%	↓		- 4,877	- 1.5%

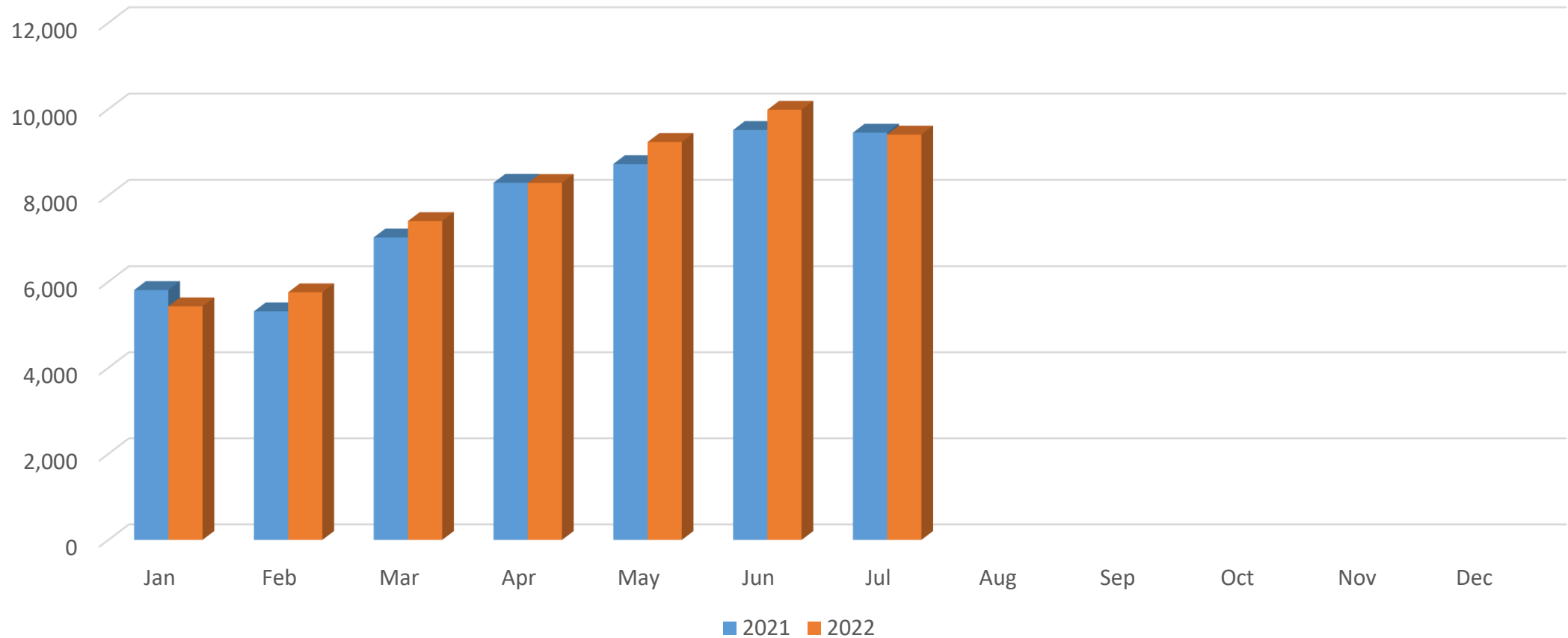
Vehicles Less than 20 Feet Carried 2021 - 2022



Freight Trucks (Trucks 20 ft and over) Carried July 2022 vs. 2021

		Monthly Variance vs. 2021	Monthly % Difference vs. 2021			Y-T-D Variance vs. 2021	Y-T-D % Difference vs. 2021
Martha's Vineyard Route	↓	- 8	- 0.1%		↑	777	2.3%
Nantucket Route	↓	- 37	- 1.0%		↑	597	2.9%
Total Trucks	↓	- 45	- 0.5%		↑	1,374	2.5%

