

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

**The Meeting in Public Session**

**September 30, 2021**

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met on September 30, 2021, beginning at 4:30 p.m., in the second-floor conference room of the Authority's Nantucket Terminal Building, 1 Steamboat Wharf, Nantucket. All five (5) Members were present and participated via Zoom videoconferencing: Chair Kathryn Wilson of Falmouth; Vice Chair Moira E. Tierney of New Bedford; 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 members Joseph E. Sollitto Jr., of Oak Bluffs, and John F. Cahill of Tisbury 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; Director of Shoreside Operations Alison A. Fletcher; Director of Human Resources Janice L. Kennefick; Assistant Treasurer Courtney M. Oliveira; Health, Safety, Quality and Environment Manager Angela M. Sampson; and Computer Technician Mark Thompson. Mr. Amundsen participated in the meeting via Zoom videoconferencing; other than Messrs. Davis, Kenneally and Thompson, all other members of management participated in the meeting from the Authority's Administrative Offices, 228 Palmer Avenue, Falmouth, Massachusetts, via Zoom videoconferencing.

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 also making an audio and video recording of the meeting.

Remote Participation by All Members:

Ms. Wilson announced, 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 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 videoconferencing 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 were taken by roll call vote.

Minutes:

Mr. Ranney noted that, on Page 16 of the minutes, a reference to Ms. Wilson was stated as "Mr. Wilson." Mr. Driscoll said he would make that change.

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Ranney – to approve the minutes of the Board's August 24, 2021, meeting in public session as corrected.**

<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 the following:

- A report on the July 2021 business summary, noting that traffic in certain segments was lower than the levels seen in 2019, which runs contrary to perceptions that the islands are having a "record" summer. Staff are planning to put together directional traffic figures to further explore the trends.
- Updates on current projects.
- The 2022 Summer and Fall Operating Schedules for the Vineyard route, which the Port Council voted to recommend to the Board after discussion.
- The preliminary proposed 2022 Operating Budget, which Mr. Anthes-Washburn said was presented for discussion purposes only. Ms. Wilson

asked if the Port Council had any recommendations on it; Mr. Anthes-Washburn said he believed the members were digesting the presentation and would likely have more comments at their next meeting.

Results of Operations:

Mr. Davis reviewed the results of the July 2021 business summary via a PowerPoint presentation, which showed the Authority carried fewer passengers (down 11.2%) and trucks (down 2.0%) but more automobiles (up 1.7%) than in 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 July 2021 was approximately \$19,093,000 and the operating expenses were approximately \$9,836,000, for a net operating income for the month of some \$9,306,000, approximately \$1,304,000 more than anticipated in the 2021 operating budget. Year-to-date net operating income was \$6,632,000, approximately \$4,135,000 above budget.

During the month of July 2021, the Authority's vessels were scheduled to make a combined 2,706 trips, of which zero (0) were canceled for mechanical reasons on the Martha's Vineyard route and twelve (12) were canceled for mechanical reasons on the Nantucket route, he said.

Mr. Davis also shared a draft of an updated format for reporting truck traffic, which would break out standard-fare and excursion-fare trucks under 20 feet in length from freight trucks 20 feet and over in length to more accurately describe traffic trends to and from the islands.

Mr. Davis noted the fund balances were in relatively good shape and would enable the Authority to put aside money for its debt service and transfers to the Replacement Fund.

Ms. Wilson noted the year-to-date net operating income was approximately \$4,000,000 higher than anticipated and asked how that would affect the Authority's overall finances. Mr. Davis said that number was partially reflective of a number of projects that were put off to the end of the year due to uncertainties over the financial ramifications of COVID-19, but those projects were slated to be performed this year. On the revenue side, Mr. Davis noted automobile and truck revenue had been coming in stronger than forecast, and while passenger revenue was lagging, it was not too much lower than budgeted.

In response to further questions from the Members, Messrs. Davis and Rozum confirmed that the number of passengers was below the 90% of pre-COVID-19 travel assumed in the budget.

Woods Hole Terminal Reconstruction Project Marine Update:

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

- Since the last Board meeting, the electricians continued with electrical and communication wiring as well as continued working on various projects.
- The canopy glass contractor finished installing the glass roof panels on the south pier canopy. The glass installer completed installing the glass roof panels on the shoreside canopy, and they are now installing the gasket material between the panels. The canopy glass supplier after installing the gasket materials at the glass roof panel joints will repair the rain gutters on both the north and south canopies.
- The railing subcontractor installed the railing on the bulkhead cap in front of Slip No. 1. The railing subcontractor then installed the railing on the fixed passenger pier.
- The masons mobilized on-site and began setting the asphalt bedding for the south pier pavers.
- Jay Cashman Inc. continued with a small crew grouting the railing posts to the pier. Cashman crew worked on setting up the crane and moving construction materials from the Gifford Street lot to the material barge. They are or soon will be setting the falsework for the south head dolphin in Slip No. 1.

