

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

The Meeting in Public Session

January 18, 2022

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met on January 18, 2022, beginning at 9:36 a.m. in the first-floor conference room of the Authority's administrative offices, 228 Palmer Avenue, Falmouth, Massachusetts. All five (5) Members were present and participated via Zoom videoconferencing: Chair Moira E. Tierney of New Bedford; Vice Chair Robert F. Ranney of Nantucket; Secretary Robert R. Jones of Barnstable; James M. Malkin of Dukes County; and Peter J. Jeffrey of Falmouth.

Port Council Chairman John F. Cahill was present and participated via Zoom. The following members of management were present: General Manager Robert B. Davis; General Counsel Terence G. Kenneally; Treasurer/Comptroller Mark K. Rozum; and Communications Director Sean F. Driscoll. The following members of management participated via Zoom: Director of Marine Operations Mark H. Amundsen; and Woods Hole Reconstruction Project Manager William J. Cloutier.

Video and Audio Recording of Today's Meeting:

Ms. Tierney 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; Rich Saltzberg (representing the *Martha's Vineyard Times*) indicated he was making an audio recording of the meeting.

Remote Access to the Meeting:

Ms. Tierney 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 members of the public were participating remotely in the meeting via the Zoom videoconferencing app as an adequate, alternative means of public access occurring in real time.

Introduction of Mr. Jeffery:

Mr. Davis then introduced Mr. Jeffrey, who was recently appointed by the Falmouth Select Board as the town’s representative to serve the remainder of Kathryn Wilson’s term. The Members all welcomed Mr. Jeffrey to the Board.

Minutes:

IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Ranney – to approve the minutes of the Board’s December 13, 2021, meeting in public session.

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

Mr. Jeffrey abstained from the vote.

Port Council Report:

Mr. Cahill then reviewed the Port Council’s January 4, 2022, meeting, and highlighted the two (2) items on the agenda that required votes: the license renewal request by Cape & Islands Transit and authorization of the Preseason Ticket Book sale. Both passed unanimously. Mr. Cahill noted the Port Council was looking forward to getting appointments to fill seats from Barnstable and New Bedford.

Results of Operations:

Mr. Davis reviewed the results of the November 2021 business summary via a PowerPoint presentation, which showed the Authority carried more passengers (up 2.6%), automobiles (up 11.4%) and trucks (up 11.5%) 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. Year-to-date totals show the

Authority has carried fewer passengers (down 10.0%), more automobiles (up 5.3%) and more trucks (up 0.8%) than expected in the 2021 operating budget.

Mr. Davis said the Authority's operating income for November 2021 was approximately \$7,374,000 and the operating expenses were approximately \$10,448,000 for a net operating loss for the month of some \$2,859,000, approximately \$62,000 higher than anticipated in the 2021 operating budget. Year-to-date net operating income was \$19,553,000, approximately \$6,258,000 above budget.

During the month of November 2021, the Authority's vessels were scheduled to make a combined 1,800 trips, of which twelve (12) were canceled for mechanical reasons on the Martha's Vineyard route and eleven (11) were canceled for mechanical reasons on the Nantucket route, he said.

Mr. Malkin said he had previously asked about the ability to get more up-to-date reporting at Board meetings; Mr. Davis said Mr. Rozum was going to present December traffic statistics later in the meeting.

Woods Hole Terminal Reconstruction Project Update:

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

- Marine contractor Jay Cashman Inc.'s crew worked on drilling the two 36-inch piles inside Monopile No. 31 and succeeded in getting the second 36-inch pile drilled to the design depth of -85 feet inside Monopile No. 31. They also filled the 36-inch pile and the monopile with concrete. They inserted the rebar cage in the top four (4) feet and poured the concrete cap.
- The divers placed stone riprap along the bulkhead south of the Slip No. 1 transfer bridge to reinforce the toe of the steel sheet piles. They placed the concrete mattresses for scour protection in Slip No. 1. Then divers tied the concrete mattresses together.
- Cashman's crew laid the stone for the stone groin behind the southern monopiles. This stone groin is intended to protect the eelgrass and the beach south of Slip No. 1.
- Cashman also installed an additional spool piece on Monopile No. 19 in Slip No. 2 to protect the corner of the south pier as well as the vessels.
- Lawrence Lynch Corp. was on-site to repair paving on the south side of Slip No. 2.

