

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

**The Meeting in Public Session**

**August 16, 2022**

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met on August 16, 2022, beginning at 9:32 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 of Tisbury and member Joseph E. Sollitto of Tisbury were present via Zoom. The following members of management were 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; Woods Hole Reconstruction Project Manager William J. Cloutier; Director of Shoreside Operations Alison A. Fletcher; Director of Human Resources Janice L. Kennefick; and Port Captain Charles M. Monteiro.

Video and Audio Recording of Today's Meeting:

Ms. Tierney announced Mr. Driscoll was making an audio and video recording of the meeting; Sam Houghton (representing WCAI), Louisa Hufstader (representing the *Vineyard Gazette*), and Rich Saltzberg (representing the *Martha's Vineyard Times*) indicated they were also making audio recordings 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.

Minutes:

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Jeffrey – to approve the minutes of the Board’s July 19, 2022, meeting in public session.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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>Mr. Jeffrey</b>	<b>10 %</b>	
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Jones – to approve the minutes of the Board’s July 29, 2022, meeting in public session.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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>Mr. Jeffrey</b>	<b>10 %</b>	
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

Port Council Report:

Mr. Cahill then reviewed the Port Council’s August 2, 2022, meeting, a discussion regarding charter services requested for Beach Road Weekend, and a request by Oak Bluffs member Joseph E. Sollitto to delay the last trip from Oak Bluffs by fifteen (15) minutes each night of the concert to accommodate passenger traffic.

Mr. Malkin asked if the Port Council had performed its evaluation of the general manager; Mr. Cahill said it had, and those documents had been forwarded to the Members for their review.

Website Update/Redesign Status:

Mr. Driscoll provided the following updates on the project:

- The ADK design team have been hard at work on the mobile app and site homepage designs and continue to refine user dashboard & profile management designs, as well as various internal pages such as schedules, parking, directions, about section, what to do, and fares and discounts.
- The advertising and Call to Action strategies were started, as well as the overall content strategy for the About page, the what to do and events pages.
- The ADK tech team worked on various facets of the site including frontend work on reservations, persistent login technology, account management, and security.
- Accessibility audits were completed on the main header, side navigation bar, main footer and the booking bar.
- Work on securing a content management system continues. Once that recommendation has been made by ADK and accepted by the Authority, the project's timeline will be revised to account for any necessary changes. The goal remains to have a site ready to launch by early November, but it is increasingly likely that the actual launch will happen in February or March 2023 to allow the internet general openings to occur first before switching.
- Public engagement has been ongoing via the biweekly eNews and website updates at [www.steamshipauthority.com/webproject](http://www.steamshipauthority.com/webproject).

Mr. Malkin noted that recent events had underscored the need to better manage the information flow into the new website; Mr. Driscoll agreed and noted that a separate process was under way to get information from both landside and shoreside personnel in a more efficient manner.

M/V Katama Dry Dock Update:

Mr. Amundsen provided an update on the dry docking of the *M/V Katama* at Thames Shipyard and Repair Co. in New London, Connecticut, including a review of the keel plate renewal in the bow. Total project cost, including credits and change orders, is \$954,279.

Mr. Malkin noted the Authority recently had a “rather chaotic” three days with the *M/V Nantucket* being out of service during a busy weekend on the Vineyard. He said staff on the ground did a wonderful job handling passengers

who were, in many cases, upset. He asked two questions: how staff decides when to use the lift decks on the *M/V Island Home*, as he observed they were not being used that day, and how long the issue with the *M/V Nantucket* engine governor, had been known before the repair became an immediate need.

Regarding the lift decks, Ms. Fletcher said it can depend on the mix of vehicles that are on a vessel. She said when vehicles have cargo carriers and bike racks on top of them, they are unable to go either on the lift deck or, at times, underneath it. The presence of certain types of trucks also hinders the use of the lift decks. However, during the weekend in question, she said at least one, if not both, lift decks were used each time.

Mr. Amundsen said a new governor had been planned to be installed in the *M/V Nantucket* but it is not a matter of just swapping the part, as it requires further calibration. The individual who was needed to perform that calibration was not available until Sunday morning, which was the reason for the delay. He added that maintenance staff is very busy during the summer trying to balance competing priorities, and this incident happened at the most inconvenient time for everyone.