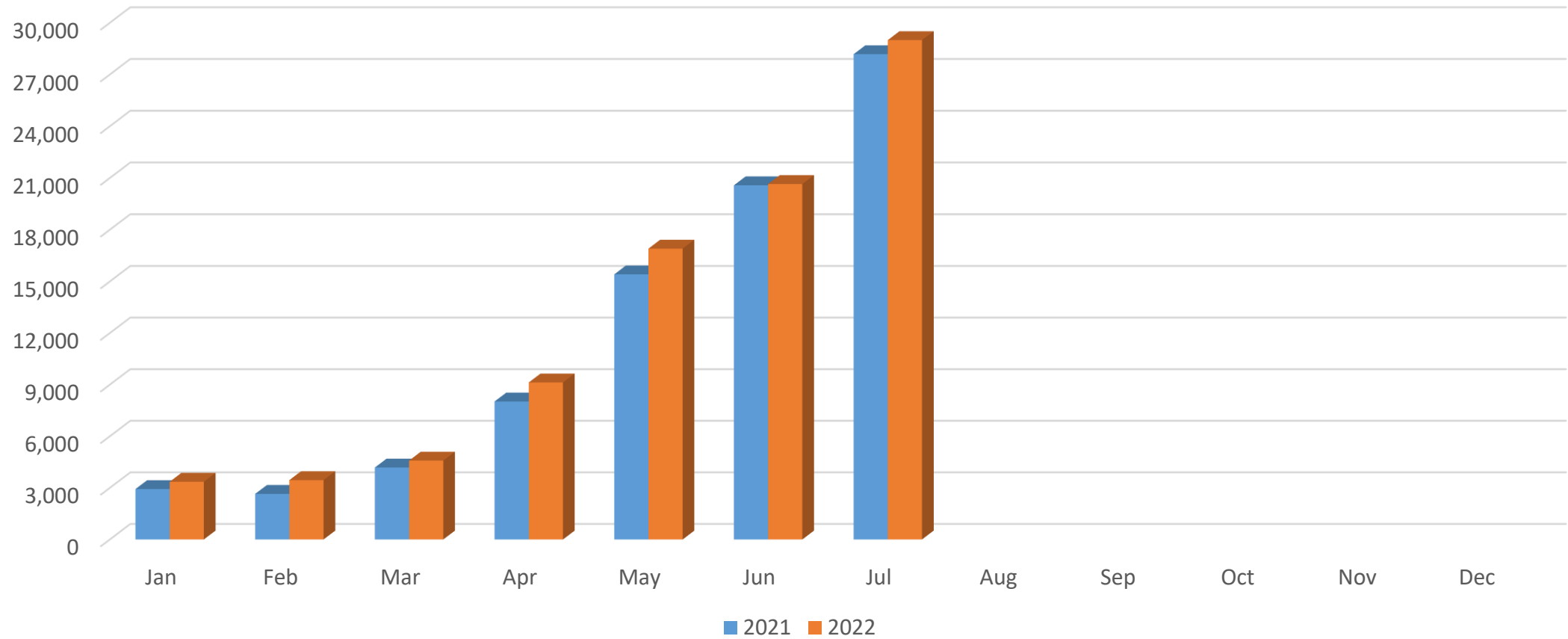
Trucks (20 Feet & Over) Carried 2021 - 2022



Cars Parked– July 2022 vs. 2021

		Monthly Variance vs. 2021	Monthly % Difference vs. 2021			Y-T-D Variance vs. 2021	Y-T-D % Difference vs. 2021
Martha's Vineyard Route	↑	715	3.2%		↑	4,821	7.4%
Nantucket Route	↑	102	6.0%		↑	295	1.8%
Total Cars Parked	↑	817	2.9%		↑	5,116	6.2%

