

**MINUTES
OF THE
LONG-RANGE VINEYARD TRANSPORTATION TASK FORCE
OF THE
WOODS HOLE, MARTHA’S VINEYARD
AND NANTUCKET STEAMSHIP AUTHORITY**

February 22, 2022

Via the Zoom Video Conferencing App
First Floor Meeting Room (Room 103)
The SSA’s Administrative Offices
228 Palmer Avenue, Falmouth, Massachusetts

<u>Task Force Member</u>	<u>Appointing Authority</u>	<u>Present/Absent</u>
Leon Brathwaite	Dukes County Commissioners	Present
Doug Brown	Falmouth Select Board	Present
John Cahill	Tisbury Select Board	Present
Keith Chatinover	Dukes County Commissioners	Absent
Robert Davis	Steamship Authority	Present
Thomas Feronti	Falmouth Econ. Dev. & Ind. Corp.	Absent
Jesse Law III	Oak Bluffs Board of Selectmen	Present
Mark Rozum	Steamship Authority	Present
Michael Santoro	Oak Bluffs Board of Selectmen	Present
Douglas Sederholm	Martha’s Vineyard Commission	Present
Julian Suso	Falmouth Select Board	Present
James Vercruysse	Martha’s Vineyard Commission	Absent

Also participating:

Steven Sayers, Counsel, Steamship Authority

1. Mr. Sayers began the meeting at approximately 4:00 p.m. by announcing that the Steamship Authority (SSA) and Stephen Baty of MVTV were making audio and video recordings of the meeting, and he asked whether anyone else was making a recording as well. An attendee confirmed that she was not making a recording of today’s meeting, and no one else responded to Mr. Sayers’ question.
2. Mr. Sayers then announced that, in accordance with section 20 of chapter 20 of the Acts of 2021, the SSA has ensured public access to the deliberations of the Task Force today for interested members of the public via Zoom, and that the link to access this meeting via Zoom has been provided in the meeting notice for today's meeting. Mr. Sayers further stated that, also pursuant to that statute, all of the Task Force members were participating

remotely in today's meeting by the Zoom video conferencing app and that all members will be clearly audible to each other.

Approval of the Minutes of the Task Force's November 2, 2021 Meeting

3. The Task Force then **voted** (with Messrs. Brathwaithe, Brown, Cahill, Law, Santoro and Sederholm voting in favor) to approve the minutes of the Task Force's November 2, 2021 meeting in public session.

Request for Proposals for a Freight Transportation Service for the Island of Martha's Vineyard

4. Mr. Sayers then recounted how, on September 30, 2021, the SSA's Board had voted to approve the 2022 Summer and Fall Operating Schedules for the Martha's Vineyard route and, as part of that vote, had issued a report in which the SSA stated its intention to issue a request for proposals (RFP) for a freight service between New Bedford or another off-Cape port and Martha's Vineyard. Mr. Sayers also stated that the SSA's Board had charged the staff with drafting the RFP, which the staff has now done. Mr. Sayers noted that the staff has provided the Task Force with the draft RFP for their comments, recommendations and proposed revisions and that, afterwards, the staff will then provide a revised draft of the RFP to the Port Council for their recommendations before presenting a further revised draft to the SSA's Board.
5. With respect to the draft RFP itself, Mr. Sayers observed that it is consistent with the feasibility report on a potential freight service between New Bedford and Martha's Vineyard that the staff had prepared in April 2016, that the staff had tried to include elements into the draft that they felt would be agreed upon by most of the affected communities, and that the touchstone word was "flexibility."

Mr. Sayers further observed that, because the SSA's financial stability is important for the island, the idea is to have a private operator provide the service at its own financial risk, with the SSA's only financial exposure being the potential use for the service of its Vineyard Haven terminal and reservations system if the private operator needs to use them. In this regard, Mr. Sayers recounted how, in 2017, the SSA had been told by its consultant, Craig Johnson, that he thought there are private operators who would be willing to make a go of this freight service on their own and be successful at it, which is the whole purpose of the RFP.

Mr. Sayers also noted that the staff had tried to prioritize some of the factors that the Town of Falmouth would like in the RFP, specifically, for the freight service to give priority to freight trucks that the Town would like to get off of Woods Hole Road, and to give even more priority to hazardous cargo trucks early in the morning and trash trucks traveling off-island early in the morning as well. Accordingly, Mr. Sayers said, those factors are included in the RFP's evaluation criteria upon which the proposals will be evaluated along

with other evaluation criteria, and the SSA's Board will make a decision by balancing all of those criteria and ranking the proposals by how they think the proposals are in the best interests of all of the communities.