#### Update on Woods Hole Terminal Reconstruction Project:

Messrs. Davis and Cloutier provided an update on the construction phasing for the upcoming landside site work as part of the Woods Hole Terminal Reconstruction Project. Work is scheduled to begin the week of September 12, 2022. Mr. Davis shared graphics for each of the following phases:

- Phase 5A involves activity around the traffic booth at the base of Cowdry Rd and is expected to take five (5) weeks.
- Phase 5B is on the south side of the site (around the freight shed) and is expected to take six (6) weeks.
- Phase 5C is west of the traffic booth in line with the south pier and is expected to take five (5) weeks.
- Phase 5D will take up most of the staging area for six (6) weeks. The site will have very limited staging capabilities during this phase, which runs for six (6) weeks from January to February 2023. Staff is considering staging alternatives.
- Phase 5E is just south of the temporary terminal building and is expected to take six (6) weeks
- Phase 5F is directly in front of the temporary terminal building and will last eight (8) weeks.

Mr. Jeffrey asked what amount of coordination had been done with the Town of Falmouth in terms of traffic mitigation, noting that he was very concerned about residential access along Cowdry Road. Mr. Cloutier said a coordination meeting had been scheduled with the town to talk about this year's work and future traffic patterns. Mr. Davis added that staff had met on several occasions with the town's Department of Public Works; Mr. Jeffrey said he would like to take part in future meetings.

Status of Request for Proposals to Provide a  
Freight Transportation Service for the Island of Martha's Vineyard:

Mr. Davis provided an update on the status of the Request for Proposals to Provide Freight Transportation Service to the Island of Martha's Vineyard, reporting that, following more than four (4) months of local and national advertisement, the Authority received no proposals by the August 2, 2022, deadline.

The RFP was issued March 18, 2022, and was advertised by multiple methods, including posting on the Authority's website; legal advertisements in the *Cape Cod Times* and the *New Bedford Standard-Times*; and advertisements in multiple marine publications, including *Marine Link*, *Boats & Harbors*, *Maritime Reporter*, and *Marine Log*. Additionally, an email blast was sent by *Marine Log* to approximately 20,000 subscribers and included a full-color advertisement of the RFP notice, he said.

The Authority received forty-seven (47) requests for a full copy of the RFP but, ultimately, no proposals, nor any requests for revisions, were received. The RFP encouraged potential proponents "to contact the SSA if they believe there are any provisions in the RFP that are too restrictive for a successful freight service for the island of Martha's Vineyard so that the SSA can review those provisions and, if possible and appropriate, address any concerns." However, no potential proponents chose to do so, he said. Authority staff have reached out to those potential proponents who requested a full copy of the RFP for their input on why they did not submit proposals.

With regards to what next steps should be taken in this process, staff will be seeking to have a meeting of the Long-Range Vineyard Transportation Task Force and add it to the agendas for the Port Council and Board to consider the feedback that has been received, Mr. Davis said.

Mr. Jones said he was surprised at the number of firms that expressed interest, but he was not surprised that there were no bidders. He said the venture

will not work without a subsidy and if there was a way to make it work, a private carrier would be providing the service.

Request for Authorization to Purchase  
Two (2) Used Offshore Supply Vessels

Mr. Davis said staff has been working since spring 2021 on the various aspects of a vessel replacement plan, including the Fleet Condition Useful Life, Functional Obsolescence Report with Marine Safety Consultants Inc., and a Hybrid Propulsion Study with Elliott Bay Design Group. Staff, meanwhile, was focused on three (3) options: a midlife refurbishment of the existing freight boats; new construction of a *M/V Woods Hole*-class vessel; and acquisition and conversion of an offshore supply vessel (OSV).

Due to the age of the existing freight boats, it was quickly determined that the first option would be the least beneficial option, Mr. Davis said. Construction of a new vessel was desirable on many levels, but staff was cognizant of the Authority's funding limitations, which would delay the start of construction for upwards of two (2) years.

Therefore, staff then began to survey the market to identify OSVs that might be candidates for acquisition and conversion, Mr. Davis said. A marine broker identified over eighty (80) OSVs that fit the general requirements. Working from the general market survey, staff narrowed the list to OSVs that would be capable of transiting in the harbors the Authority operates in with a molded depth of fourteen (14) feet to twenty (20) feet; vessels capable of being restricted to 235 feet in length overall once converted; and vessels under fifteen (15) years old. The list was further refined based upon market pricing.

