

MINUTES
OF THE
PORT COUNCIL
OF THE
WOODS HOLE, MARTHA’S VINEYARD
AND NANTUCKET STEAMSHIP AUTHORITY

April 5, 2022

First-Floor Meeting Room (Room 103)
Steamship Authority Administrative Offices
228 Palmer Avenue, Falmouth, Massachusetts

Port Council Members present: Chairman John F. Cahill of Tisbury; Secretary Nathaniel E. Lowell of Nantucket; Mark H. Rees of Fairhaven; Robert S.C. Munier of Falmouth; and Joseph E. Sollitto Jr. of Oak Bluffs (all of whom participated via Zoom videoconferencing).

Authority Board Members present: Board Secretary Robert R. Jones of Barnstable and members Peter J. Jeffrey of Falmouth and James M. Malkin of Dukes County (all of whom observed the meeting via Zoom videoconferencing).

Authority Management present: General Manager Robert B. Davis; Treasurer/Comptroller Mark K. Rozum; General Counsel Terence G. Kenneally; Director of Marine Operations Mark H. Amundsen (who participated via Zoom videoconferencing); Executive Assistant Monika N. Andrade; Reservations and Customer Relations Manager Angela C. Campbell; Woods Hole Terminal Reconstruction Project Manager William J. Cloutier; Director of Shoreside Operations Alison A. Fletcher; Director of Human Resources Janice L. Kennefick; Director of Marketing Kimberlee J. McHugh; and Health, Safety, Quality and Environmental Manager Angela M. Sampson.

1. Mr. Cahill called the meeting to order at 9:05 a.m.

2. Mr. Cahill announced that, pursuant to Section 20 of Chapter 20 of the Acts of 2021, and in line with social distancing guidelines followed during the COVID-19 pandemic, all of the Port Council members were participating remotely in the day's meeting because their physical attendance would be unreasonably difficult. All the members were participating via Zoom videoconferencing and were clearly audible to one another. As a result of the members' remote participation, all votes taken were to be by roll call vote.
3. Mr. Cahill announced Ms. McHugh was making a video and audio recording of today's meeting.
4. Upon a motion by Mr. Sollitto and a second by Mr. Lowell, the Port Council **voted** 5-0 to approve the minutes of their meeting on March 8, 2022.
5. Mr. Rozum reviewed via a PowerPoint presentation the February 2022 business summary, which showed the Authority carried more passengers (up 17.3%), vehicles of less than 20 feet (up 6.7%) and freight trucks (up 8.4%) than it did in February 2021. Year-to-date totals show the Authority has carried more passengers (up 9.7%), vehicles of less than 20 feet (up 0.3%) and freight vehicles (up 0.6%) than it did in the first two (2) months of 2021.

In February, the Authority had approximately \$4,795,000 in operating income and \$8,282,000 in operating expenses; combined with non-operating income and non-operating losses, the net loss of \$3,586,000, which was \$302,000 higher than budgeted.

During the month of February, the Authority's vessels had 1,432 trips scheduled, of which seven (7) were canceled for mechanical reasons on the Vineyard route and zero (0) were canceled for mechanical reasons on the Nantucket route.

Mr. Rozum noted that fuel expense in February 2022 was up compared to the budget by \$9,000 and down for the year by \$39,000, but he said he did not expect that to hold for the remainder of the year due to current pricing.

For the first three (3) weeks of March, Mr. Rozum noted passenger traffic was up and vehicle traffic was approximately flat compared to the same time period in 2021.

Mr. Munier asked how traffic this year was compared to pre-pandemic figures; Mr. Rozum said excursion fare travel and passenger traffic have both rebounded to near pre-pandemic levels. Mr. Rozum also noted that, since it is a short period of time, the difference of one weekend's traffic can have a big effect on the percentages.

Mr. Munier also asked about the approximately \$1.5 million in revenue that had not been realized and whether or not that was a timing issue; Mr. Rozum said it was, and the budget had included an estimate on when certain grant fund would be received. That revenue should be realized in March, he said, and in the second quarter of 2022.