- The electrical contractor has been on-site to complete additional electrical work, including replacing the lights on the transfer bridge gallows with units that can be shielded.

Thus far, the Authority has sent 181 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 \$14,616,696 (34% of the original contract price), and the total contract price of \$57,759,976, which is \$4,070,076 over the original waterside cost estimate.

Regarding the landside portion of the project, Mr. Davis said the project's design team is scheduled to present updates to the community on the landside design of the Woods Hole Terminal Reconstruction Project. The meeting will be held via Zoom at 5 p.m. Wednesday, January 19, 2022. The meeting corresponds to the completion of 90% of the Design Development phase. The design team recently met with community representatives to review plans for Cahoon Park, landscaping in general, as well as how the landside work will be phased.

SQMS Status:

Mr. Davis provided an update on the Safety Management and Quality System (SQMS), noting that the Support Operations Manual (SOM) is now complete. Staff will be working with vendor Safety Management Systems LLC to review the SOM, as well as the Terminal and Facilities Operations Manual (TFOM) and the Vessel Operations Manual (VOM) prior to beginning the auditing process.

Mr. Jones asked if the Authority's employees had been participating in the development of the SQMS; Mr. Davis said they had been, and draft versions of the various manuals had been shared with department heads as they were created. Mr. Jones asked if the Members would be able to access the manuals; Mr. Davis said copies would be provided to them.

Website Update/Redesign Status:

Mr. Driscoll provided an update on the website redesign and mobile app development project, noting that the project's first phase was now under way.

ADK Group is performing a thorough assessment of the Authority's needs and has scheduled six (6) working sessions with various members of the project team, other staff and project consultants over the next two weeks. This phase is expected to run through early February, and the project currently calls for the website to launch in early November and the app to launch in early January 2023. Mr. Malkin noted the project was very important and, done right, had the opportunity to have a tremendous impact on the Authority's communications.

M/V Island Home Dry Dock Status:

Mr. Amundsen provided an update on the dry docking of the *M/V Island Home* at Senesco Marine, LLC of North Kingstown, Rhode Island, which recently began. Highlights of the project include overhaul of the bow and stern doors, blast and coating of the superstructure and underwater areas, overhaul of the bow thrusters, shaft, rudders, and anchor windlass. The contract cost is \$1,365,748.

M/V Eagle Repair Status:

Mr. Amundsen provided an update on the recent repair period of the *M/V Eagle*, which included the installation of a new fire detection system and a brief dry-docking at Senesco to replace a thruster seal. The vessel is now back in service on the Nantucket route, he said.

Mr. Jones asked how long the vessel was in dry dock; Mr. Amundsen said it was three (3) days. Mr. Amundsen said, as a result, the vessel was several days late on its scheduled return to the run, but it has now returned, and the *M/V Woods Hole* is now at the Authority's Fairhaven maintenance facility.

Review of Recent Issues with Transfer Bridges in Vineyard Haven:

Mr. Malkin noted there had been issues of various severity with the transfer bridges at the Vineyard Haven Terminal recently and asked Mr. Amundsen to speak to whether or not they were matters of ongoing maintenance or if they needed additional attention. Mr. Amundsen said the incident on the past Sunday (January 16, 2022) occurred after the area went through a drastic drop in temperatures after a period of heavy rain. He then showed a picture of the transfer bridge sheave, noting that the sheave that caused the failure of the wire was below the deck and had ice buildup that could not be seen due to its position. Thus, when the bridge was operated at the first trip, the ice caused the

wire to “jump” the sheave. Mr. Amundsen said maintenance crews immediately went to the island and were able to quickly address the situation in challenging conditions. He said there were other situations that day due to the cold weather and said it was an anomaly due to the fast drop in temperatures.

Mr. Malkin asked how often the transfer bridge components are replaced; Mr. Amundsen said they are inspected quarterly and typically replaced every two or three years, but that there can be quite a variance. He said this specific issue would not have happened were it not for the weather, and he offered his apologies to those who were inconvenienced.