Working with a naval architect, staff performed in-person surveys of between ten (10) to fifteen (15) of the remaining vessels in fall 2021 at the various yards where they were berthed. In April 2022, staff, along with a marine surveyor, concentrated inspections on the Hornbeck Offshore Services Lode Star class of vessels, Mr. Davis said.

The naval architect, meanwhile, was performing stability tests, as well as speed and fuel consumption tests, based upon the engineering data that Hornbeck Offshore Services provided, Mr. Davis said. The naval architect has provided the Authority with conceptual plans for the conversion. These plans include the addition of a stern ramp capable of matching the Authority's existing transfer bridges and fendering system, sponsons designs, and concepts for the passenger accommodations spaces.

Staff and the naval architect have been working on the preparation of cost estimates for the vessel conversion, including the stern ramp, sponsons, removal of a 20-foot midbody section, and passenger areas, Mr. Davis said. The current cost estimate for the conversion portion of the project is approximately \$4 million per vessel. The Authority's staff has been also working on cost estimates for the reactivation portion of the project, which includes main engine overhauls, bow thruster and generator overhauls, marine evacuation system slide installation, and various steel and coatings estimates. The current cost estimate for the reactivation portion of the project is approximately \$4 million per vessel.

The overall cost estimate for this project, including acquisition, broker fees, inspections, conversion, reactivation, design and engineering, Authority shipyard representatives, and a twenty percent (20%) cost contingency, total approximately \$32 million, Mr. Davis said.

The estimated timeline from acquisition to line service anticipates that the first vessel would be available for the 2023 summer schedule and the second vessel by early summer 2023, he said.

Hornbeck Offshore Services is also providing the Authority with an option to purchase up to two (2) additional vessels from the Lode Star class. This option to purchase extends to November 30, 2022, with a closing and delivery of the vessel(s) no later than December 30, 2022, Mr. Davis said.

Mr. Jones asked if the Authority had examined the vessels out of the water yet; Mr. Davis said it had not. As part of the Authority's due diligence, however, topside inspections were done that included the machinery spaces, plus startup of the main engines, the generators and bow thrusters. Prior to acceptance, the vessels will be towed to a shipyard for a dry docking to inspect the hulls and perform ultrasonic gauging, Mr. Amundsen said.

Mr. Jones asked if the Board had room to negotiate the price; Mr. Davis said it would be a vote to either accept or reject the price. If it is rejected, other vessels in the class could come into play.

Mr. Malkin said having two (2) identical vessels is a good way to address maintenance issues as well as potentially move to alternative fuel sources. He asked what concerns there were from marine operations; Mr. Amundsen said they would be much more maneuverable due to the three (3) thrusters on board. Mr. Monteiro noted that the vessels are "highly maneuverable" and, once staff is trained in their operation, that they will provide better service and more reliable service in all types of weather. Mr. Davis added that, from a training and maintenance standpoint, the identical vessels will provide additional advantages.

In response to a question from Mr. Jeffrey, Mr. Davis said the expectation is that, once these vessels were on line, staff would return to the Board seeking permission to dispose of the *M/V Katama* and *M/V Gay Head* as surplus property.

**IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Malkin – to authorize the general manager to purchase, subject to satisfactory additional inspections, two (2) used offshore supply vessels from Hornbeck Offshore Services LLC for a total contract price of \$11,275,000, inclusive of a two and one-half percent (2.5%) brokerage fee, as set forth in the Agreement of Purchase and Sale and as recommended in Staff Summary #GM-777, dated August 15, 2022.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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>Mr. Jeffrey</b>	<b>10 %</b>	
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

Vessel Renaming Requirements and Procedures:

In 2014, as the Authority was in process of designing its new passenger/vehicle ferry, the question of how to determine the name of the vessel was raised. Ultimately, a committee of two (2) Authority Members and three (3) Port Council members was created to consider names for the new ferry and determine a “short list” of suggestions from which the Board could choose, or the Members could choose a different name, Mr. Davis said.

The four (4) names selected from the twenty-seven (27) listed were the *M/V Island Spirit*, the *M/V Quissett*, the *M/V Vineyard Sound*, and the *M/V Woods Hole*. At its July 15, 2014, meeting, the Falmouth Member, Catherine N. Norton, made a motion to name the new vessel the *M/V Woods Hole*, and the motion passed unanimously.