Cars Parked 2021 - 2022



Trip Summary Report

	Scheduled		Cancelled for				
MV Route	Budgeted	Available	Mechanical	Weather	Traffic	Unscheduled	Total
July	1,798	62	- 4	0	0	0	1,856
YTD	9,608	195	- 35	- 116	- 96	4	9,560
NT Route	Budgeted	Available	Mechanical	Weather	Traffic	Unscheduled	Total
July	868	0	- 8	0	- 2	0	858
YTD	4,370	34	- 44	- 111	- 40	16	4,219
Total	Budgeted	Available	Mechanical	Weather	Traffic	Unscheduled	Total
July	2,666	62	- 12	0	- 2	0	2,714
YTD	13,978	229	- 79	- 227	- 136	20	13,779

Financial Snapshot



July

- Operating Revenue of **\$19,269,047** was **higher** than budget by **\$516,508**
- Other Income of **\$347,336** was **higher** than budget by **\$156,951**
- Operating Expenses of **\$11,016,663** was **higher** than budget by **\$399,804**
- Income Deductions of **\$136,929** was **lower** than budget by **\$16,309**
- Net Operating Income of **\$8,462,791** was **higher** than budget by **\$289,964**

January – July

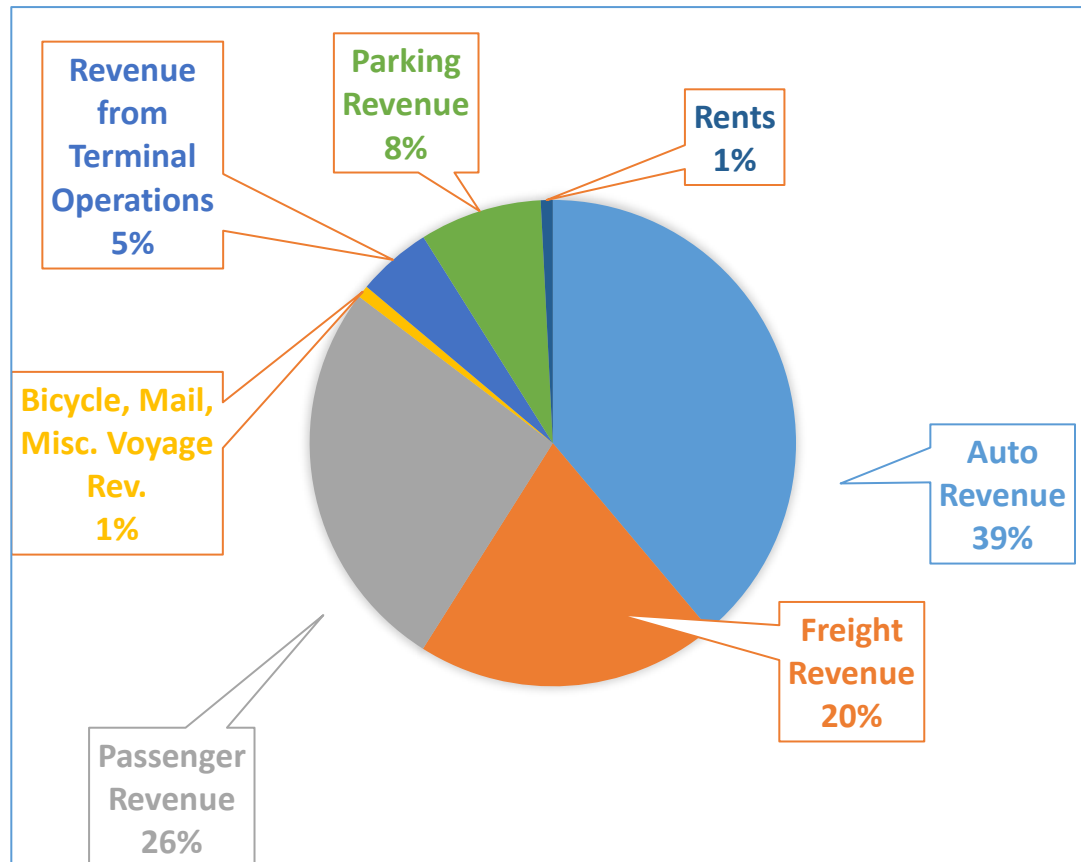
- Operating Revenue of **\$71,507,910** was **higher** than budget by **\$1,491,526**
- Other Income of **\$3,929,298** was **lower** than budget by **\$199,666**
- Operating Expenses of **\$68,033,143** was **lower** than budget by **\$609,865**
- Income Deductions of **\$1,054,044** was **lower** than budget by **\$48,886**
- Net Operating Income of **\$6,350,021** was **lower** than budget by **\$1,950,611**