Thus far, the Authority has sent 166 community email updates for the project.

Mr. Davis 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 \$12,361,493 (31% of the original contract price), and the total contract price of \$56,504,7773, which is \$2,814,873 over the original waterside cost estimate.

Ms. Wilson asked if the issue with the leaking canopies had been resolved; Mr. Davis confirmed it had and said a different type of sealant was used on the trough to prevent further leaks. Ms. Wilson also asked for an update on the lighting at the terminal; Mr. Davis said dimmer switches were installed at the

canopies that fully illuminates the passenger piers for 45 minutes when a vessel docks, then they drop down to 5% illumination. Timers were also installed for the gallows lights, but the initial 30-minute timeframe for full illumination did not prove to be adequate so they were switched with a model that provided 45 minutes of illumination when a vessel docks. Replacement lights for the gallows are also on order to allow shielding to be installed to direct the lights in an appropriate direction.

Woods Hole Terminal Reconstruction Project Landside Update:

Regarding the landside portion of the project, Mr. Davis said the project's design team, led by BIA.studio, has been working on the Design Development phase. Similar to what was done during the schematic design phase, community input sessions on the landside design of the Woods Hole Terminal Reconstruction Project will be held to correspond to the completion of approximately 40% and then 90% of the Design Development phase. At this point, it is anticipated the 40% session will be held in the later part of October and the 90% session will be held in December, although firm dates had not yet been established.

Mr. Davis also said that, earlier this week, staff, along with BIA.studio and the landscape architects from IBI Group, met with Woods Hole village representatives to go over the concepts for not only Cahoon Park but also other landscaped areas on the property. Mr. Davis said it was a productive two-way conversation, and the group intends on meeting next week to walk the property to continue the discussions. Ms. Wilson said the village residents were enthusiastic and pleased with the reception to their ideas.

SQMS Status:

Ms. Sampson then shared a PowerPoint presentation updating the background and status of the Safety Quality Management System (SQMS) project, which she said is currently in Phase 5. Phase 6, the SQMS internal audit and review, has been moved to 2022 at a date range to be determined. Ms. Sampson noted that, the project's consultants from Safety Management Systems LLC (SMSLLC), will be stepping back from the project and the Authority's management at all levels must take the lead on owning, promoting and practicing the SQMS. SMSLLC recently conducted on-site visits and were very impressed with the cleanliness of the terminals as well as a MARSEC drill and provided some recommendations for improvement.

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. The bids were opened on August 16, 2021, and sixteen (16) proposals were received. The project team is now in the process of reviewing and scoring each proposal; it met on September 10, 2021, and is planning a second meeting for October 4, 2021, to continue its review of the proposals. The team plans to bring a recommendation to the Board at its October meeting.

M/V Martha's Vineyard Dry Dock Status:

Mr. Amundsen provided an update on the dry docking of the *M/V Martha's Vineyard* at Thames Shipyard in New London, Connecticut, which is currently underway. Highlights of the project include the installation of a new oil purification system, blasting and coating of the freight deck, replacement of the port shaft bearing, and an overall of the bow thruster. The project cost, with credits and change orders, is \$1,403,634.

Proposed 2022 Summer and Fall  
Operating Schedule for the Martha's Vineyard Route:

Mr. Davis said newspaper advertisements were placed in March 2021 regarding the proposed 2022 operating schedules for both routes, and notices of the proposed schedules were also posted on the Authority's website. On May 3, 2021, the Authority conducted a public hearing on the proposed 2022 schedules. While some comments were received regarding the proposed 2022 Summer and Fall Operating Schedules for the Authority's Nantucket route seeking an increase in trips or allocations, the majority of comments received at the hearing and in writing both before and after the hearing were directed at Martha's Vineyard's freight traffic that travels to and from the Authority's Woods Hole terminal.