However, in 2014 there was not an immediate need to determine the name for what became the *M/V Woods Hole*. Mr. Davis said, given the short time to determine a new name under the proposed purchase-and-sale agreement, which



requires the vessels be renamed within thirty (30) days of the agreement's execution, staff recommends that the Authority Members and Port Council Members be individually polled to determine a list of possible names for each vessel. Staff will then compile the names and present a "short list" of finalists, along with the entire list for reference, to the Members at their September 27, 2022, Board meeting for consideration.

Mr. Ranney said he knew there was not much time but asked if there would be public input on the new names; Mr. Driscoll said staff would arrange for a method for public input to be accepted.

Resolution Authorizing the Sale of Steamship Authority Bonds:

Mr. Rozum said the proceeds of the Bond Anticipation Notes, along with any bond premium received, will be used to purchase up to four (4) vessels of HOS Polestar 240ED class; to pay for modifications to the vessel's sterns and midbodies, the addition of sponsons to the vessel's starboard and port sides, modifications to the interior spaces, and maintenance and repairs on the mechanical systems; and to pay for costs of issuing the 2022 Series A Bond Anticipation Notes. The Bond Anticipation Notes will have a maturity of March 30, 2023.

Prior to the maturity date, the Authority will issue bonds, and use the proceeds to retire these bond anticipation notes, he said. The expected net interest cost is 2.5%.

The Authority currently has \$65,910,000 of outstanding bonds with a maximum bond authorization of \$100,000,000. The Authority will be retiring \$7,680,000 of outstanding bonds on March 1, 2023, bringing the amount of outstanding bonds to \$58,230,000, Mr. Rozum said.

Bids will be received by the Authority's fiscal advisor, Unibank Fiscal Advisory Services. The proposed Bond Anticipation Notes resolution will restrict the award by the Treasurer to the winning bidder offering to purchase the notes at the lowest net effective interest rate pursuant to the Official Notice of Sale.

In response to a question from Mr. Jeffrey, Mr. Rozum said if the bond sale is approved, the Authority's bonding would be at approximately \$99,000,000, then down to \$92,000,000 after the next payment is made. Mr. Jeffrey asked what the contingency plans were if there was a catastrophic situation; Mr. Rozum said the Authority would use its \$10,000,000 line of credit in that case, plus the operating and replacement funds.

In response to a question from Mr. Malkin, Mr. Davis said staff was investigating the availability of some grant funding that it was hoped could be used for the conversion and reactivation of the project, but it was learned that, because the Authority furloughed staff during the COVID-19 pandemic, it was unable to use those funds for the project. However, staff would look for other avenues to offset the grant funding. Mr. Malkin noted his frustration at being unable to use the grant funds because the Authority took prudent steps during the pandemic to secure its finances.

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Ranney – adopt the Bond Anticipation Notes Resolution as prepared by bond counsel Locke Lord LLP, as recommended in Staff Summary #A-673, dated August 15, 2022.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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>Mr. Jeffrey</b>	<b>10 %</b>	
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

Results of Operations:

Mr. Rozum reviewed the results of the June 2022 business summary via a PowerPoint presentation, which showed the Authority carried more passengers (up 7.7%), more trucks (up 5.8%) but fewer vehicles less than 20 feet (down 3.5%) than in the same month in 2021. Year-to-date, the Authority has carried more passengers (up 8.5%), fewer vehicles less than 20 feet (down 2.9%) and more freight trucks (up 4.9%) than the same period in 2021. Year-to-date figures show the Authority has carried more passengers (up 8.2%), fewer vehicles less than 20 feet (down 1.9%) and more trucks (up 3.2%) than the first six (6) months of 2021.

In June, the Authority's operating revenue was approximately \$15,056,000, and its operating expenses were approximately \$10,324,000, for a net operating income of \$6,867,000, approximately \$610,000 higher than budget, he said.

During the month of June 2022, the Authority's vessels were scheduled to make a combined 2,442 trips, of which two (2) were canceled for mechanical reasons on the Martha's Vineyard route and twelve (12) on the Nantucket route, he said.

Preliminary traffic data for July 2022 shows that the Authority carried more passengers (up 3.9%) than July 2021; for vehicles, the Authority carried more to the Vineyard (up 0.7%) and fewer to Nantucket (down 3.5%), he said.

