

**MINUTES  
OF THE  
WOODS HOLE, MARTHA'S VINEYARD  
AND NANTUCKET STEAMSHIP AUTHORITY**

**The Meeting in Public Session**

**July 20, 2021**

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met on July 20, 2021, beginning at 9:32 a.m., in the first-floor conference room of the Authority's administrative office building, located at 228 Palmer Avenue, Falmouth, Massachusetts. All five (5) Members were present and participated via Zoom videoconferencing: Chair Kathryn Wilson of Falmouth; Vice Chair Moira E. Tierney of New Bedford (who joined the meeting during the recording announcement); Secretary Robert F. Ranney of Nantucket; Robert R. Jones of Barnstable; and James M. Malkin of Dukes County.

Port Council Chairman Edward C. Anthes-Washburn of New Bedford and Joseph E. Sollitto Jr., of Oak Bluffs, were present and participated via Zoom. The following members of management were also present: General Manager Robert B. Davis; General Counsel Terence G. Kenneally; Treasurer/Comptroller Mark K. Rozum; Communications Director Sean F. Driscoll; Director of Marine Operations Mark H. Amundsen; Reservations and Customer Relations Manager Angela C. Campbell; Woods Hole Reconstruction Project Manager William J. Cloutier; Internal Audit Manager Kelly Conrad; Director of Shoreside Operations Alison A. Fletcher; Director of Human Resources Janice L. Kennefick; Health, Safety, Quality and Environment Manager Angela M. Sampson; and Assistant Treasurer Courtney M. Oliveira.

Video and Audio Recording of Today's Meeting:

Ms. Wilson announced Steve Baty of All Media Productions was making a video and audio recording of today's meeting in public session on behalf of Martha's Vineyard Community Television, also known as MVTV. Mr. Driscoll was making an audio and video recording of the meeting; Noah Asimow (representing the *Vineyard Gazette*) and George Brennan (representing the *Martha's Vineyard Times*) each stated they were making an audio recording of the meeting.

Remote Participation by All Members:

Ms. Wilson announced, pursuant to the Senate Bill 2475 signed into law by Governor Baker on June 16, 2021 and in line with social distancing guidelines

followed during the COVID-19 pandemic, all Board Members were participating remotely in the meeting because their physical attendances would be unreasonably difficult. All Board Members participated in the meeting by the Zoom video conferencing app and all Members were clearly audible to each other. As a result of the Members' remote participation in this meeting, any and all votes taken by the Members today were taken by roll call vote.

Minutes:

**IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to approve the minutes of the Board’s June 22, 2021, meeting in public session.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<b>Ms. Wilson</b>	<b>10 %</b>	
<b>Mr. Ranney</b>	<b>35 %</b>	
<b>Mr. Jones</b>	<b>10 %</b>	
<b>Mr. Malkin</b>	<b>35 %</b>	_____
<b>TOTAL</b>	<b>90 %</b>	<b>0 %</b>

Ms. Tierney abstained from voting on the motion.

Port Council Report:

Mr. Anthes-Washburn reported the Port Council meeting included updates on the Authority’s ongoing projects. He also said the Port Council members delivered their reviews of Mr. Davis, and overall praised his even-keeled nature and his ability to deal with multiple ongoing issues, including the coronavirus and the ransomware incident. Mr. Anthes-Washburn said the Port Council felt Mr. Davis and the staff have done a good job in the last year.

Treasurer’s Report:

Mr. Davis asked, and the Members consented, to taking this item out of order to allow the representatives from RSM US LLP to deliver their report on the 2020 audited financial statements. The following representatives of RSM US LLP, who were all participating in the meeting via Zoom, then introduced themselves: Partner Dan Bonnette and Senior Manager Valerie Colimon.

Mr. Bonnette stated the auditors' opinion letter was dated April 28, 2021, and noted he was happy to report an April date after a cycle of turnover in the treasurer's position that led to the April date being missed two (2) years in a row. He praised the work of Mr. Davis, Mr. Rozum and Mr. Rozum's team to get the audit cycle back on track and said, if not for the effects of COVID-19, the date would likely have been moved up earlier.