6. Mr. Davis provided the following updates on the Woods Hole Terminal Reconstruction Project:
- Marine contractor Jay Cashman Inc.'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, which was completed by March 18, 2022.
 - The divers then demobilized and left the site.
 - Cashman's crew also repaired some of the high-density plastic tiles on Monopile No. 9 in Slip No. 3.
 - Jay Cashman Inc.'s crew completed the access platform to Monopile No. 24 and completed the touch-up painting.
 - Cashman started removing their equipment and demobilizing the crane barge.
 - Cashman work is substantially complete at this point.
 - On April 4, 2022, the Cashman barges departed the site, and the slip is operational from the marine perspective.

Thus far, the Authority has sent out 192 community email updates for the project.

Mr. Munier asked how high the slips were being raised; Mr. Cloutier said, at the slips themselves, they had been raised between eight (8) and nine (9) feet. All three (3) of the transfer bridges have different heights for accessibility reasons. The elevation then increases to about ten and one-half (10.5) feet at the terminal plaza, then it slopes downward to the area under the Cowdry Road bridge.

Mr. Munier asked where the final cost would end up; Mr. Davis said all the significant change orders had been identified other than a few small cleanup items. Mr. Cloutier said the extent of the credits that the Authority was going to realize for work not performed was also to be identified.

7. Mr. Davis then provided an update on the landside portion of the project, stating that the design team continues to prepare the specification packages for the landside portion of the project. A contract for site work will be the first to be issued; Mr. Davis said he anticipates issuing and awarding the contract in time for site work to begin this September.

A second specification package is also being prepared for the buildings' contract. Mr. Davis said he anticipates issuing and awarding the contract this fall.

8. Mr. Davis then provided an update on the website redesign project, stating that ADK Group and the Authority team held a mapping session that will be used to create an understanding of the flow and mechanics of the existing website, as well as additional future features that are planned to improve the overall experience. The ADK team identifies this as the Revealing Reality phase. The teams also met to review the mobile app strategy that ADK developed.

The development team also gave its own presentation regarding the content management system, or CMS, recommendations, Mr. Davis said. The team put forth information regarding Contentful as the content management system of choice and outlined the various feature sets and benefits to its use.

Mr. Cahill asked if Contentful would be a different relationship than ADK Group; Mr. Davis said it would be a direct contract with that company for support of the CMS.

Mr. Cahill asked if any storyboards were prepared for the site and mobile application; Mr. Davis said he would ask Communications Director Sean F. Driscoll about it when he returned.

9. Mr. Amundsen presented an update on the dry dock of the *M/V Island Home* at Senesco Marine LLC in North Kingstown, Rhode Island. Highlights of the project include bow and stern thruster overhaul, bow and stern door overhauls, marine evacuation system door modifications, blasting and coating the hull and overhauling the rudders. The total contract price, including credits and change orders, is \$1,404,722.
10. Mr. Amundsen presented an update on the *M/V Nantucket* dry dock at Thames Shipyard in New London, Connecticut, the highlights of which are deck coatings, installation of a new fire detection system, blasting and coating of the hull, propulsion shaft repairs and rudder overhauls. The total contract price, including change orders and credits, is \$1,796,713.

Mr. Sollitto asked about a recent door issue on the *M/V Woods Hole* and whether or not that had been rectified; Mr. Amundsen said it had.

Mr. Munier said he noted the credit for steel work on the *M/V Nantucket* and asked if that meant the steel was in better shape than anticipated; Mr. Amundsen said, given the age of the vessel, the deck coatings are due to be addressed at this time.

11. Mr. Davis then presented the draft 2023 Summer and Fall Operating Schedules for the Martha's Vineyard and Nantucket routes. The proposed operating schedules from May 18, 2023, to June 16, 2023, would start one (1) day later and end five (5) days earlier than in 2022 for both the Martha's Vineyard and Nantucket routes. The proposed operating schedules from June 17, 2023, to September 5, 2023, would start five (5) days earlier and end two (2) days earlier than in 2022 for both the Martha's Vineyard and Nantucket routes. The proposed operating schedules from September 6, 2023, to October 23, 2023, would start two (2) days earlier and end four (4) days later than in 2022 for both the Martha's Vineyard and Nantucket routes. The proposed 2023 operating schedules from October 24, 2023, to January 3, 2024, would start four (4) days later and would end one (1) day later than in late 2022 and early 2023.