6. Mr. Sayers observed that members of the public who were attending the meeting that day might get frustrated by hearing the Task Force's discussion without having the ability to raise any points. Therefore, he asked whether the Task Force would like to briefly hear from the attendees regarding their views of the RFP before the Task Force members discuss it among themselves. As a result, Mr. Sayers said, public input regarding the RFP would take place at the beginning of the meeting before a long discussion takes place.
7. Mr. Santoro then stated that he had a couple of questions about the RFP, and Mr. Sayers suggested that the Task Force start with those questions first. Mr. Santoro first asked whether, under the draft RFP, the SSA would have any regulation over what the private operator can charge for its service. In response, Mr. Sayers stated that the idea was that the SSA would not regulate the private operator's fares and that there would be fair and open competition between the private operator and the SSA. However, Mr. Sayers noted that one of the evaluation criteria was how a proponent will determine its fares and what limitations it will agree to impose on those fares. Mr. Sayers further noted that, if the private operator's fares are too expensive, it may not be successful if freight shippers were to choose to travel instead on the SSA's ferries. Thus, Mr. Sayers said, the competition between the SSA and the private operator will be the inducement for the private operator to keep its fares reasonable.

Nevertheless, Mr. Sayers noted that the expectation was that the private operator's fares for travel between New Bedford and Martha's Vineyard will be approximately three times as much as the SSA's fares for travel between Woods Hole and the island. But Mr. Sayers observed that, after taking into account savings due to less time traveling and less wear and tear on their vehicles, some customers may conclude that it is still financially advantageous for them to take the service from New Bedford.

8. Mr. Santoro then asked whether the private operator will be limited or restricted in the types of freight it can carry and whether the operator will be able to transport as much freight as it can handle. In response, Mr. Sayers stated that the restrictions on the amount of freight that a private operator can handle would be based upon the number of trips for which it would be licensed, because its proposal will specify how many trips it will operate with a vessel that has physical limitations due to the size of its freight deck. Mr. Sayers noted that if the private operator subsequently wants to increase the number of its trips, it would have to ask the SSA for the SSA's agreement to do so. Alternatively, Mr. Sayers said, a proponent may propose to use more than one vessel, but the idea is for the SSA to be flexible, to wait to see what proposals are submitted, and to negotiate an agreement that is good for both parties.

With respect to the types of freight carried by the private operator, Mr. Sayers stated that the RFP is asking proponents to give priority to the types of freight the Town of Falmouth would like to get off of Woods Hole Road, but the RFP is not requiring proponents to do

that. Instead, Mr. Sayers said, the SSA will simply evaluate a proponent's proposal more favorably if it is willing to do that.

9. Mr. Santoro then asked what impact the private operator's service will have on the SSA's budget, specifically, if the SSA carries fewer freight trucks, whether it will have to make up for that loss of revenue by increasing its regular automobile fares and/or its excursion fares for island residents. In response, Mr. Sayers observed that those will be public policy decisions that will have to be made at some point by the SSA's Board. For example, Mr. Sayers said, if the SSA were to end up carrying fewer freight trucks, it might choose to reduce its operating schedules and achieve some cost savings that way. On the other hand, Mr. Sayers said, the SSA may end up carrying more passenger automobiles in lieu of the trucks that are being carried by the private operator, although the SSA potentially can limit the number of cars it carries based upon public policy considerations. Mr. Sayers observed that, ultimately, there should be ways to balance everything in order to minimize the private operator's financial impact on the SSA. Indeed, Mr. Sayers noted, assuming that the private operator provides the service with one vessel, it would operate at most three trips each day, which in his opinion is not so significant a percentage of the number of trips operated by the SSA from Woods Hole each day that adjustments could not be made to the SSA's operations.
10. Mr. Cahill then suggested that it might be wise for the Task Force first to hear questions that attendees have about the RFP, as their questions might add value to the Task Force's discussion. After Mr. Law agreed, Mr. Sayers noted that the SSA had sent out to the public last Friday the meeting package for today's meeting, including the staff's draft RFP, and he asked whether any of the attendees would like to ask any questions or make any comments about it. But no attendee raised his or her hand in response.
11. After noting that the draft RFP contained a lot of background information in its introduction, Mr. Brown asked whether it would be helpful to mention any information the SSA has gathered on the one-acre North Terminal II site in New Bedford and to direct potential proponents to the Port Manager there. In response, Mr. Sayers stated that the background information included a reference to the discussion that the Task Force had with New Bedford Port Authority Executive Director Justin Poulsen on November 2, 2021, and that it also directed potential proponents to the SSA's website where they can view and download the minutes of that meeting. But Mr. Sayers stated that he had no problem with including another sentence in the RFP's introduction telling proponents that they may contact Mr. Poulsen directly, which was one of the issues that he and Mr. Davis intended to follow up with Mr. Poulsen when he returns next week. In addition, Mr. Sayers said, Mr. Davis had emailed the draft RFP to Mr. Poulsen for his comments and wanted to explore whether the RFP can be developed and/or administered in tandem with the New Bedford Port Authority's anticipated Request for Interest in that site.