Mr. Jones asked if anything like this had happened before, and Mr. Amundsen said it had not to his knowledge. Mr. Jeffrey noted that severe weather patterns were not going to subside and asked if there was a way to create inspection protocols in these instances; Mr. Amundsen said those were in place, and the Authority was also looking at modifying the sheave to be wider so as to prevent the cable from being able to jump the sheave as it did.

Proposed License Agreement with Cape & Islands Transport:

Mr. Davis said that, on November 29, 2021, the Authority received a written request from counsel representing Cape & Islands Transport seeking a three-year renewal of its license agreement to carry passengers for hire on its ferries, the *M/V Pied Piper* and the *M/V Sandpiper*. In its letter requesting the renewal, Cape & Islands Transport has proposed no changes to its operating schedule.

The Authority advertised the renewal request in local newspapers and on its website. Seven public comments were received, all in favor of the renewal, Mr. Davis said.

Cape & Islands Transport has been operating a seasonal passenger transportation service between Falmouth Inner Harbor and Edgartown Memorial Wharf since 1996. Mr. Davis said, most recently, in February 2021, the Board approved Cape & Islands Transport’s request to add the *M/V Sandpiper* as a substitute vessel for the *M/V Pied Piper*.

In light of Cape & Islands Transport’s long history of successful operating seasons and its performance in 2020 and 2021 during the COVID-19 pandemic, Mr. Davis said staff is recommending and presenting a three-year renewal of the Authority’s licensing agreement with the company for the 2022, 2023 and 2024 operating seasons.

Mr. Davis noted that, at their meeting on January 4, 2022, the Port Council members voted unanimously to recommend the renewal of the license agreement as presented.

IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Jeffrey – to authorize the general manager to execute a three-year renewal of its license agreement with Cape & Islands Transport, which will allow it to operate passenger transportation services between Falmouth Inner Harbor and Edgartown Memorial Wharf during the 2022, 2023 and 2024 operating seasons, and that the general manager be authorized to take all necessary and appropriate actions to carry out that license agreement and fulfill the Authority’s obligations thereunder, as recommended in Staff Summary #L-525, dated January 7, 2022.

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

Proposed Preseason Sale of High-Speed Ticket Books:

Mr. Davis said that, for the past ten (10) years, the Authority has offered a twenty percent (20%) discount on the sale of high-speed passenger ticket books for a short period prior to the resumption of service of the *M/V Iyanough*. This preseason promotion is quite popular, as over forty-five percent (45%) of the yearly ticket book sales for the *M/V Iyanough* occurred during the promotional period.

The staff is proposing the Authority continue to offer a twenty percent (20%) discount on the sale of electronic ticket books for the high-speed ferry during the period from Sunday, March 20, 2022, through Saturday, April 2, 2022. The discount would apply solely to electronic ticket books for adults, seniors and children, Mr. Davis said.

The current prices for the 10-ride passenger books on the high-speed ferry are as follows:

	<u>Regular Price</u>	<u>With 20% Discount</u>
Adult	\$300.00	\$240.00
Seniors *	\$205.00	\$164.00
Children (Ages 5-12)	\$182.00	\$145.00

*Eligibility restrictions apply

In 2020, the Authority held two (2) rounds of the preseason sale, as the first attempt at the sale coincided with the onset of the COVID-19 pandemic and the subsequent delay of the resumption of the high-speed service between Hyannis and Nantucket. In 2021, given the uncertainty surrounding COVID-19, the Board additionally authorized the general manager to either delay the preseason sale dates proposed or hold a second preseason sale that would coincide with a delayed resumption of the high-speed service to Nantucket. Mr. Davis said staff is not anticipating such a delay would be necessary, staff is nonetheless asking the Members to authorize those conditions again.

Mr. Davis said the Port Council, at its January meeting, voted to recommend that the preseason promotion on the sale of high-speed electronic ticket books be adopted as proposed.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Malkin – to approve a twenty percent (20%) discount on the price of all electronic passenger ticket books for the high-speed ferry during the period of Sunday, March 20, 2022, through Saturday, April 2, 2022, and allow the general manager flexibility to change the proposed preseason sale dates should the *M/V Iyanough* return to service be delayed, as recommended in Staff Summary #COMM-2022-1, dated January 11, 2022.