The auditors then shared a PowerPoint presentation on the Authority's 2020 audited financial statements, the highlights of which are as follows:

- The audit was performed in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in Government Accounting Standards issued by the comptroller of the United States.
- The Authority was subject to both a standard audit and a single audit pursuant to Uniform Grant Guidance (UGG).
- The following significant matters were addressed during the audit:
  - UGG compliance regarding Federal Transit Administration formula grants and Coronavirus Aid, Relief, and Economic Security (CARES) Act
  - Internal accounting and financial reporting controls, including IT
  - Financial reporting – assessment of disclosures and implementation of GASB 84
  - Proper revenue recognition
  - Reporting of residual net position balances
  - Property, plant and equipment additions and impairments, including assessment of assets placed in service
  - Proper cut-off of accounts payable and accrued expenses
  - Self-insured health plan obligations
  - Valuation of the retirement plan and other post-employment benefits (OPEB) liabilities
  - Compliance with financial covenants
  - Litigation and other contingencies
  - Management override of controls
  - Subsequent events
- RSM is required to communicate various matters to the Board Members, which were reviewed as part of the presentation and include the following:
  - **Adoption of, or change in, accounting policies:** The Authority adopted GASB Statement No. 84, "Fiduciary Activities," during the current period. The objective of the statement is to improve guidance regarding the identification of fiduciary activities for

accounting and financial reporting purposes and how those activities should be reported.

- **Audit adjustments and uncorrected misstatements:** a total of six (6) were detailed in the presentation.
- **Observations about the audit process:** No disagreements with management or consultations with other accountants were noted. No significant issues arose from the audit that required discussion with management, and no significant difficulties arose with management during the audit process.

Mr. Jones asked about the adjustment concerning the write-off of a pending insurance claim balance deemed likely to be uncollectable; Mr. Rozum stated it was from a vessel incident in 2018. Mr. Bonnette added that, based on the correspondence the auditors reviewed, it was deemed that there would be challenges to collecting the claim so the decision was made to write it off.

Ms. Wilson asked if the balance adjustment related to the unamortized premium on long-term debt and related amortization calculated using the effective interest method meant there would not be another entry in this regard unless the Authority took on additional debt. Mr. Bonnette concurred and said the number had been small at first but had grown in the last few years, so the decision was made to deal with it in 2020. Mr. Rozum said the figure related to debt incurred prior to the 2020 bond issuance.

Mr. Davis thanked Mr. Bonnette, Ms. Colimon and their team, as well as Mr. Rozum and the Authority's accounting team, for their hard work.

#### Results of Operations:

Mr. Davis reviewed the results of the May 2021 business summary via a PowerPoint presentation, which showed the Authority carried fewer passengers (down 12.1%) and fewer trucks (down 6.4%) but more automobiles (up 5.7%) than the same month in 2019, which was the month used for the 2021 budget projections due to the COVID-19 pandemic in 2020.

Mr. Davis said the Authority's operating income for May 2021 was approximately \$12,119,000 and the operating expenses were approximately \$8,865,000, for a net operating income for the month of some \$3,169,000, approximately \$441,000 more than anticipated in the 2021 operating budget. Year-to-date net operating losses were \$7,934,000, approximately \$2,637,000 below budget.

During the month of May 2021, the Authority's vessels were scheduled to make a combined 2,226 trips, of which two (2) were canceled for mechanical reasons on the Martha's Vineyard route and zero (0) were canceled for mechanical reasons on the Nantucket route, he said.

