



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

SUMMARY OF THE MEETING OF THE WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

March 15, 2022

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority Board held its monthly meeting on Tuesday, March 15, 2022, at the Authority's Administrative Offices, 228 Palmer Avenue, Falmouth. All five Board Members were present and participated via Zoom videoconferencing: Chair Moira E. Tierney (New Bedford); Vice Chair Robert F. Ranney (Nantucket); Secretary Robert R. Jones (Barnstable); James M. Malkin (Dukes County); and Peter J. Jeffrey (Falmouth).

1. General Manager Robert B. Davis and Woods Hole Terminal Reconstruction Project Manager William J. Cloutier provided the following updates on the Woods Hole Terminal Reconstruction Project:
 - Marine contractor Jay Cashman Inc.'s crew supported the divers with crane support and fabricating the wales.
 - Divers continued the underwater work, including welding closure plates at the piles and installing the wales and tieback rods to reinforce the sheet piles forming the cofferdam at Monopile No. 24.
 - The insulation subcontractor was on-site to insulate the potable water line for the ferries.
 - Most recently, Cashman's crew and the dive crew completed installing the rebar cage inside the cofferdam at Monopile No. 24. They also started filling the cofferdam with concrete.
 - Thus far, the Authority has sent 189 community email updates for the project.
2. Regarding the landside portion of the projects, the architects, engineers and staff have been formulating plans for construction. Currently we are looking at the pros and cons of overlapping the construction of the two buildings to shorten the timeline. After talking with terminal and shoreside personnel, they agreed and felt there would be obstacles for staging regardless and combining the two builds does not create much more significant challenges. By combining the builds, the architects estimate that the shoreside work can be shortened by 12 to 18 months.

The initial site work package is being prepared with plans to award by the fall so that utilities and stormwater modifications can begin this fall. The building contract, meanwhile, will be prepared with an award date prior to the year's end.

3. Communications Director Sean F. Driscoll provided the following updates on the website redesign and mobile app development project:
 - ADK Group and the Steamship Authority have concluded the discovery phase of the project, called Revealing Reality.
 - Discovery activities included mapping the current and ideal states of the web platform; investigating the Authority's technological ecosystem, including users and their journeys, features and functionality, and infrastructure; identifying gaps, opportunities and pain points; and began creating a shared vision for the new experience
 - The Focused Innovation phase is now under way. Tasks during the phase include creating the foundational design and user experience for the website, with rapid prototyping to follow.
 - A plan for public engagement and beta testing during this phase is to be developed.
 - Two editions of the project eNews have been sent, and updates are available at the landing page now at www.steamshipauthority.com/websiteproject.
4. Director of Marine Operations Mark H. Amundsen provided an update on the dry docking of the *M/V Iyanough* at Thames Shipyard and Repair Co. of New London, Connecticut, the highlights of which are extensive coating renewals, overhaul of jet drives and carpet renewals. The contract cost, including change orders and credits, is \$655,659.
5. Mr. Amundsen provided an update on the dry docking of the *M/V Island Home* at Senesco Marine LLC of North Kingstown, Rhode Island. Highlights of the project include overhaul of the bow and stern thrusters, overhauls of the bow and stern doors, modifications to the marine evacuation system doors, blast and coating of the superstructure and underwater areas, and overhaul of the rudders. The contract cost, including change orders and credits, is \$1,329,649.
6. Mr. Amundsen provided an update on the dry dock for the *M/V Nantucket* at Thames Shipyard, which recently got under way. Highlights of the project include bow and stern door overhauls, installation of a new fire detection system, blasting and coating of the hull and overhauls and repairs to the propulsion shafts. The contract price is \$1,751,492.
7. Mr. Davis presented for informational purposes the winter and spring 2023 operating schedules for the Martha's Vineyard and Nantucket routes. The proposed 2023 operating schedules from January 3, 2023, to March 27, 2023, would start two (2) days earlier and end two (2) days earlier than in 2022 for both routes. The proposed 2023 operating schedules from March 28, 2023, to May 17, 2023, would start two (2) days earlier and end one (1) day later than in 2022 for both routes. Neither route would see any changes to trip times, quantity of trips or vessel crewing during these schedules.