Purchase of Two (2) Electric Shuttle Vans for the Hyannis Terminal:

Mr. Davis said, in February 2020, the sole local compressed natural gas (CNG) station, located in Yarmouth, was closed permanently. The Steamship Authority had four (4) shuttle buses that ran on CNG, which have since been sold to Metrowest Regional Transit Authority in Framingham. The Authority is now looking at replacing those buses.

In May 2022, the Authority received a price quote from Creative Bus Sales for the production of two (2) 21-foot shuttle buses based upon a sales contract with the State of Arizona Department of Transportation. Creative Bus Sales' proposed price per bus for the diesel buses is \$108,662, or a total of \$217,324 for two (2) buses, Mr. Davis said.

Initially the Authority had sought to replace the CNG buses with electric shuttle buses, but Creative Bus Sales was not able to identify a contract to do so. Following the vote by the Members to authorize the purchase of the diesel shuttle buses in May 2022, Creative Bus Sales has identified a contract with the Oklahoma Department of Transportation that the Authority is eligible to purchase from for the production of two (2) 24-foot electric shuttle buses. Creative Bus Sales' proposed price is \$280,352 per electric shuttle bus, or a total of \$560,704 for two (2) buses. Delivery would be expected eight (8) to ten (10) months from receipt of order, Mr. Davis said.

In response to a question from Mr. Jones, Ms. Fletcher said the buses would be used in Hyannis, and that charging stations will be installed there for the buses as well.

**IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Malkin – to authorize the general manager to purchase two (2) 24-foot electric shuttle buses from the lowest responsive contractor, Creative Bus Sales of Hudson, New Hampshire, for a total price not to exceed \$560,704, as recommended in Staff Summary #SO-2022-08, dated August 12, 2022.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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>Mr. Jeffrey</b>	<b>10 %</b>	
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

Contract No. 15-2022,  
Dry Dock and Overhaul Services for the *M/V Woods Hole*:

Mr. Davis said the *M/V Woods Hole* is scheduled to enter shipyard availability from January 9, 2023, to February 16, 2023, to undergo a required U.S. Coast Guard hull exam; rudder, propeller and shaft maintenance; coating maintenance on underwater and superstructure areas; and installation of a new impressed current cathodic protection system. The draft 2023 Operating Budget estimate, including the above mentioned items, was \$971,021. The major discrepancies between the amounts budgeted in the draft 2023 Operating Budget and the bid results of Contract No. 15-2022 were:

- Increase in the blasting and coating above rub rail from \$89,325 to \$173,467.
- Increase in bow thruster inspection and maintenance from \$16,194 to \$127,878.
- Increase in the impressed current cathodic system from \$54,486 to \$125,251.
- Increase in the generator, alternator and governor overhaul from \$40,000 to \$115,941.

Drawings and specifications were sent to ten (10) shipyards. One (1) responsive bid was received. Ms. Tierney asked if there was concern that only the single bid was received; Mr. Davis said staff was continuing to work to get bid packages out sooner. However, the other shipyard that typically bids on these

projects had already committed its dry dock during that time frame. Mr. Amundsen noted there is a trend toward long-term dry dock agreements and getting structured prices for multiple sets of work rather than bidding on each one. He said the Authority may want to adopt that practice moving forward. Ms. Tierney asked if there were not shipyards in New Hampshire or Maine that would bid; Mr. Amundsen said those were mostly geared toward U.S. Navy work. He said grouping dry dock packages together should be the next step in the evolution of this process.

Mr. Jeffrey asked if it will be easier to bid the projects if the Authority moves to a more standard vessel; Mr. Amundsen said it would be simpler to have adjacent packages for the same vessel. Shipyards want a longer view of their business, he said, and grouping the bids together would be a helpful first step.

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Jeffrey – to authorize the general manager to award Contract No. 15-2022, Dry Dock and Overhaul Services for the *M/V Woods Hole*, to the lowest eligible and responsible bidder, Senesco Marine LLC of North Kingstown, Rhode Island, for a total contract price of \$1,382,619, as recommended in Staff Summary #MO-2022-09, dated August 12, 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>
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

Proposed General Manager Goals  
for the Year July 1, 2022, Through June 30, 2023:

Mr. Davis then reviewed his draft goals for the year July 1, 2022, through June 30, 2023, as follows:

1. Complete Phase 5 of the reconstruction of the Woods Hole Terminal (site work) before the start of the 2023 Summer Operating Schedule on May 18, 2023.