Woods Hole Terminal Reconstruction Project Update:

Mr. Davis provided the following updates on the Woods Hole Terminal Reconstruction Project:

- Marine contractor Jay Cashman Inc.'s barge crew demobilized the equipment barge and the crane barge so that the barges could be towed back to Quincy. The waterside work essentially is halted for the season to allow the Authority to dock a freight boat overnight in the slip. The landside crew assisted with loading the barge equipment on trucks so that it can be hauled off-site. They also added temporary catwalks to a mooring bollard.
- The electricians set up the distribution panel and were setting up the temporary shore power panel. The electricians then completed the temporary shore power hookup for slip 1 and installed electrical conduit on the float platform. The electricians also pulled cables for the passenger pier and completed the rough inspection.
- The carpenters and iron workers formed the second phase of the north head dolphin cube. The concrete subcontractor installed formwork for north head dolphin. The concrete contractor poured the final concrete for the north head dolphin, which was a 55-cubic-yard pour. This past week Cashman's crew installed the fender and mooring bollard on the north head dolphin
- The railing subcontractor continued work on the siding for the floating passenger pier. The guardrail subcontractor completed installation of the south float cladding. The float guardrail installation is currently underway.
- The canopy carpenters completed installing the cedar rafters for the canopy. Subcontractor Zel Builders completed the timber and blocking installation for the pier canopy. The canopy carpenters are working on the canopy trim woodwork.
- Lawrence Lynch Corp. continued to back fill the site to the design grade in preparation for paving. Lawrence Lynch Corp. finished grading and compacting the dense-grade fill material, and they placed the first course of bituminous concrete on the work area. Jay Cashman Inc.'s crew is grouting the sole plates for the passenger

canopy. The fencing contractor worked on finish work for the fence at the north property line.

- Thus far, the Authority has sent out 156 community email updates for the project.

Mr. Cloutier then shared a PowerPoint presentation with recent photographs from the site. The presentation also included a cost update for the project, showing the original contract price of \$43,143,280, change orders to date of \$9,645,653 (22% of the original contract price), and the total contract price of \$52,621,995, which is \$900,967 under the original waterside cost estimate.<sup>1</sup>

Ms. Wilson said she had no idea that the passenger canopies would be as big as they were and, while discussion was ongoing about the terminal building and the view it would block, this fact was not brought up. She said she was disappointed in that. She said she was also concerned about the light pollution from the canopies and, while she knows Mr. Davis is working on the issue, she hopes it is being taken as seriously as possible.

Mr. Davis said staff was working on a system that would put the canopy lights on a timer, along with the lights on the transfer bridge gallows, so they can be activated when a boat arrives in a slip but then automatically turn off a set amount of time later after the boat has been offloaded. He said the site needs a sufficient amount of light in the evening for the security guards to see what is going on but not so much that people are encouraged to come to the terminal. Ms. Wilson said the light is a big issue, as is the size of the canopies.

Regarding the landside portion of the project, Mr. Davis noted a community input session on the landside schematic design phase of the Woods Hole Terminal Reconstruction Project was held on July 7, 2021. This was the second of two (2) sessions planned for this portion of the project.

The project's design team, led by BIA.studio, discussed design criteria and objectives, he said. The principal changes from the earlier session were revisions to the utility building concept. Previously this building's concept included a pitched roof, but the latest design now calls for a flat roof building as a result of input received from community stakeholders. The design team included slides on the geothermal system being considered as well as a concept for Cahoon Park.

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<sup>1</sup> Reporter's Note: The project totals stated above and presented on the PowerPoint to the Board were not updated from the June 2021 presentation. The following totals represent the current figures: Original contract price \$43,143,280, change orders to date of \$9,645,653 (22% of the original contract price), and total contract price of \$52,797,933, which is \$891,967 under the original waterside cost estimate.

The later part of the presentation included a draft of the construction phasing sequence.

Mr. Davis said the session was held to coincide with the completion of approximately 90% of the schematic design phase. Then, during the subsequent design development phase, sessions will again be held at the 40% and 90% milestones (approximately in October and December of this year).

Mr. Jones said he did not get notice of that meeting and, at the last Board meeting, there was discussion about it being moved forward, but he was never informed of the new date. He said he could not find a notice on the website and, while it was likely an oversight, the Authority needs to make sure everyone is aware of what is going on. Ms. Wilson said it seemed there had been “glitches” in that regard recently and it is really helpful to have everyone know what is going on.