Operating Revenues – July 2022 vs. Budget

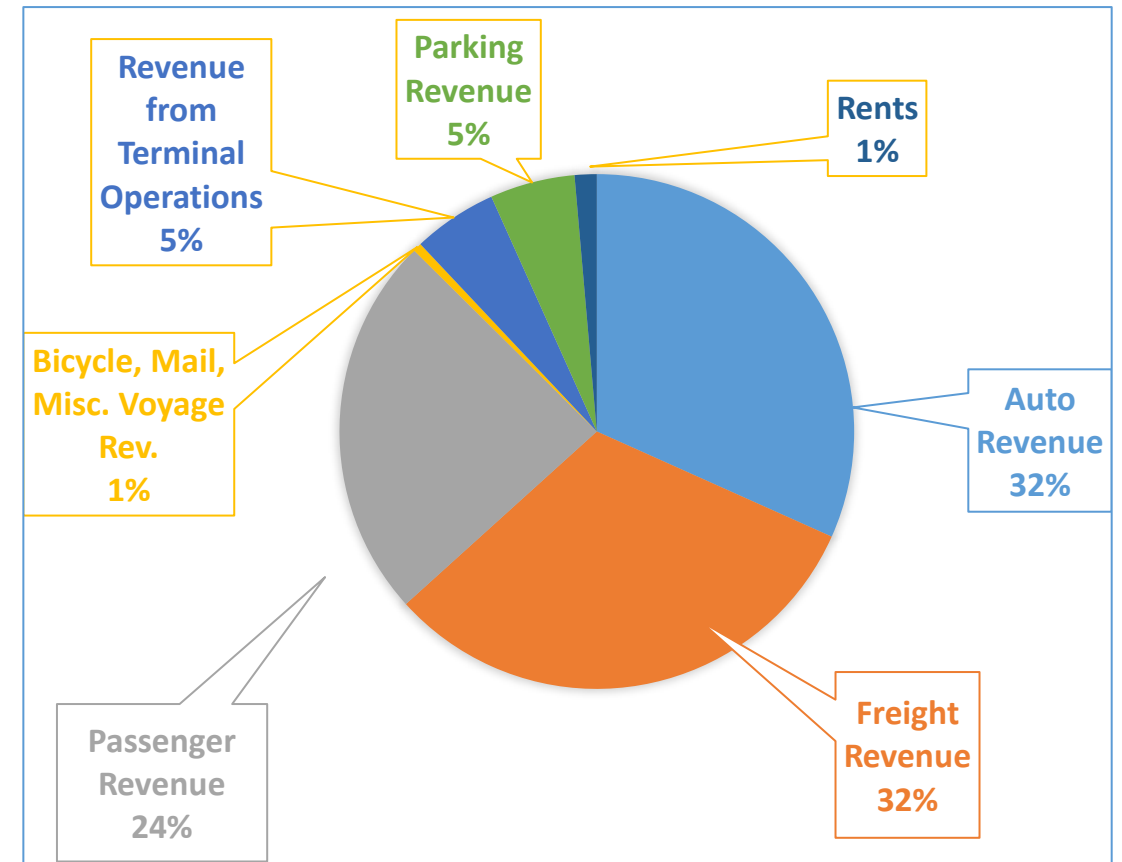
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		Y-T-D Variance vs. Budget	Y-T-D % Difference vs. Budget
Waterline Revenues						
Automobile Revenue	↑	\$ 52,735	0.7%	↓	\$ - 1,310,542	- 5.5%
Freight Revenue	↓	- 43,898	- 1.1%	↑	243,435	1.1%
Passenger Revenue	↑	162,542	3.3%	↑	780,697	4.7%
Misc. Voyage Revenue	↑	23,476	17.6%	↑	84,582	26.9%
Term. Oper. Revenue	↑	215,045	29.1%	↑	1,135,687	42.8%
Parking Revenue	↑	92,570	6.3%	↑	337,594	9.7%
Rent Revenue	↑	14,038	10.1%	↑	220,073	28.6%
Total Operating Revenue	↑	\$ 516,508	2.8%	↑	\$ 1,491,526	2.1%
Total Other Income	↑	\$ 156,951	82.4%	↓	\$ - 199,666	- 4.8%
Total Operating & Other	↑	\$ 673,459	3.6%	↑	\$ 1,291,860	1.7%