Regarding the Vineyard route:

- On the early Summer schedule:
 - The *M/V Island Home*, *M/V Martha's Vineyard*, *M/V Governor* and *M/V Woods Hole* will be assigned to this schedule. The *M/V Nantucket* will operate in place of the *M/V Martha's Vineyard* and *M/V Island Home* during their respective “spruce up” periods.
 - Each vessel would be triple-crewed and could operate up to seven (7) round trips per day.
- On the Summer schedule:
 - The same schedule, crewing and assigned vessels as in 2022.
 - The *M/V Island Home*, *M/V Martha's Vineyard*, *M/V Governor* and *M/V Nantucket* would be triple-crewed and could operate up to seven (7) round trips per day.
 - The *M/V Sankaty* would operate with a single crew Monday-Friday and could operate up to four (4) round trips per day.
- On the late Summer schedule:
 - Same schedule and crewing and assigned vessels as in 2022.
 - The *M/V Island Home*, *M/V Nantucket*, *M/V Governor* and *M/V Katama* would be triple-crewed and could operate up to seven (7) round trips per day.
- On the Fall schedule:
 - Same schedule and crewing and assigned vessels as in 2022.
 - The *M/V Island Home*, *M/V Nantucket*, and *M/V Katama* would be triple-crewed and could operate up to seven (7) round trips per day.
 - The *M/V Martha's Vineyard* will replace the *M/V Nantucket* once it completes its dry dock and repair period.

Regarding the Nantucket route:

- On the early Summer schedule:
 - The *M/V Eagle*, *M/V Gay Head*, and *M/V Sankaty* will be assigned to this schedule.
 - The *M/V Nantucket* will operate in place of the *M/V Sankaty* during Memorial Day Weekend.
 - Each boat would be triple-crewed and could operate up to three (3) round trips per day.

- On the Summer schedule:
 - The same schedule, crewing and assigned vessels as in 2022.
 - The *M/V Eagle*, *M/V Woods Hole* and *M/V Gay Head* will be triple-crewed and could operate up to three (3) round trips per day.
 - The *M/V Katama* will replace the *M/V Gay Head* during its dry dock and repair period.
- On the late Summer schedule:
 - Same schedule, crewing and assigned vessels as in 2022.
 - The *M/V Eagle*, *M/V Woods Hole* and *M/V Gay Head* will be triple-crewed and could operate up to three (3) round trips per day.
- On the Fall schedule:
 - Same schedule, crewing and assigned vessels as in 2022.
 - The *M/V Eagle* and *M/V Woods Hole* will be triple-crewed and could operate up to three (3) round trips per day.
 - The *M/V Nantucket* will replace the *M/V Eagle* during its repair period.

The 2023 summer schedule for the *M/V Iyanough* would start one (1) day later and end four (4) days later than in 2022. The 2023 fall schedule would start four (4) days later and end one (1) day later than in 2022. There would be no changes to the trip times, quantity of available trips or vessel crewing for the 2023 Nantucket high-speed ferry schedule from March 29, 2023, to January 3, 2024.

Mr. Davis noted this was a preliminary draft and, thus, no action was necessary. He said the Board would receive the schedules at its next meeting, and they would then be posted and advertised for public comments before they were brought back to the Port Council for a vote.

Mr. Sollitto asked if anything had been done regarding the recent Urban Harbors Institute report that detailed the truck traffic coming on the Cape to the Authority and if the Authority should be showing the public that the number of trucks coming down the road is minimal. Mr. Davis said that could be brought up and said he noticed while preparing for the meeting that the Port Council had not been provided with the report because it was released after the Port Council's meeting that month. He said that could be added to the next agenda if the members so wished but said that the report was commissioned by the Massachusetts Department of Transportation (MassDOT) to determine if there would be a benefit in terms of emissions to operating from an off-Cape port. In summary, the report showed that the emissions savings would not be realized because traveling via ferry would produce more emissions than would be saved. The report also showed that the amount of traffic that would be saved from going over the Cape Cod Canal bridges was minimal.

Furthermore, Woods Hole Road was not designated as a congested road by MassDOT standards.