Mr. Davis said advertisements were placed in the local papers and the meeting was also in one of the homepage “tiles” that rotate on the website. He said he would make sure the Members and the Port Council are made aware of future meetings. Ms. Wilson noted there was to be a meeting the following day regarding the bike parking with representatives from the Town of Falmouth.

#### SQMS Status:

Regarding the Safety Quality Management System (SQMS) project, Ms. Sampson said the project is in Phase 4, which includes the drafting and the implementation of the Support Operations Manual (SOM). Once that is complete, the project will move into Phase 5 (documentation review) then Phase 6 (internal assessment and review) before the certification of the SQMS, which is scheduled for December 2021. Mr. Davis noted that, by pausing the certification process, the Authority’s crews and personnel will be given time to work out any issues that might be encountered prior to a mock audit ahead of the full audit.

Mr. Malkin said he would find it helpful to have staff tested after the system is up and running to ensure they are following the procedures laid out in the SQMS; Ms. Sampson said the system allows for that monitoring and for changes to be made as necessary for continued improvements.

Website Update/Redesign Status:

Mr. Driscoll said more than thirty (30) agencies have requested, and been sent, the RFP after it was issued on June 1, 2021. Three (3) addenda have been issued to the RFP as questions have come in from potential bidders. The due date remains August 16, 2021; the project team expects to then review the proposals and bring a recommendation to the Board at its September or October meeting.

M/V Gay Head Dry Dock Status:

Mr. Amundsen provided an update on the dry docking of the M/V Gay Head at Thames Shipyard in New London, Connecticut. Highlights of the project include the installation of a new fire detection system, blasting and coating of potable water and ballast tanks, and an overhaul of the anchor windlass. The project cost, with credits, currently stands at \$1,036,945.

Preferred Space:

Mr. Davis discussed the Preferred Space Program and changes that may be warranted due to changing traffic patterns, including a shift to a higher percentage usage of the spaces by standard-fare vehicles and vehicle bookings being made farther in advance of travel.

Mr. Davis said, typically, the Preferred Space Program has been able to serve as a “relief valve” for those island residents who require the ability to book vehicle travel on relatively short notice. Currently, 120 spaces per day are set aside from Martha’s Vineyard trips during the summer schedule and eighty (80) spaces per day during the off-season. Of the 120 spaces per day during the summer schedule, ninety-one (91) of those spaces are available seven (7) days in advance of the date of departure and the remaining twenty-nine (29) spaces are released for booking by island residents one (1) day in advance. On the Nantucket route, six (6) spaces per day are set aside for island residents.

The Preferred Space Program allocations were last modified in 2012 when, in response to unsold preferred spaces, the Board approved the staff’s recommendation to release any unsold seven (7)-day preferred spaces after three (3) days for booking by the general public, in addition to those island residents who are eligible to book preferred space reservations. At the time of that review, approximately thirty-five percent (35%) of the preferred spaces went unsold.



Although staff is still in the process of compiling and analyzing data on preferred space usage, the Authority is making the following short-term adjustments:

- Suspending the “borrow-down” feature so that preferred space allocations remain solely eligible for island residents up to the day before sailings.
- When adding in any unscheduled, but available, trips into the system, five (5) preferred spaces will be included in the allocation.
- Reviewing mixed-load freight trips with unsold truck space to determine if preferred space can be allocated, subject to vessel draft restrictions.
- Identifying opportunities to be able to utilize the lift decks on the *M/V Island Home*, subject to weather and load conditions.

Regarding the Nantucket run, Mr. Davis said staff are working with Nantucket Terminal Manager Elaine Mooney to increase the number of preferred spaces, all of which are now on the 6:30 a.m. trip off the island. Mr. Davis said Ms. Mooney thought it would be good to provide some space on the noon trip as well to try and give island residents more options.

Mr. Ranney asked, as the Nantucket route only has the one-day preferred space option, how the “borrow-down” of spaces affected that route; Mr. Davis said it does not. Mr. Ranney asked if the spaces could only be offered to island residents; Mr. Davis said they were already available only to residents profiled in either the preferred or excursion programs. Mr. Davis further noted the time that the preferred spaces were available had changed earlier in the year in an attempt to make the rush to get the spaces less hectic; Mr. Ranney noted it seemed to be working based on his observations.