Operating Revenues - 2022

July



January - July

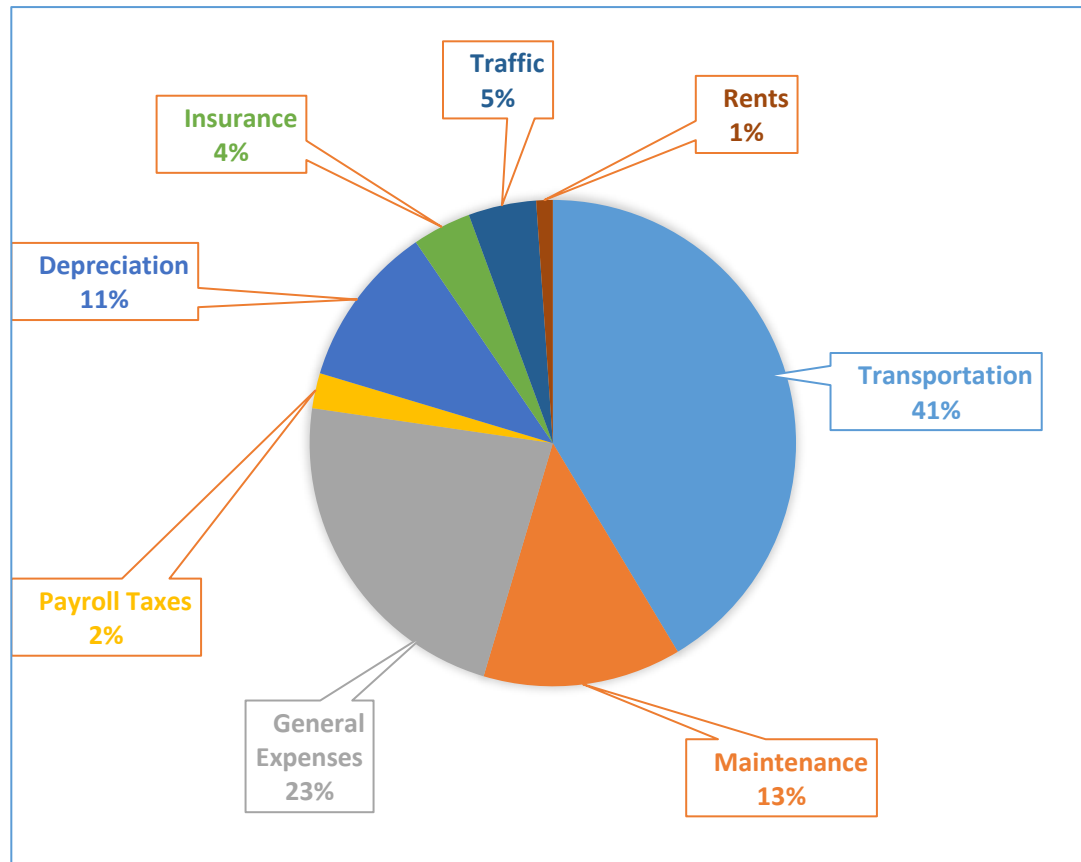


Operating Expenses – July 2022 vs. Budget

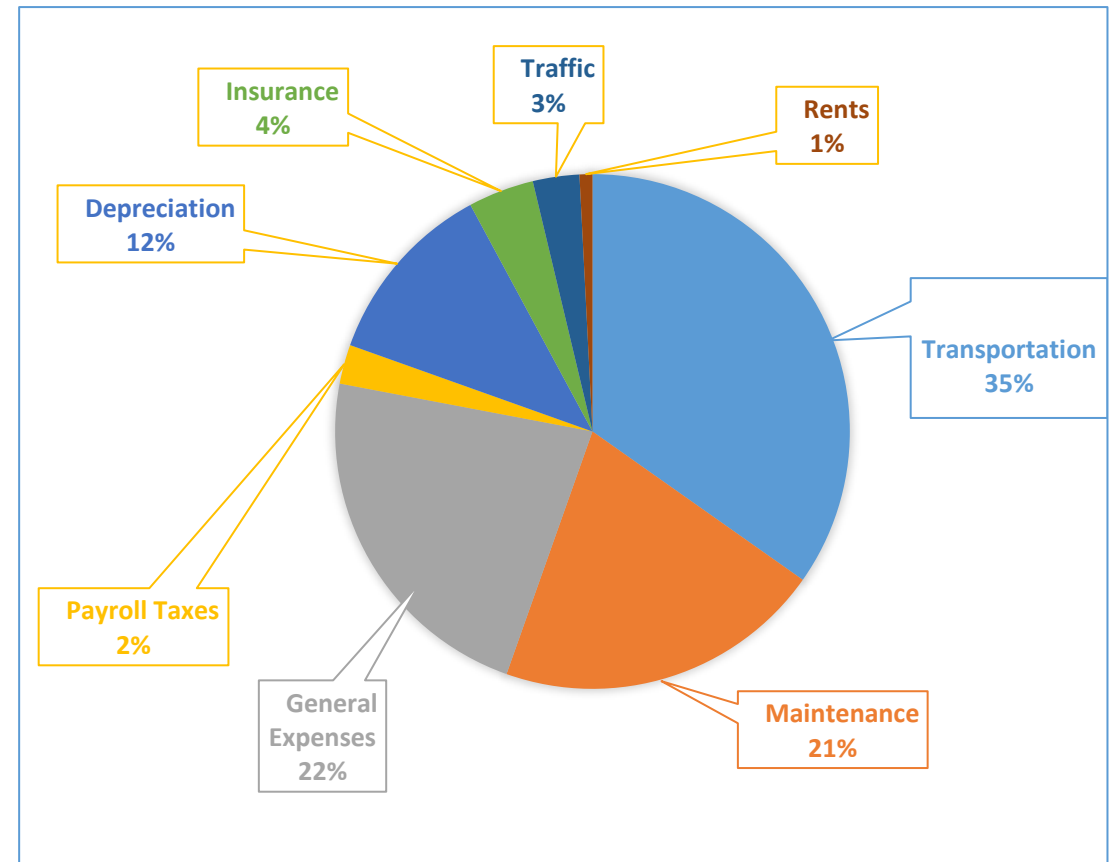
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget		Y-T-D Variance vs. Budget	Y-T-D % Difference vs. Budget
Waterline Expenses						
Maintenance	↑	229,104	18.7%	↑	281,072	2.0%
Depreciation	↑	19,437	1.7%	↓	- 247,480	- 3.0%
Vessel Operations	↑	159,959	5.5%	↑	703,020	4.6%
Terminal Operations	↓	- 14,462	- 1.0%	↑	276,762	3.7%
Traffic Expense	↑	93,916	23.3%	↑	23,504	1.2%
General Expense	↓	- 35,194	- 1.4%	↓	- 1,591,360	- 9.4%
Insurance	↑	31,789	8.0%	↑	50,077	1.8%
Rents	↑	9,489	8.5%	↑	16,229	3.0%
Payroll Taxes	↓	- 94,234	- 26.7%	↓	- 121,689	- 6.8%
Total Operating Expenses	↑	\$ 399,804	3.8%	↓	\$ - 609,865	- 0.9%
Total Other Expenses	↓	\$ - 16,309	- 10.6%	↓	\$ - 48,886	- 4.4%
Total Operating & Other	↑	\$ 383,495	3.6%	↓	\$ - 658,751	- 0.9%