Mr. Sollitto asked if the need for the 5:30 a.m. departure from Woods Hole could be eliminated by increasing the capacity on the 6 a.m. departure via using a larger vessel or running two (2) boats at the same time out of Woods Hole. Mr. Davis said that had been considered but such a shift would cause conflicts later in the operating day by having multiple vessels traversing harbors at the same time. Additionally, the schedule needs to be designed to allow the Authority to operate even if the Oak Bluffs Terminal was not able to open. Mr. Davis said a larger vessel would potentially be a different scenario, but staff would continue to support policies put in place that eliminate the 5:30 a.m. trip in the off-season and having that trip be served by a drive-through vessel so as to eliminate the need for vehicles to back on in the early morning, as well as limiting the trip to smaller trucks. Mr. Sollitto said those needs should be considered when planning for future vessel purchases or construction.

During this discussion, Mr. Munier briefly interrupted his presence in the meeting. No votes or action were taken during this time.

Mr. Munier said the 5:30 a.m. trip would be a topic of discussion as it always is, so he urged Mr. Davis and staff to have its arguments ready and in place to provide the justification to continue with that trip and make sure all the pros and cons are reviewed. Mr. Davis agreed and said staff would “do their homework” to make sure any improvements or adjustments can be made.

Mr. Cahill asked if Mr. Davis could report to the Port Council any possibilities to increase the Authority’s capacity; Mr. Davis said he would, and part of that discussion would be part of the vessel replacement discussion that would happen as soon as next month’s meeting.

12. Mr. Davis then presented the results of the preseason sale of *M/V Iyanough* ticket books. For the 11th year in a row, the Authority offered a twenty percent (20%) discount on the sale of high-speed ferry ticket books. The discount applied solely to electronic ticket books for adults, seniors and children. The pre-season sale promotion, which began on Sunday, March 20, 2022, and ended on Saturday, April 3, 2022, resulted in 3,737 ticket books sold and generated \$823,027 in revenue for the Authority at a cost of \$205,843 due to the discount offering. This represents a 16.8% increase in the number of books sold compared to the 2021 preseason sale, when 3,199 were sold.

Mr. Lowell noted that having the extra engines available for the *M/V Iyanough* was a good investment and would improve the efficiency of the Authority’s repair schedule on the vessel. Mr. Davis noted it would be a big benefit to have both spares on hand.

13. Mr. Davis said 41 North Offshore LLC (41N) had, on March 24, 2022, submitted a proposal in support of its request for a license agreement to operate a tug-and-barge freight

service pilot program between New Bedford and Nantucket. 41N is proposing a pilot program to determine the feasibility of offering tug-and-barge freight service between New Bedford and Nantucket. 41N has partnered with the United Parcel Service (UPS) for the pilot, with UPS engaged as the initial seed customer. The pilot would run from over a five (5) month period from mid-May 2022 until mid-October 2022 and consist of up to seventy (70) round trips, each trip carrying an average of three (3) tractor trailer equivalent units. Loading and offloading in New Bedford would occur at the Fish Island Terminal, located on Fish Island in New Bedford Harbor; in Nantucket, loading and offloading would occur at the Authority's Nantucket Terminal.

Mr. Davis said, in accordance with the Authority's Licensing of Private Vessel Transportation Services Policy, advertisements and notices are being posted. Currently it is anticipated that the public hearing required for just such requests will be held on April 19, 2022, prior to the scheduled Board meeting.

Mr. Davis noted that Jonah Mikutowicz, manager of 41N, was on the Zoom call and would be available for questions.

Mr. Cahill asked Mr. Lowell for his feedback on the request; Mr. Lowell called it a "21st century solution" to issues that the island was facing. He said it was a good way to approach it to fill a niche need for transportation that has developed over time. He said it was a "relict pilot" project from past practices and that this was a good way to explore restarting it.

Mr. Rees noted that Fairhaven was concerned the trucks would take the exit off I-95 that leads them down Main Street, which is already crowded with trucks headed to the Acushnet Quarry. He asked if some effort could be made to direct trucks to the exit that leads to State Road 18 in New Bedford; Mr. Davis said he would pass that on to the proponents.