Mr. Malkin said there is increased demand for travel this year, especially as the Authority has essentially not increased its vehicle capacity in the last four (4) years. He asked if there was anything that could be done for the rest of the summer to take some pressure off people who need to travel. He also noted the traffic backups on Woods Hole Road present a public safety issue and asked what could be done in that regard to counteract the changes in customer behavior that are causing the backups.

Mr. Davis said the Authority recognizes the public safety aspect of this situation and, in the short-term, is working with terminal staff to increase awareness of the backups. Mr. Davis said staff was also considering a different model that would make reservation-only days the norm for the summer and how that would be implemented.

Ms. Wilson asked what the timeline was for the changes; Mr. Davis said some of the changes were already being made, but in regard to the terminal traffic, there have been challenges this year regarding staffing. Other changes were also being considered, such as having an employee monitor the top of the hill so traffic can be observed more clearly.

Ms. Wilson asked if the Authority had enough support at the terminal; Ms. Fletcher said the terminal is short-staffed this year, which has been an ongoing struggle. The backups are happening despite the staff frequently going up and down the hill to check traffic, but the trend of large volumes of cars showing up trying to travel despite reservations that are days or weeks in advance, plus those trying to travel on an open ticket, will only increase. Ms. Wilson asked if those individuals could be directed to stage somewhere else; Ms. Fletcher said she believed they would still come to the property.

Mr. Malkin asked if those without reservations could go to the Palmer Avenue parking lot before being released to go to Woods Hole rather than have them all show up there; Mr. Davis said staff was investigating whether there was an appropriate location to stage the cars off-site.

Contract No. 12-2021,  
Dry Dock and Overhaul Services for the *M/V Sankaty*:

Mr. Davis said the *M/V Sankaty* is scheduled to enter shipyard availability from October 22, 2021, to December 11, 2021, to undergo a required U.S. Coast Guard hull exam; rudder, propeller and shaft maintenance; bow thruster inspection and maintenance; coating maintenance on underwater and superstructure areas; structural steel renewal of hull and main deck areas; and installation of a new fire detection system and fuel oil purifier installation.

The 2021 Operating Budget estimate for the project was \$709,678. Mr. Davis said the major discrepancies between the projection and the bid results were an increase in the line-item costs for blasting and painting and structural steel hull plate replacement.

**IT WAS VOTED – upon a motion by Ms. Tierney, seconded by Mr. Jones – to authorize the general manager to award Contract No. 12-2021, Dry Dock and Overhaul Services for the *M/V Sankaty*, to the lowest eligible and responsible bidder, Thames Shipyard and Repair Company of New London, Connecticut, for a total contract price of \$821,679, as recommended in Staff Summary #MO-2021-04, dated July 16, 2021,**

<b><u>VOTING</u></b>	<b><u>AYE</u></b>	<b><u>NAY</u></b>
<b>Ms. Wilson</b>	<b>10 %</b>	
<b>Ms. Tierney</b>	<b>10 %</b>	
<b>Mr. Ranney</b>	<b>35 %</b>	
<b>Mr. Jones</b>	<b>10 %</b>	
<b>Mr. Malkin</b>	<b>35 %</b>	<hr/>
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

General Manager Review:

Ms. Kennefick thanked the Members for participating in Mr. Davis’ annual performance evaluation. She noted their feedback that the form used presented challenges and she would work to streamline the process moving forward.

Ms. Tierney stated she had observed Mr. Davis for the past six (6) years and had heard her father’s comments on him as well. She said she and Mr. Davis have had their struggles, but she was happy to say they had worked through them, and she thought it speaks to how he has kept an open mind to feedback over the years. Ms. Tierney said she gave Mr. Davis 100% on his evaluation this year and that she was “blown away” by his ability to remain unflappable in circumstances that she thought the vast majority of people in his position would not be able to work through. She said the year has been “atrocious” and she remains amazed at management’s ability, under Mr. Davis, to keep service going. She noted it was difficult to evaluate Mr. Davis against his stated goals given the circumstances, but stated the Authority was lucky to have him and that he was not given the recognition he deserves.