Following the petition hearing and in an effort to examine the utilization of the 5:30 a.m. daily freight trip departing from Woods Hole (Trip 201), the Authority compiled and analyzed its traffic data detailing the average number of vehicles carried on ferries operating between Woods Hole and Martha's Vineyard from May 19, 2021, through August 31, 2021. Trip 201 had an occupancy of approximately eighty percent (80%) Monday through Friday and approximately seventy-five percent (75%) on weekends between May 19, 2021, and August 31, 2021. Mr. Davis noted those figures were based on an average allocation for the vessel, which with an all-car load is about forty-five (45) cars and with trucks is closer to thirty-five (35) vehicles, so forty (40) vehicles was used for the baseline.

Mr. Davis said, as has been reported in the past, Trip 201 only carries trucks that are less than forty (40) feet in length, which are invariably multi-stop trucks that carry food stuffs and other perishables that require daily delivery to Martha's Vineyard and are vehicles typically not configured with Jake brakes. By continuing to limit the sizes of the trucks on Trip 201, the Authority seeks to minimize the amount of early-morning noise in Woods Hole despite the fact that this commitment limits the operational flexibility of the spaces available for trucks on its ferries scheduled later in the day.

Mr. Davis said staff looked at multiple schedule variations, including but not limited to:

- Moving the 5:30 a.m. trip to 5:45 a.m. or 6:15 a.m. and the subsequent adjustments later in the day.
- Elimination of the 5:30 a.m. trip and the scheduling of a 2:30 p.m. trip.
- Shifting the entire schedule by one-half hour.

In each of these cases, Mr. Davis said staff feels these would result in more conflicts and congestion on both the island and in Woods Hole and are not desirable for any of the communities or the Authority. He noted staff had prepared a draft report pursuant to Section 15A of the Enabling Act explaining the reasons for the recommendation that the Authority maintain its original proposed 2022 Summer and Fall Operating Schedules for the Vineyard route.

As part of that report, Mr. Davis said staff was recommending that the Authority issue a Request for Proposal ("RFP") from parties seeking to conduct licensed freight operations between the City of New Bedford or another off-Cape port and Martha's Vineyard. In 2016, the Authority prepared a preliminary report to identify various alternatives to provide a freight ferry service between the City of New Bedford and Martha's Vineyard. Then in 2017, the Authority retained Flagship Management LLC ("Flagship") to investigate the potential of a private operator providing a freight ferry service between New Bedford and Martha's Vineyard. Previous efforts to establish such a service have been unsuccessful, but several years have passed since Flagship issued its report and some operators may now be eager to investigate and provide the service. Mr. Davis said, while the reports can be found on the Authority's website, no requests to provide such services have been received. Mr. Davis said the report further proposes that the Authority's Long-Range Vineyard Transportation Task Force, comprised of members living in Falmouth and on Martha's Vineyard, along with staff, be tasked with the creation of the RFP from parties seeking to conduct licensed freight operations between the City of New Bedford or another off-Cape port and Martha's Vineyard.

Mr. Davis said the proposed Summer Operating Schedule would run from May 17, 2022, through October 19, 2022, starting two (2) days earlier and one (1) day later than in 2021. The proposed schedule is essentially the same as 2021 with the exception of the assigned vessels and the start and end dates of those vessels. The Fall Operating Schedule, as proposed, would run October 20, 2022, through January 2, 2023, starting one (1) day later and ending two (2) days earlier than in 2021. The proposed schedule is essentially the same as 2021 with the exception of the assigned vessels and the start and end dates of those vessels.

Mr. Davis noted the Port Council had voted to recommend approval of the schedules at its last meeting.

Mr. Malkin said he had been thinking about this issue a lot and said the Members have spent a lot of time reacting to issues that have been presented to the Authority via a “relentless” public relations campaign by certain residents of Woods Hole who he said were taking a “very bitter and aggressive posture” and that, he said, is in some cases insulting to the Members and the management of the Authority.

Mr. Malkin said both Falmouth and the Vineyard are dealing with issues of growth, as are all the port towns and communities. Residents and businesses look for a balance between growth, character and the preservation of values, and he said neither Woods Hole nor Vineyard Haven have ever been a rural village. They share a similar history of being commercial fishing ports. He said he recognized the concerns in Woods Hole and saw them mirrored in Vineyard Haven, so he supported the recommendation to issue an RFP for off-Cape freight service.

Mr. Malkin said he and the Vineyard’s representatives on the Port Council have been working with management on several items, including how to get passengers and their luggage to the Vineyard without taking their vehicles, as well as other ways to bring people to the island without going through Woods Hole. Growth is hitting both communities, and the Authority is trying to balance people who say they cannot get space on the boat with those who say there are too many cars on the island. The island does have more cars on it, but Mr. Malkin said he attributed that to the increase in population recently noted by U.S. Census Bureau figures and the fact that more summer residents are leaving their cars on the island year-round.