Mr. Munier asked for clarification on the process of the licensing proposal, which Mr. Davis provided. Mr. Munier then asked if staff had considered implications relative to the Request for Proposal for freight service from an off-Cape port to Martha's Vineyard; Mr. Davis said he felt they were two separate things, as this is being handled as a license request for a specific customer.

Mr. Munier noted the licensing policy was last updated in 1996 and it may be time to revisit it to ensure it remains valid.

Mr. Lowell noted this partnership with 41N would be more akin to the Authority's license with Seastreak in that it would not be an alternative to the Authority but would offer a service that the Authority does not.

Mr. Mikutowicz said he appreciated the consideration and that the company views this as a great opportunity for the island. He said it truly is a pilot project and there are a lot of variables that come into play in this service, so it will give the company a chance to see if it is a viable option going forward or not.

14. Mr. Cahill asked if the new pilings going into the Oak Bluffs dock would be completed in time for the Authority to open the facility in May; Mr. Davis confirmed it would be done by the end of April. Mr. Cahill asked if there was a reason why the need for these pilings was not discovered in October or November; Mr. Davis said the rot was only discovered when material along the “mud line” was removed in preparation for the concrete wrappings to be placed on the piles.
15. Mr. Lowell then noted he and Nantucket Board Member Robert F. Ranney had met with representatives from the Nantucket Airport regarding the situation in 2021 on fuel shipments, and said he thought it was going to be OK this year and that communications would be improved this year.
16. Mr. Cahill asked if there had been discussion about in-person meetings; Mr. Davis said the remote participation had been extended at the state-wide level until June 2022 but that, even when in-person meetings continued, he felt continuing to broadcast the meetings over Zoom would be appropriate.
17. In response to Mr. Cahill’s call for public comment, Mr. Saltzberg asked for details on a truck that was stuck on the *M/V Island Home*; Mr. Davis said a truck’s brakes locked up, so the vessel had to be flipped around to allow other vehicles to exit the ferry. Arrangements were then made to get a tow truck to remove the truck.

Mr. Saltzberg then asked if an update could be provided as to the plight of the common carrier and if those schedule issues had been addressed; Mr. Davis said staff had carried out the requests approved by the Board at its March 2022 meeting; the common carrier has since been provided with a list of its new reservations and its wait list requests.

Mr. Saltzberg asked if any members of the Port Council or staff member were planning on attending the upcoming joint public meeting between Nantucket and Dukes County regarding proposed legislation affecting the Authority; Mr. Cahill said he would, and Mr. Lowell said he would prepare a statement to be read into the record.

Then, at approximately 10:26 a.m., upon a motion from Mr. Sollitto and a second from Mr. Munier, the Port Council **voted** 4-0 to adjourn its meeting. (Mr. Rees ended his participation at 10:19 a.m.)

A TRUE RECORD

Nathaniel E. Lowell, Secretary

Documents and Exhibits Used at the Port Council’s April 5, 2022, Meeting

1. Agenda for the Port Council’s April 5, 2022, Meeting, posted April 1, 2022 (revised April 4, 2022).
2. Minutes of the March 8, 2022, meeting (draft dated March 31, 2022).
3. PowerPoint presentation, Business Summary –February 2022, dated April 5, 2022.
4. Business Summary, February 2022.
5. PowerPoint presentation, Woods Hole Terminal Reconstruction Project, dated April 5, 2022.
6. Steamship Authority Digital Platform Transformation Combined Monthly Sprint Report – March 2022
7. PowerPoint presentation, *M/V Island Home* Dry Dock at Senesco Shipyard, undated.
8. PowerPoint presentation, *M/V Nantucket* Dry Dock Thames Shipyard & Repair, undated.
9. Staff Summary #SO-2022-03, Preliminary Draft of the 2023 Summer/Fall Operating Schedule, dated March 29, 2022 (draft).
10. Staff Summary #COMM-2022-02, Results of the 2022 Preseason Promotion for High-Speed Passenger Ticket Books, dated April 4, 2022.
11. Letter from 41N Offshore, Request for License Agreement, dated March 24, 2022.
12. Licensing of Private Vessel Transportation Services Policy, last revised August 29, 1996.