At 11:00 a.m., Ms. Tierney ended her participation in the meeting.

Mr. Jones said he did not need to say much more than Ms. Tierney and stated he gave Mr. Davis a 95% overall rating.

Mr. Malkin said he agreed with everything that has been said so far, although as with everyone there are areas in which he can improve. Mr. Malkin said he thought Mr. Davis had done a terrific job in terms of community outreach and those who think otherwise may simply not agree with the Authority’s positions. He praised Mr. Davis’ attention to detail and his deep involvement in many of the Authority’s operational matters, which he said can also be a negative as those matters take a lot of his time. He said the Board should continue to examine the potential for a chief operating officer or similar position to provide some assistance to Mr. Davis and allow him to be less hands-on than he is now. Mr. Malkin said he rated Mr. Davis at 90%.

Mr. Ranney said Mr. Davis always answers his phone calls and is always available to receive suggestions for the operations and ways they can be changed. He said Mr. Davis has an “unflappable” sense of responsibility and handles even bad news with a sense of humor. He said the challenges Mr. Davis has faced would have been too much for many in his role, and he has spread these traits to those on his team. He said the Authority is extremely lucky to have Mr. Davis and that he gave him an overall rating of 97%.

Ms. Wilson said the comments thus far have been right on target and that the Authority depends on Mr. Davis at all levels. He has been dedicated, loyal, and prudent in all matters. His involvement does lead to a vulnerability in the organizational chart, as Mr. Malkin and others touched upon over the years, and she said it would be a benefit to Mr. Davis and the organization to have a COO-type position in play to free him up for more long-range planning. She said he has been a good leader to his team and given credit where credit is due, and she graded him at 90% for the year.

Mr. Davis thanked the Members for their kind comments and said they were reflective of the entire team, including the senior staff and all the front-line workers.

Letter from the Town of Falmouth,  
re: Requests for Assistance and Action:

Mr. Davis said the Authority received correspondence dated June 24, 2021, from the Town of Falmouth on several matters, including: encouraging the Authority to continue to pursue grant funding to study its freight operations; confirming whether the City of New Bedford has expressed an intention to appoint a representative to the Long-Range Vineyard Transportation Task Force; hiring a professional planning facilitator to lead said task force; objecting to the 5:30 a.m. freight boat from Woods Hole; and studying optimization of freight scheduling and loading.

Mr. Jones said it’s always appropriate to pursue grants but noted the Authority had been the subject of many studies and that it was time to move to implementation of these ideas as appropriate. He said Counsel Steven M. Sayers remains the best person to moderate the Task Force and he said he would encourage that body to keep doing what it had been doing. He said he has no problem with the Authority operating from New Bedford but the issue remains how the service would be paid for, and he does not think it can cover its cost without a subsidy. He said he did not believe it would be an economical venture as no private contractor has presented a proposal to the Authority to run that

service. He said he understands the desire to get trucks off the roads in Woods Hole but he said he was not even sure if the Authority's presence would be wanted in New Bedford.

Mr. Makin said he believed that the Falmouth Transportation Management Committee had already looked at grant opportunities, so if they would share those with the Authority it would be helpful. He further noted he understood the City of New Bedford did not intend to appoint anyone to the Task Force, and while he did not agree with everything Mr. Sayers said, he considered his role to be valuable and he has been an impartial facilitator. He said he believes the Authority's staff already gives strong consideration on a daily, weekly, and monthly basis to optimize the mix of vehicles on each trip to serve the needs of passengers and freight vehicles.

Mr. Ranney said it seems the Authority is being asked to "reinvent the wheel" and there are reasons why certain procedures have held in place for decades, because if there was a better way of doing things, it would be happening. A lot of the suggestions have already been examined or tried and, for one reason or another, are not practical or are too expensive. He said the rehabilitation of the State Pier in New Bedford is a multimillion-dollar project and service there cannot happen until that is done, and stated none of these moves are quick, easy or necessarily feasible.