Mr. Malkin said the Board needs to continue to work collegially with its port communities, and that he was happy to continue to work on identifying non-Woods Hole ports for service and for ways to get people to the Vineyard without their cars. He said he thought that was a big statement on behalf of the Vineyard, but that the island would work with the Authority in that regard.

Regarding the 5:30 a.m. trip from Woods Hole, Mr. Malkin noted the trip does not carry large trucks that have Jake brakes and that the trip serves to get the smaller trucks on and off the island before the larger trucks come to the island. He said he does not think the trip is the horror that it is portrayed to be and said that trip runs year-round from Vineyard Haven, which has similar traffic dynamics to Woods Hole.

Ms. Wilson said she agreed Vineyard Haven and Woods Hole have a shared history and geography and that the two communities have more in common than they do not. She said the way forward is for both communities to cooperate and to make game plans that benefit both ports. However, she said the situation is different for Falmouth as the town has been asking for help and efforts to “think outside the box” for a long time and have felt ignored. She said she is thrilled to have Mr. Malkin express his ideas but said it has taken a long time for Falmouth to be heard in such a way. She said there has been an erosion of confidence in Falmouth residents that the Authority will respond in any way that is measurably different than how it has in the past, and she said she hoped Mr. Malkin understood the vehemence comes from that frustration and the sense that residents are not being listened to.

Ms. Wilson said the Falmouth Select Board asked the Authority to make changes to its schedule, but the Board looks at these issues as the islands come first, and Falmouth second. She said it is unfortunate and breeds mistrust.

She said representatives to both the Long-Range Task Force and the Woods Hole/Falmouth Noise & Traffic Mitigation Working Group are feeling discouraged by what they see as a lack of progress, but she hopes they will continue on because she thinks the effort is worthwhile. She said she was “delighted” that the Authority will issue a true RFP for off-Cape service.

Ms. Wilson noted the 6:00 a.m. trip was considered “adequate” for a very long time, but the changes were made to alleviate pressure on the Vineyard. She said she thinks of Falmouth as the canary in the coal mine and that what will happen to the Vineyard is affecting Falmouth first. The town has been saying the level of service is too much and that it wants the Authority to roll it back, and she thinks the Vineyard will start to see it that way as well. Falmouth is subject to whatever the Authority can do to meet demand, which is scary for the town,

and she urged the Members to put the 5:30 a.m. trip on hold for 2022 despite the logistical challenges it will create.

Mr. Jones said he thought it was a mistake to say no one has paid attention to Falmouth as the Members and Authority cannot help but pay attention. Barnstable has experienced many of these same issues and he said that eliminating the 5:30 a.m. trip will not help the overall traffic situation. He said if he were voting his passions he would say to eliminate the trip, but he does not vote his passions. All the items the staff have mentioned have been critical and the same people who say there is too much traffic would complain if they could not get their vehicles to and from the island. He said the Authority's service provides a huge economic stimulus to the island and he said he would love it if the Authority could go to New Bedford, but he continues to believe it is not economically viable without a subsidy. He said traffic is here to stay and there is no way of getting it lower and asked how many trucks would have to be on a boat from New Bedford to make a difference.

Ms. Wilson asked if the RFP had to be limited to freight service; Mr. Malkin said he was not eager to increase the automobile capacity to the island.

**IT WAS VOTED – upon a motion by Ms. Tierney, seconded by Mr. Malkin – to approve the proposed 2022 Summer and Fall Operating Schedules for the Vineyard route and the report issued under Section 15A of the Authority's Enabling Act on the Proposed 2022 Summer Operating Schedules as recommended in Staff Summary No. SO-2021-06, dated September 28, 2021.**

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

Preliminary Draft of the Proposed 2022 Operating Budget:

Mr. Rozum and Ms. Oliveira presented the preliminary proposed 2022 Operating Budget, the highlights of which are as follows:

- No rate adjustments are recommended for 2022.
- The baseline for revenues is actual traffic statistics for the year ending August 31, 2021, with some adjustments made to reflect current traffic patterns.
- Operating revenues are forecast at \$123,699,399, operating expenses at \$119,650,309, other income at \$8,604,900, and other expenses at \$3,516,919, for a bottom line of \$9,137,090.
- The largest operating expense changes were in vessel fuel oil (up approximately \$2.2 million), payroll (up approximately \$2.1 million) and pension and benefits (up approximately \$1.1 million).
- Vessel dry-docks were budgeted at approximately \$5 million, with the *M/V Eagle*, *M/V Island Home*, *M/V Iyanough*, *M/V Katama*, and *M/V Nantucket* slated for work. Terminal, dolphin and dock repairs were budgeted at approximately \$3.7 million, up 2.2% from the 2021 budget.
- Operating revenue was projected to be up 1.9% for parking, 1% for freight and 0.3% for automobiles, and down 1.5% for passengers.