2. Issue an invitation for bids and the award of a contract for the construction of the Woods Hole Terminal Building and Utility Building by March 31, 2023.
3. Issue and evaluate requests for proposals and the potential award of a license to provide a freight transportation service for the island of Martha's Vineyard by December 31, 2022.
4. Oversee the solicitation of proposals and award of a contract for audit certification services from a ship classification society for the Safety Quality Management System (SQMS) by December 31, 2022.
5. Oversee the solicitation of proposals and the award of a contract for a qualified solar developer to develop solar array canopies at the Authority's Palmer Avenue Parking Facility to begin in fall 2023.
6. Oversee the development of the updated/redesign of the website and the development of a mobile app to transition to by March 31, 2023.
7. Complete an evaluation on alternatives for the Authority's vessel replacement program by December 31, 2022.
8. Issue an invitation for bids and the award of a contract for the development of a Strategic Planning process and initiative in order to bring on board a qualified consultant by December 31, 2022, as recommended in the findings of the independent review conducted by HMS Consulting & Technical LLC to improve the Authority's operations.
9. Pursue capital grant funding opportunities from the U.S. Department of Transportation's Federal Transit Administration and other federal and state agencies.
10. Strive to improve community relations through regular opportunities for public engagement and effective communications.
11. Oversee the development of the administrative staff including the hiring of a chief operating officer (COO) and grants administrator.
12. Oversee significant terminal improvement projects to be undertaken in the next twelve (12) months including, but not limited to: replacement of the Nantucket terminal transfer bridges; Vineyard Haven transfer bridge rehabilitation; Nantucket terminal dredge project; and the signage and communications project.
13. Provide quarterly updates to the Port Council and Board on the progress of the above goals.

Mr. Davis noted, at its August 2, 2022, meeting, the Port Council requested the inclusion of goals 11, 12, and 13.

Mr. Jeffrey said he would prefer some of the goals be linked to budgetary matters or other metrics, particularly the goals regarding the Woods Hole Terminal Reconstruction Project and the website launch. Ms. Tierney noted it

might be worthy to postpone discussion of the goals to allow development of some metrics by which they can be judged; Messrs. Jeffrey, Ranney and Malkin agreed. Mr. Malkin added that a past goal had been to develop succession plans for Mr. Davis' eventual departure. Mr. Davis said that goal could be added to the list.

Mr. Jones said the matter of measuring goals to determine a compensation bonus was part of why he was troubled by the Board's vote regarding Mr. Davis' contract extension.

The Members then decided to table the matter until the next Board meeting.<sup>1</sup>

Request for Charter Service by  
Cape & Islands Transport Inc. for Beach Road Weekend Music Festival:

Mr. Davis said the Authority had been approached by licensee Cape & Islands Transport Co. to charter its licensed vessels, the *M/V Pied Piper* and *M/V Sandpiper*, to the organizers of the Beach Road Weekend Music Festival and provide passenger service between Vineyard Haven's Tisbury Wharf-North Dock and Falmouth Inner Harbor, Falmouth from Friday, August 26, 2022, through Sunday, August 28, 2022.

Mr. Cahill said this was the result of working with the Authority's licensees to solve a transportation issue regarding this concert. Mr. Malkin agreed and said he was "delighted" to see this coming to fruition.

Mr. Jeffrey said he was pleased to see how quickly Mr. Davis reached out to the acting town manager in Falmouth to coordinate this. The message from the town is that they would prefer more notice to allow for better coordination and consideration of the request.

Robert Ament, an attorney representing Cape and Islands Transport, said via Zoom that the event seems to be very well organized with bus transportation on the mainland.

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<sup>1</sup> During this discussion, Mr. Malkin's participation in the meeting was interrupted from approximately 11:13 a.m. to 11:16 a.m.

**IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Jeffrey – to approve licensee Cape & Islands Transport Inc.’s request to charter its licensed vessels, the *M/V Pied Piper* and the *M/V Sandpiper*, to the organizers of the Beach Road Weekend Music Festival and provide passenger service between Vineyard Haven’s Tisbury Wharf-North Dock and Falmouth Inner Harbor, Falmouth, from Friday, August 26, 2022, through Sunday, August 28, 2022, as recommended in Staff Summary No. L-532, dated August 12, 2022.**

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
<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>Mr. Jeffrey</b>	<b>10 %</b>	
<b>TOTAL</b>	<b>100 %</b>	<b>0 %</b>

Mr. Davis further noted that the Authority would delay its last departure from Oak Bluffs from 8:30 p.m. to 8:45 p.m. on those days to allow concertgoers the chance to board. Hy-Line Cruises is, likewise, delaying its last trip out of Oak Bluffs for the same reason. Ms. Tierney noted that the delays should be publicized as much as possible.