Ms. Wilson said the status quo has developed that uses Falmouth to meet whatever level of demand is required, and the town is saying it has gone beyond its comfort level and it wants to be taken seriously in terms of relief. She said it is an attempt to engage the other port communities and ask for some sort of collaboration to address those concerns.

Mr. Ranney said he agreed and understood that point, but he asked why the Authority is expected to be the mitigator of these issues and why the Town of Falmouth and the City of New Bedford were not talking independently with each other. Ms. Wilson said it would have to be a shared conversation that includes the Authority as well as the islands. She said she did not know if the town had pursued a line of conversation with New Bedford; Falmouth Select Board Member Douglas C. Brown, who is also a member of the Task Force, said via the chat that the town had both called and written to the mayor's office but heard nothing back.

Mr. Malkin noted the cost of transporting the goods that come to the islands is borne by the islands, and he agreed with Mr. Jones' point that the lack of commercial proposals shows the route is not commercially appropriate.

Mr. Jones said if the New Bedford route is subsidized, then Barnstable should be included as well as traffic is an issue there, too. He said he does not believe freight service from New Bedford could hold its own financially.

Mr. Davis said he and Mr. Sayers were going to reach out to the Falmouth Transportation Management Committee to discuss grant opportunities. He said he agreed with Mr. Malkin that Mr. Sayers' expertise brings a lot to the table and he is a huge asset to those groups. He said he would review the rest of these points and come back to the Members with suggestions.

Via the chat, Ms. Bumpus asked if the studies Mr. Jones referenced could be put on the website; Mr. Davis said they could.

Old and New Business:

Mr. Malkin asked if the Members could discuss returning to in-person meetings, which he was in favor of. Ms. Wilson said she does not have an objection to it, but with the number of COVID-19 cases on the rise she did not know what to think about the situation. Messrs. Davis and Driscoll said the Authority was looking at the technology requirements to host a meeting that could be both in person and virtual and would provide recommendations to the Members about some options.

Mr. Davis reviewed several Authority personnel who recently retired:

- Christopher Spencer, Ordinary Seaman, 21 years of service
- Theodore Desimone, Terminal Worker, 25 years of service
- Kevin Lyons, Electrician, 28 years of service
- Raymond Joska, Able Seaman, 30 years of service
- Timothy Lyons, Plumber, 31 years of service
- Ricky Pottle, Clerk, 36 years of service
- James Lodge, Captain, 38 years of service

Mr. Davis, and the Members, thanked the individuals for their service.

Public Comment:

Robert Morris left a comment regarding the under-budget maintenance expenses, and Mr. Davis said maintenance is done on a year-round basis and some projects that had been slated for the spring are now being done in the fall. He said the Authority is not disregarding its maintenance program and that it was a timing issue.

Mary Longacre asked if preferred spaces could also be offered on the 9:15 a.m. trip off Nantucket and the 5:30 p.m. trip back, as not having to get up very early to secure a spot may prove beneficial. Ms. Fletcher said that had been done on a few trips in the last week, and staff would continue to look at that issue going forward.

Mr. Brennan asked if the changes to the preferred program on the Vineyard route had happened already, and Mr. Davis said yes, adding that they would carry forward for the rest of the season.

An individual identified only as “SMART Citizens Task Force” referenced a 1999 Cambridge Analytics study that stated the marginal increase in transportation cost shipping from New Bedford represents a very small change to the cost of goods on the islands. Mr. Malkin noted the cost to run a vessel was very different from the cost of retail goods; Mr. Ranney added it was a 20-year-old study and that taking a simplistic reading of the situation is not helpful.