Mr. Malkin asked what element of the budget was of most concern to Mr. Rozum and Ms. Oliveira; Mr. Rozum said fuel costs. He said the Authority was only hedged for nine (9) months of the year so its exposure to fuel cost fluctuations was limited, however. He also said he was concerned about the cost of materials for shipyard projects and trying to project those due to ongoing supply chain concerns.

Mr. Rozum noted that a public information session would be held on Zoom at 10:00 a.m. Friday, October 1, 2021, on the proposed budget.

Schedule Change Request from Plymouth & Brockton Bus:

Mr. Davis said, at the Board's June 22, 2021, meeting, the Members authorized him to enter into a license agreement with Plymouth & Brockton Street Railway Co. that permitted the company to utilize the Woods Hole terminal as a pick-up and drop-off location for its passengers. Staff subsequently negotiated and entered into a license agreement with Plymouth & Brockton for six (6) roundtrips from the Woods Hole terminal, consisting of two (2) roundtrips to Rhode Island T.F. Green International Airport and four (4) roundtrips to Boston Logan International Airport.

Plymouth & Brockton has now requested to increase the number of roundtrips to eight (8) from Woods Hole, consisting of one (1) roundtrip to T.F. Green Airport and seven (7) roundtrips to Logan Airport, he said. Staff is of the opinion that it is appropriate to increase Plymouth & Brockton's licensed use of the Woods Hole terminal subject to the obligations and agreements set forth in its executed license agreement because the license would permit additional reliable bus service to the Authority's customers and the public and hopefully encourage travelers to use public transportation in lieu of their own vehicles.

Mr. Davis said he was also seeking authorization to delegate to the general manager decisions regarding requests from bus licensees for permission to make changes to their published operating schedules akin to the delegation already afforded to the general manager in evaluating schedule change requests from ferry licensees.

Plymouth & Brockton President John Cogliano, who participated via Zoom, said he was happy to provide the service and was looking forward to working with the Authority's operations team.

Ms. Wilson asked if the terminal would have enough room to accommodate the extra round-trip; Mr. Davis said the schedule is sufficiently spread out to reduce conflicts. Ms. Wilson asked if the Authority would continue to be able to accommodate multiple private bus lines if its passenger traffic returns to pre-pandemic levels; Ms. Fletcher said it would be a work in progress but that staff would work it out.

Mr. Jones asked how it would be handled if another bus line wanted to establish service in Woods Hole; Mr. Davis said, much like this request, staff would evaluate such a request and bring it to the Board for consideration.

In response to a question from Ms. Wilson, Messrs. Davis and Cogliano said the current license was for an interim period and that the matter would be reviewed in December.

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Ranney – to authorize the general manager to increase the number of licensed roundtrips afforded to Plymouth & Brockton Street Railway Company under the terms of its license agreement with the Authority and consistent with its submitted 2021-2022 fall/winter operating schedule, and to authorize the general manager to review and decide all future requests from bus licensees for permission to make changes to their published operating schedules, as recommended in Staff Summary #GM-764, dated September 29, 2021.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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>	
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

Letter from the Town of Falmouth:

Mr. Davis noted that he had previously shared with the Board a letter, dated June 24, 2021, from Town of Falmouth Town Manager Julian Suso on behalf of the Select Board with the subject “Requests for Assistance and Action.” With the events of this spring, the letter had been put to the side, but he now wanted to review the following points raised with the intention of crafting a response to Mr. Suso.

**The Steamship Authority (SSA) is strongly encouraged to continue actively working on the pursuit of grant funding for a comprehensive study of freight operations in furtherance of identifying and embracing a 21st Century freight operation:** Mr. Davis said Counsel Steven M. Sayers had been working with the town’s Transportation Committee in this regard.

**Please confirm whether there has been an expressed intention by the City of New Bedford to appoint a representative to the SSA Long-Range Vineyard Transportation Task Force:** Mr. Davis said an invitation had been submitted but no response received. He did note there had been a change in leadership at the New Bedford Port Authority and that he was

meeting with the new executive director to see if there could be opportunities in this regard that would be mutually beneficial. He said the Task Force, as well as the RFP, would be topics of discussion.