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

Reauthorization of Debt Issuance and Debt Management Policy:

Mr. Rozum said, pursuant to regulations adopted in July 2010, the Commonwealth requires any state entity authorized to issue debt to formally adopt one or more policies related to debt management. The regulations require that the purpose and use of debt proceeds, internal debt management, debt limitations and the process for debt issuance be addressed with the policies. Administration for these new regulations was assigned to the Commonwealth's Executive Office for Administration and Finance. Debt Issuance and Debt Management policies are required to be formally readopted every two years in each even-numbered year.

In January 2020, the Members reviewed and approved the then-proposed Debt Issuance and Debt Management Policy. Since the last adoption of this policy, the Authority has made its required debt service payments. The Authority's current bonding limit is \$100,000,000 and has \$73,155,000 in outstanding bonds, as of December 31, 2021. Mr. Rozum noted the only change to the proposed policy now before the Members was the outstanding bond balances.

Mr. Rozum said the Port Council voted at its January meeting to recommend that the Debt Issuance and Debt Management Policy be adopted as proposed.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to adopt the attached Steamship Authority's Debt Issuance and Debt Management Policy as recommended in Staff Summary #A-668, dated January 5, 2022.

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

December 2021 Traffic Update:

Mr. Rozum then presented year-end traffic figures for 2021, which showed the number of passengers was down for the year by 9.6% versus budget, while the number of vehicles was up 3.4% on the Vineyard route and 7.6% on the Nantucket route. Mr. Malkin noted that Mr. Rozum based the 2021 budget on passenger traffic being down ten percent (10%) and that the final result was very close to that figure.

Contract No. 23-2021,
Dry Dock and Overhaul Services for the *M/V Nantucket*:

Mr. Davis said the *M/V Nantucket* is scheduled to enter shipyard availability from February 25, 2022, to March 29, 2022, to undergo a required U.S. Coast Guard hull exam; hull steel renewal; blasting and coating of hull underwater areas and superstructure; engine room HVAC duct replacement; and a new fire detection installation.

The 2022 Operating Budget estimate for the project, including the above-mentioned items, was \$1,067,405, Mr. Davis said. In addition, a \$200,000 estimate was included in the 2022 Capital Budget requests for the installation of a fire detection system. The discrepancies between the amounts projected in the 2022 Operating Budget and the bid results of Contract No. 23-2021 included hull and superstructure blasting and coating, hull plate renewal and engine room duct replacement. Steel and paint prices have increased substantially since the time of budget submittal and dry dock tender submittals.

Drawings and specifications were sent to eleven (11) shipyards; two (2) bids were received, Mr. Davis said. In December, the Board authorized Mr. Davis to award Contract No. 23-2021, Dry Dock and Overhaul Services for the *M/V Nantucket*, to the lowest eligible and responsible bidder; that bidder was Thames Shipyard and Repair Co. of New London, Connecticut, for a total contract price of \$ 1,751,492. Mr. Davis said no further vote was necessary.

Change Order 202 for Contract No. 16-2017,
Woods Hole Ferry Terminal Reconstruction – Waterside:

Mr. Davis said the change order is for the construction of a reinforced concrete cofferdam connecting Monopile No. 24 to a pair of 42-inch piles set behind the monopile. In the spring of 2021, Cashman attempted to drive the 42-

inch piles directly behind Monopile No. 24 without success. Consequently, GZA GeoEnvironmental Inc. (GZA) attempted to design a structure connecting the three (3) piles. However, the designed steel structure connecting the three (3) piles was unfeasible because the piles were skewed and not plumb with the structure and, therefore, the structure was unable to provide the required tolerance for the design.

The proposed reinforced concrete cofferdam offers a better solution than connecting the three (3) piles, although its construction and installation require a considerable amount of diver work, Mr. Davis said.