The schedules will be advertised and posted on the Authority's website before being brought back to the Board for a vote at a later meeting.

8. The Board reviewed a draft Request for Proposal to provide freight transportation service for the island of Martha's Vineyard, which contains the following requirements and guidelines:

- Providing for the availability of the Authority's Vineyard Haven terminal facilities on Martha's Vineyard for use by the private operator, subject to the Authority's own operational needs, to dock, unload and load a vessel at least twice a day for each day the service is in operation on a mutually agreeable schedule that does not interfere with the Authority's own schedules or operations, but recognizing that the Authority would prefer to enter into a license agreement that does not require any use of the Authority's terminal facilities by a private operator;
- Providing for the availability of the Authority's reservation system for use by the private operator's customers to make reservations on the private operator's scheduled trips to and from Martha's Vineyard, but recognizing that the Authority would prefer to enter into a license agreement that does not require any use of the Authority's reservation system by customers of the private operator;
- Requiring the private operator to make its own arrangements to acquire, develop and/or use terminal facilities at its proposed off-Cape mainland port, which cannot be located on Cape Cod or in the Town of Fairhaven, Massachusetts, that are necessary to provide the service;
- Requiring the private operator to limit its Service to the carriage of freight vehicles and their occupants or, alternatively, to give priority to freight shippers when allowing customers to make reservations for the Service; and
- Requiring that the private operator be able to carry hazardous cargo on its vessel.

Following discussion, the Board voted to approve the RFP, which will allow the Authority to issue it later this month with a due date of August 2, 2022.

9. The Board voted to authorize Authority staff to take several steps to adjust a common carrier's unfulfilled reservations requests due to a late submission by adding the carrier to trips with available space and prioritizing the carrier to the top of the wait list. Specifically, the Authority will:

- Add the carrier to trips with available space;
- Review current allocations for opportunities to consolidate spaces to accommodate the shipper's vehicles;
- Review the shipper's existing reservations versus deck space availability to identify upsizing options; and
- Prioritize the shipper to the top of the wait list to adjust this carrier's unfulfilled reservation requests for the 2022 summer season.

By taking these steps, the Authority expects to be able to accommodate a large portion of these reservations on the Nantucket run, although the reservations will most likely not be at the carrier's originally requested times.

Staff did not recommend any changes for the Martha's Vineyard route reservations since the carrier received the appropriate amount of reservations. No current reservations by any other customers will be displaced or moved as part of this process.

10. The Board approved the creation of two new positions to the Authority, that of chief operating officer (COO) and grants administrator, as well as to amend the Authority's by-laws to reflect that the general manager shall be the chief executive officer of the Authority.

The priority for the COO will be to partner with the general manager and be ultimately responsible to ensure that the Vessel and Shoreside Operations teams collaborate to keep the operations of the business on schedule and manage communication channels, maintain and improve efficiencies and focus on future plans to develop the business. In addition, the COO should allow the general manager to design, plan and implement business strategies and set comprehensive goals for business growth and success. The creation of the position was among the recommendations contained in the comprehensive review of the Authority's operations performed in 2018 by HMS Consulting, Glosten Associates and Rigor Analytics.

The priority for the grants administrator will be to apply for state and federal grants as well as administering and managing all awarded grants and ensuring that all reporting and compliance requirements are met.

11. The Board authorized Mr. Davis to award Contract No. 07-2022, Supply and Deliver Spare Parts for Two (2) Lufkin Gear boxes RHS 2100-1st S/N 118397 and 118398, to the lowest eligible and responsible bidder, Marine Systems Inc. of Chesapeake, Virginia, for a total contract price of \$241,421.98.

The next monthly Board meeting is currently scheduled for 9:30 a.m. April 19, 2022. Please look for the formal notice for the meeting that will appear on this website. Thank you.