**It is recommended that (Authority) hire a professional planning facilitator to lead the existing Long-Range Vineyard Transportation Task Force. It would be beneficial for all parties to have the assistance of an intermediary:** Mr. Davis said, based on his discussion, none of the members of the Task Force have expressed dissatisfaction with Mr. Sayers, although the group has not met since the letter went out. Mr. Davis said he was not aware of any prior dissatisfaction with how Mr. Sayers had been moderating that group, but if he hears differently, he will report those findings to the Members.

**The Board continues to register a strenuous objection to the continued operation of the 5:30AM freight boat from Woods Hole. That boat has not been demonstrated to be required for providing adequate transportation of persons and necessities of life to the Vineyard:** Mr. Davis noted this letter was included in the community responses to the schedule presented as an appendix to the report issued under Section 15A of the Authority's Enabling Act.

**The Board suggests strong consideration for optimization of freight scheduling and loading:** Mr. Davis said the Authority was open to continuing to optimize its operations.

Mr. Ranney said he has sat in on the Working Group meetings and, if the Task Force was run anything like those, then Mr. Sayers was doing an outstanding job. Mr. Davis noted that Mr. Sayers takes a similar approach with both bodies and attempts to see issues from all sides to create a robust back-and-forth discussion. Ms. Tierney said Mr. Sayers is as politically savvy and fair-minded as can be expected.

Mr. Jones said he continues to be concerned about these committees as he does not want to create another subgroup that would be interfering with the Board's role. He said he feels they are currently being approached correctly as advisory groups, but he does not want them to get out of control. He said he felt Mr. Sayers was handling the matter and wanted him to continue.

#### Old and New Business:

Ms. Tierney thanked the Members for accommodating her schedule by holding the meeting at this date and time; she noted the court system had been

“overloaded,” so she appreciated the flexibility. She and other Members then expressed their desire to return to meeting in person.

Public Comment:

Ms. Wilson then asked for public comment, but none was offered.

At 6:15 p.m., Ms. Wilson entertained a motion to go into executive session to discuss and approve the minutes of the Authority’s meeting in executive session on August 24, 2021; to discuss the Authority’s strategy with respect to real estate and collective bargaining matters because a public discussion of these matters may have a detrimental effect on the Authority’s negotiating and bargaining positions. These matters include:

- Potentially leasing or acquiring real property; and
- Anticipated and Ongoing Negotiations with the unions (Teamsters Union Local 59, SEIU Local 888 and MEBA) and all the Authority’s represented employees.

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 not reconvene in public.

**IT WAS VOTED – upon a motion by Ms. Tierney, seconded by Mr. Malkin – to enter into executive session to discuss and approve the minutes of the Authority’s meeting in executive session on August 24, 2021; to discuss the Authority’s strategy with respect to real estate and collective bargaining matters.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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><u>35 %</u></b>	<b><u>          </u></b>
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

A TRUE RECORD

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ROBERT F. RANNEY, Board Secretary



**Documents and Exhibits Used at the**  
**September 30, 2021, Meeting in Public Session of the**  
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. September 30, 2021, Meeting Agenda, posted September 28, 2021 (revised September 29, 2021).
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the Board's August 24, 2021, meeting in public session (draft).
5. Minutes of the Port Council's September 16, 2021, meeting in public session (draft dated September 29, 2021).
6. PowerPoint presentation, Business Summary – July 2021, dated September 30, 2021.
7. Business Summary for the month of July 2021.
8. PowerPoint presentation, Woods Hole Terminal Reconstruction Project update, dated September 30, 2021.
9. PowerPoint Presentation, Safety and Quality Management Systems, undated.
10. PowerPoint Presentation, *M/V Martha's Vineyard* 2021 Dry Dock, Thames Shipyard and Repair Co., undated.
11. Staff Summary #SO-2021-06, Proposed 2022 Summer and Fall Operating Schedules for the Martha's Vineyard Route, dated September 28, 2021.
12. Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2022 Summer Operating Schedules of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (draft dated September 28, 2021).
13. PowerPoint Presentation, 2022 Preliminary Proposed Operating Budget, dated September 30, 2021.
14. Staff Summary #GM-764, Approval of Plymouth & Brockton Street Railway Co.'s 2021-2022 Fall/Winter Schedule, dated September 29, 2021.
15. Statement to be read prior to going into executive session.