Cashman estimated a lump-sum price of \$1,032,668 for the cofferdam (including a labor cost estimation of some forty-nine (49) eight-hour shifts, or ten (10) weeks), but additional overhead costs of \$215,529 per month for indirect costs will be billed based on the actual time to complete the work. Mr. Davis said the Authority's consulting team estimated the construction and installation of the reinforced concrete cofferdam could reasonably be completed within six (6) weeks rather than the ten (10) weeks quoted within Cashman's lump sum estimate. Clearly, reducing the amount of time required for the project could yield the Authority significant savings; the consulting team estimated potential savings of some thirty to forty percent (30-40%) if Cashman is compensated on a time-and-materials basis rather than agreeing to Cashman's lump sum estimate of \$1,032,668.

Mr. Ranney asked if the time-and-material estimate ended up being wrong if the costs would be above what was presented; Mr. Davis said yes, but he expected there to be significant savings even if there were some delays to the process. Mr. Jeffrey asked how the weather would affect the time-based payments if workers could not work for a day; Mr. Davis said the Authority would pay in those circumstances, but given that the estimate called for two (2) days a week to be lost to weather, he said the project could move much quicker than that if the weather cooperates.

Ms. Tierney asked if someone could be devoted to monitoring the project on-site every day during this phase, and that such monitoring could be instrumental in the long-range analysis of the cost overruns the project has encountered. Mr. Davis said both Mr. Cloutier and the assistant project manager, Joe Levesque, along with Clerk of the Works Steve LeBaron are all tracking who is on-site each day and what equipment is used. Mr. Cloutier added the time sheets are reviewed daily by a member of the Authority's project team. Ms. Tierney asked if such an analysis could be done by the next meeting; Mr. Davis said the work would not be done yet but would be close, and he said those materials would be forwarded to the Members.

Mr. Jones asked if all the work being performed now was on a change-order basis; Mr. Cloutier confirmed that was correct.

Mr. Jeffrey asked if the Authority would pay for downtime incurred as a result of delays in materials being ordered, or if some member of the Cashman crew got COVID-19. Mr. Cloutier said the materials have already been ordered and no delivery issues were forecast; if a member of the crew got sick, it could delay the project but the Authority would not pay for the time in that instance. He said the time-and-material basis, in his opinion, is the best way to go for this specific work and it has proven to be a money-saving decision in the past. Mr. Jones noted there was no way to be sure of that, however.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Malkin – to authorize the general manager to execute Change Order No. 202 for Contract No. 16-2017, “Woods Hole Ferry Terminal Reconstruction – Waterside” with Jay Cashman Inc. on a time-and-material basis at the rates set forth within Cashman’s rate sheet, as recommended in Staff Summary #GM-769, dated January 14, 2022.

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

COVID-19 Update:

Mr. Davis said, in August 2021, the governor issued Executive Order No. 595, which states “all executive department employees shall be required to demonstrate that they have received COVID-19 vaccination and maintain full COVID-19 vaccination as a condition of continuing employment.” The executive order also states “[i]ndependent agencies and authorities, public institutions of higher education, elected officials, other constitutional offices, the Legislature, and the Judiciary are encouraged to adopt policies consistent with this Executive Order.” The Authority later adopted an employee COVID-19 vaccination verification policy to further prevent viral infection and transmission among its workforce and the traveling public.

Since the fall, the Authority has been engaged in ongoing discussions with its unions relative to implementation of this policy, Mr. Davis said. The Authority's policy is that all employees demonstrate that they have received at least one COVID-19 vaccination by the start of its 2022 Winter Operating Schedule on January 5, 2022. To meet the policy's requirements, employees are required to complete a COVID-19 Vaccination Employee Self-Attestation Form and submit the completed form and any supporting documents to the Authority's Human Resources Department.

Currently, over 97.5% of our employees have submitted either proof of vaccination, a request for exemption based upon sincerely held religious beliefs or medically detrimental conditions, or documented appointments for vaccination. The remaining employees remain ineligible to work, Mr. Davis said.

Mr. Jones asked if the daily wellness checks were still being performed; Mr. Davis said they were not, but all employees must get a temperature scan and fill out a wellness questionnaire before working for the day.