Old or New Business:

Mr. Jones noted that the condominium development on School Street in Hyannis had recently been before the Barnstable Planning Board; Mr. Davis noted the matter was best discussed in executive session.

Public Comment:

Mr. Saltzberg asked if staff could estimate the value of the *M/V Gay Head* or *M/V Katama* if they were sold as scrap or as used vessels; Mr. Davis said the discussions were premature. Mr. Saltzberg then asked if there was a mechanism to account for inflation in the vessel project cost; Mr. Davis said the budget estimate included a 20% contingency. Mr. Saltzberg then asked several other technical details about the new vessels.



Jenn Canzano, admissions director for St. John Paul II School in Hyannis, said she was looking for some direction as to the ability of several students from Nantucket who would be commuting to school to get a student rate; Mr. Driscoll noted he had responded to her earlier email.

Leon Brathwaite noted he recently took part in a review of the new website and that training would definitely need to be done for it, as older residents may have trouble navigating a new website.

At 11:36 a.m., Mr. Malkin's participation in the meeting was interrupted and was not restored prior to the close of the public session.

At 11:40 a.m., Ms. Tierney entertained a motion to go into executive session to discuss and approve the minutes of the Authority's meetings in executive session on July 19, 2022, and July 29, 2022; to review the Authority's strategy with respect to collective bargaining negotiations 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 Teamsters Union Local No. 59 and its Maintenance Employees.

Ms. Tierney said the public disclosure of any more information with respect to these matters would compromise the purpose 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 meetings in executive session on July 19, 2022, and July 29, 2022; and to review the Authority's strategy with respect to collective bargaining negotiations because a public discussion of these matters may have a detrimental effect on the Authority's negotiating and bargaining positions.**

August 16, 2022  
Minutes of the Public Session

<b><u>VOTING</u></b>	<b><u>AYE</u></b>	<b><u>NAY</u></b>
<b>Ms. Tierney</b>	<b>10 %</b>	
<b>Mr. Ranney</b>	<b>35 %</b>	
<b>Mr. Jones</b>	<b>10 %</b>	
<b>Mr. Jeffrey</b>	<b>10 %</b>	<hr/>
<b>TOTAL</b>	<b>65 %</b>	<b>0 %</b>

A TRUE RECORD

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ROBERT R. JONES, Board Secretary

**Documents and Exhibits Used at the**  
**August 16, 2022, Meeting in Public Session of the**  
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. August 16, 2022, Meeting Agenda, posted August 12, 2022 (revised twice on August 15, 2022).
2. Video and audio recording announcement.
3. Statement regarding remote access to the meeting.
4. Minutes of the Board's July 19, 2022, meeting in public session (draft).
5. Minutes of the Board's July 29, 2022, meeting in public session (draft).
6. Minutes of the Port Council's August 2, 2022, meeting (draft dated August 13, 2022).
7. PowerPoint Presentation, *M/V Katama* Dry Dock, undated.
8. Presentation, Landside Enabling Construction Sequence, dated August 2022.
9. Staff Summary #GM-777, Request for Authorization to Purchase Two (2) Used Offshore Supply Vessels, dated August 15, 2022.
10. Staff Summary #COMM-2022-03, Naming Procedures for New Passenger/Vehicle Ferries, dated August 15, 2022.
11. Staff Summary #A-673, Proposed Resolution Authorizing the Sale of Steamship Authority Bond Anticipation Notes, dated August 15, 2022.
12. PowerPoint Presentation, Business Summary – June 2022, dated August 19, 2022.
13. June 2022 Business Summary.
14. Staff Summary #SO-2022-08, Proposed Plan to Purchase Two (2) Electric Shuttle Vans for Hyannis Terminal, dated August 12, 2022.
15. Staff Summary #MO-2022-09, Contract No. 15-2022, Dry Dock and Overhaul Services for the *M/V Woods Hole*, dated August 12, 2022.
16. Staff Summary #L-532, Charter Request from Licensee Cape & Islands Transport Inc., dated August 12, 2022.
17. Statement to be read prior to going into executive session.