Operating Expenses - 2022

July



























January – July



Passengers Carried – August 2022 vs. August 2021

		Monthly Variance	Monthly % Difference			Y-T-D Variance	Y-T-D % Difference
Martha's Vineyard Route	↑	20,292	6.4%		↑	103,537	6.9%
Nantucket Regular Ferry	↓	- 2,535	- 7.0%		↓	- 5,977	- 3.5%
Nantucket Fast Ferry	↑	11,858	25.7%		↑	33,057	19.0%
Nantucket Route Subtotal	↑	9,323	11.3%		↑	27,080	7.9%
Total Passengers	↑	29,615	7.4%		↑	130,617	7.1%

Vehicles Carried – August 2022 vs. August 2021

		Monthly Variance	Monthly % Difference			Y-T-D Variance	Y-T-D % Difference
Martha's Vineyard Route							
Automobiles - Regular		- 2,811	- 6.1%			- 14,701	- 7.2%
Automobiles – Excursion		117	1.3%			7,446	8.7%
Pickup Trucks – Regular		- 62	- 1.4%			- 842	- 2.5%
Pickup Trucks – Excursion		- 69	- 2.8%			1,353	5.7%
20 Feet & Over Trucks		768	13.6%			1,545	4.0%
Total – Martha's Vineyard		- 2,057	- 3.0 %			- 5,199	- 1.3 %
Nantucket Route							
Automobiles – Regular		- 1,202	- 12.6%			- 3,330	- 9.1%
Automobiles – Excursion		39	3.7%			900	8.1%
Pickup Trucks – Regular		- 75	-7.9%			- 110	- 1.6%
Pickup Trucks – Excursion		86	18.5%			430	8.5%
20 Feet & Over Trucks		309	9.3%			906	3.8%
Total - Nantucket		- 843	- 5.5%			- 1,204	- 1.4%

STAFF SUMMARY

Date: September 12, 2022

File# COMM-2022-04



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Communications and Marketing Author: Sean F. Driscoll
X	Board Members		Information	Subject: Possible names for two (2) new vessels

PURPOSE:

To present to the Members potential names for the renaming of the Authority's two (2) new vessels.

BACKGROUND:

The Steamship Authority has historically named its vessels after familiar locations from both islands and the mainland. Going back to 1818, "Eagle" and "Nantucket" have been used three times each, for example; vessel names used twice include "Islander," "Uncatena," "Island Home" and "Sankaty."

Traditionally, the honor of naming vessels has rotated among the Members, with staff performing an advisory role in the process that requires the full Board's ultimate consent. The *M/V Island Home*, for example, was named in 2005 upon a motion by then-Dukes County Member Kathryn A. Roessel; the *M/V Iyanough* was named in 2006 at the suggestion of Robert L. O'Brien, then the Authority's Member representing Barnstable.

In 2014, as the Authority was in process of designing its new passenger/vehicle ferry, a committee of two (2) Authority Members and three (3) Port Council members was created to consider names for the new ferry and determine a "short list" of suggestions from which the Board could choose, or the Members could choose a different name. The four (4) names selected from the twenty-seven (27) listed were the *M/V Island Spirit*, the *M/V Quissett*, the *M/V Vineyard Sound*, and the *M/V Woods Hole*. At its July 15, 2014, meeting, the Falmouth Member, Catherine N. Norton, made a motion to name the new vessel the *M/V Woods Hole*, and the motion passed unanimously.