Old and New Business:

Mr. Ranney said the Nantucket Headstart and general internet openings were very smooth processes for him and, by all indications, for others as well. Mr. Davis said the Authority had used a waiting room feature for the second year to help manage the load into the system and noted that tests of the system began in December 2021.

Public Comment:

Mary Longacre said she chairs the coastal resilience committee on Nantucket and asked for confirmation that Messrs. Ranney and Davis had received an invitation to an upcoming meeting to discuss a coastal resiliency plan that was to be submitted to the Nantucket Select Board. Both Mr. Davis and Mr. Ranney said they would be happy to attend.

Mr. Saltzberg asked if the transfer bridge cables had enough force to injure someone should they snap and what safeguards are there to prevent such an incident. Mr. Amundsen said there are three (3) cable systems in use at the transfer bridge: one used to align the transfer bridge with the vessel, one on the counterweights that support the weight of the bridge, and the third as a lifting mechanism for the bridge. The cables are run outside of the operation area of the bridge, so he said it would be considered a "low risk" activity, although the

overall maintenance of the system is always being examined. Mr. Saltzberg asked which of the three (3) cable systems failed recently; Mr. Amundsen said it was the lifting cables. An electric winch was eventually used to allow the vessel to depart, he added. Mr. Saltzberg asked if the transfer bridge would have fallen into the water had the *M/V Martha's Vineyard* left the slip; Mr. Amundsen said the vessel would never move until the bridge is lifted off the freight deck.

At 11:07 a.m., Ms. Tierney entertained a motion to go into executive session to discuss and approve the minutes of the Authority's meeting in executive session on December 13, 2021; to discuss the Authority's strategy with respect to collective bargaining matters and security matters because a public discussion of these matters may have a detrimental effect on the Authority's negotiating and bargaining positions. These matters include:

- Anticipated and Ongoing Negotiations with the unions (Teamsters Union Local No. 59, SEIU Local 888 and MEBA) and all the Authority's represented employees; and
- Discussion with respect to a tentative collective bargaining agreement with Teamsters Union Local 59 governing the terms and conditions of employment for the Authority's unlicensed vessel employees.

Ms. Tierney 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. Tierney said the Board would not reconvene in public.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Ranney – to enter into executive session to discuss and approve the minutes of the Authority's meeting in executive session on December 13, 2021; and to discuss the Authority's strategy with respect to collective bargaining matters.

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

ROBERT R. JONES, Board Secretary

**Documents and Exhibits Used at the
January 18, 2022, Meeting in Public Session of the
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. January 18, 2022, Meeting Agenda, posted January 13, 2022.
2. Video and audio recording announcement.
3. Statement regarding remote access to the meeting.
4. Minutes of the Board's December 13, 2021, meeting in public session (draft).
5. PowerPoint presentation, Business Summary – November 2021, dated January 18, 2022.
6. Business Summary for the month of November 2021.
7. PowerPoint presentation, Woods Hole Terminal Reconstruction Project update, dated January 18, 2022.
8. PowerPoint Presentation, *M/V Island Home* Dry Dock and Overhaul at Senesco Shipyard, undated.
9. PowerPoint Presentation, *M/V Eagle* Repair Period Update, undated.
10. Photo of Vineyard Haven transfer bridge sheave, undated.
11. Staff Summary #L-525, Renewal of License Agreement with Cape & Islands Transport, dated January 7, 2022.
12. Staff Summary #COMM-2022-01, Approval of Pre-Season Promotion for High-Speed Passenger Ticket Books, dated January 11, 2021.
13. Staff Summary #A-668, Reauthorization of Debt Issuance and Debt Management Policy, dated January 5, 2022.
14. PowerPoint presentation, Traffic Summary – 2021, dated January 18, 2022.
15. Staff Summary #MO-2022-01, Contract No. 23-2021, Dry Dock and Overhaul Services for the *M/V Nantucket*, dated January 14, 2022.
16. Staff Summary #GM-769, Woods Hole Terminal Design Change Order No. 2022, Contract NO. 16-2017, dated January 14, 2022.
17. Statement to be read prior to going into executive session.