At 12:01 p.m., Ms. Wilson entertained a motion to go into executive session to discuss and approve the minutes of the Authority’s meetings in executive session on June 22, 2021; to discuss the Authority’s strategy with respect to real estate; collective bargaining matters; and contract negotiations with non-union personnel because a public discussion of these matters may have a detrimental effect on the Authority’s negotiating and bargaining positions. These matters include:

- Consideration of potentially leasing or acquiring real property;
- Anticipated and Ongoing Negotiations with the Unions (Teamsters Union Local 59, SEIU Local 888 and MEBA); and
- The Authority’s employment contract with Mr. Davis.

Ms. Wilson said the public disclosure of any more information with respect to these matters would compromise the purposes for which the executive session is being called. After the conclusion of the executive session, Ms. Wilson said the Board would reconvene in public.

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Ranney – to enter into executive session to discuss and approve the minutes of the Authority’s meeting in executive session on June 22, 2021, to discuss the Authority’s strategy with respect to real estate; to discuss the Authority’s strategy with respect to collective bargaining matters; and to discuss contract negotiations with non-union personnel.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<b>Ms. Wilson</b>	<b>10 %</b>	
<b>Mr. Ranney</b>	<b>35 %</b>	
<b>Mr. Jones</b>	<b>10 %</b>	
<b>Mr. Malkin</b>	<b>35 %</b>	
<b>TOTAL</b>	<b>90 %</b>	<b>0 %</b>

The Board Reconvenes in Public Session:

At 1:05 p.m., the Board reconvened in public session. Present were Ms. Wilson and Messrs. Ranney, Jones, and Malkin.

Video and Audio Recording of Today’s Meeting:

Ms. Wilson announced Mr. Driscoll was making an audio and video recording of the meeting.

Mr. Davis’ Compensation:

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Ranney – to increase Mr. Davis’ compensation by three percent (3%) effective July 1, 2021.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<b>Ms. Wilson</b>	<b>10 %</b>	
<b>Mr. Ranney</b>	<b>35 %</b>	
<b>Mr. Jones</b>	<b>10 %</b>	
<b>Mr. Malkin</b>	<b>35 %</b>	
<b>TOTAL</b>	<b>90 %</b>	<b>0 %</b>



At 1:07 p.m., Ms. Wilson stated she would entertain a motion to adjourn.

**IT WAS VOTED – upon a motion by Mr. Ranney, seconded  
by Mr. Jones – to adjourn the meeting in public session.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<b>Ms. Wilson</b>	<b>10 %</b>	
<b>Mr. Ranney</b>	<b>35 %</b>	
<b>Mr. Jones</b>	<b>10 %</b>	
<b>Mr. Malkin</b>	<b><u>35 %</u></b>	<b>_____</b>
<b>TOTAL</b>	<b>90 %</b>	<b>0 %</b>

A TRUE RECORD

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ROBERT F. RANNEY, Board Secretary

**Documents and Exhibits Used at the  
July 20, 2021, Meeting in Public Session of the  
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. July 20, 2021, Meeting Agenda, posted July 16, 2021 (revised July 19, 2021).
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the Board's June 22, 2021, meeting in public session (draft).
5. Minutes of the Port Council's July 14, 2021, meeting in public session (draft dated July 19, 2021).
6. Presentation, Report to the Authority's Board Members – FY 2020 Audit, dated July 20, 2021.
7. PowerPoint presentation, Business Summary – May 2021, dated July 20, 2021.
8. PowerPoint presentation, Woods Hole Terminal Reconstruction Project update, dated July 20, 2021.
9. Presentation, Landside Design Community Forum, dated June 2021.
10. PowerPoint Presentation, *M/V Gay Head* 2021 Dry Dock, Thames Shipyard and Repair Co., undated.
11. Staff Summary #GM-762, Preferred Space Allocations, dated July 19, 2021.
12. Staff Summary #MO-2021-04, Contract No. 12-2021, Dry Dock and Overhaul Services for the *M/V Sankaty*, dated July 16, 2021.
13. Letter from the Town of Falmouth to Robert B. Davis, Subject: Requests for Assistance and Action, dated June 24, 2021.
14. Letter to Julian M. Suso, Falmouth Town Manager, from Massachusetts Department of Transportation Highway Division, dated June 10, 2021.
15. Statement to be read prior to going into executive session.