At the Members' August 16, 2022, meeting, staff presented a recommended method for developing a "short list" of finalists to present to the Members for consideration at their next meeting. To encourage public participation, the Authority also held a naming contest, with two (2) prizes of \$250 SSA gift cards each available to entrants. More than 8,200 entries were received, comprising more than 9,200 name suggestions. A list of all potential names with at least ten (10) or more entrants is attached to the Staff Summary.

Staff reviewed the submissions and is now putting forth the following slate of potential names for the vessels:

M/V Noepe

M/V Wampanoag

M/V Aquinnah

M/V Moshup

M/V Menemsha

M/V Madaket

M/V Siasconset

M/V New Bedford

M/V Hyannis

In determining the names to be included, staff was mindful of the most popular names submitted as part of the contest, the Authority's tradition of naming vessels after regions from the Authority's communities, and a balance of potential names from each of the five port communities. Staff appreciates, but ultimately must sadly recommend rejecting, various references to *Jaws* that were submitted, as well as "Boaty McBoatface," "Ferry McFerryface," and "Steamy McSteamface." Staff also declined to put forth a popular paring, "East Chop" and "West Chop," for fear of creating confusion with radar markings and potential confusion in case of emergency.

RECOMMENDATION:

That the Members select two (2) names, one for each of the new vessels, to be submitted to the United States Coast Guard National Vessel Documentation Center.

Sean F. Driscoll
Communications Director

APPROVED: _____
Robert B. Davis
General Manager

With attachment

Name	Count
Noepe	295
Wampanoag	162
Aquinnah	143
Moshup	102
East Chop	95
West Chop	90
Menemsha	80
Gosnold	77
Tashmoo	73
Tuckernuck	58
Osprey	58
Squibnocket	54
Amity	53
Vineyard Sound	52
Nobska	49
Inkwell	48
Orca	46
Boaty Mcboatface	42
Maria Mitchell	41
Madaket	39
First Light	39
Washashore	33
Muskeget	32
Coatue	32
Island Time	31
Madaket Millie	30
Whaler	28
Grey Lady	28
Great Point	28
Chappy	28
Quahog	27
Wasque	26
Pequod	26
Mishoon	25
Islander	25
Brant Point	25
Sengekontacket	24
Holmes Hole	24
Oak Bluffs	23
Moby Dick	23
Great White	22
Jaws	21

Cuttyhunk	21
Cottage City	21
Chappaquiddick	21
Moby	20
Mayhew	20
Coskata	20
Sconset	19
Nauset	19
Lucy Vincent	19
New Bedford	18
Cape Poge	18
Wauwinet	17
Wampum	17
Millie	17
Maushop	17
Massasoit	17
Ishmael	17
Tisbury	16
Sherburne	16
Monomoy	16
Melville	16
Liberty	16
Island Bound	16
Essex	16
Vineyard Haven	15
Starbuck	15
Siasconset	15
Island Dream	15
Fair Winds	15
Ferry Mcferryface	15
Dionis	15
Scrimshaw	14
Piping Plover	14
Queequeg	14
Chilmark	14
Bigger Boat	14
Cachalot	14
Bartholomew Gosnold	14
Nobnocket	13
Hyannis	13
Islander li	13
Gray Lady	13
Tashtego	12

Naushon	12
Martha	12
Miacomet	12
Makonikey	12
Herman Melville	12
Island Breeze	12
Cape Pogue	12
Tranquility	11
Patriot	11
Sandpiper	11
Marconi	11
Katama	11
Hydrangea	11
Cisco	11
Dorcas Honorable	11
Cape Cod	11
Vineyarder	10
Veranda	10
Seas The Day	10
Pinkletink	10
Island Queen	10
Freedom	10
Cape Codder	10
Bruce	10