But Mr. Sayers observed that there are other sites in New Bedford and elsewhere that potentially can be used as a mainland freight terminal facility and, by directing prospective proponents' attention to the North Terminal II site, he did not want to give that site too much priority and make it appear that the SSA would not entertain other locations as well.

12. Mr. Sayers then noted that the SSA's Board will end up evaluating proposals based upon all of the evaluation criteria set forth in the RFP and that no proposal will be rejected because the SSA's Board evaluates one aspect of the proposal to be unacceptable. Indeed, Mr. Sayers observed, the rankings for all but the last evaluation criteria include only "not advantageous," "advantageous" and "highly advantageous." With respect to the last evaluation criteria, Mr. Sayers noted that a proposal would be unacceptable in that category if it proposes license agreement provisions that the SSA, as a public agency, should not agree to, and even in that circumstance, the staff and the SSA's Board will simply identify those provisions that will need to be negotiated out of the license agreement if the proponent is going to be awarded the agreement.

Mr. Sayer further noted that there were no hard or fast rules about how all of the evaluation criteria are to be balanced and that, obviously, the weight that each member of the SSA's Board gives to each criterion will depend upon the interests of that Board member's community. But Mr. Sayers emphasized that the staff had tried to list criteria that they felt would be substantially agreed upon by all of the affected communities. Mr. Sayers then stated that, after the SSA's Board selects the most advantageous proposal subject to negotiated revisions to that proposal, the SSA will negotiate with the proponent to try to arrive at an agreement.

13. Mr. Brathwaite then asked what action the Task Force would have to take at today's meeting to move this matter forward. In response, Mr. Sayers stated that he thought the Task Force could provide whatever suggestions it has to the draft RFP and let it proceed to the Port Council for their consideration and then, hopefully, to the SSA's Board.
14. With respect to the timeline for the RFP, Mr. Sayers observed that the SSA will have to allow enough time for prospective proponents to find out about the RFP before proposals are due, and that the SSA will have to advertise it appropriately. Mr. Sayers also noted that, before the deadline for submission of proposals, the SSA will have many opportunities to amend the RFP by issuing addenda to it due to comments and questions received from the Task Force, the Port Council, the SSA's Board and prospective proponents.
15. Mr. Brown then stated that, while his first impression was that the draft RFP was rather long at 69 pages, after reading it thoroughly he really thought that everything in there was essential and that he did not see any real way of shortening it. In fact, Mr. Brown said, he thought the draft RFP was pretty well done.
16. Mr. Cahill stated that he also thought the draft was wonderful and that he was excited by the potential that will be presented when the SSA receives proposals in response to the RFP. But Mr. Cahill asked if there would be any advantage to include in the RFP how the SSA would help the private operator get off the ground and running in terms of marketing, communications and advertising. In response, Mr. Sayers asked for the opportunity to think about this issue, although he stated that he assumed the SSA would tell its freight customers about the private operator's service each time it asks them to submit their advance bulk freight reservation requests. In this regard, Mr. Sayers noted that, ideally,

the private operator's service will be coordinated with the SSA's service. For example, Mr. Sayers said, a freight customer may travel with the private operator from New Bedford to Martha's Vineyard and then travel back to the mainland with the SSA to Woods Hole in order to return sooner and stay within the driver's 12-hour day. Mr. Sayers emphasized that this would be perfectly fine with the SSA and that it would still get trucks off of Woods Hole Road early in the morning, which is an important consideration for Woods Hole residents.

17. Mr. Sayers also observed that this is why the SSA was making its reservation system available for the service, because there will need to be coordination between the SSA and the private operator when freight shippers want to travel with the private operator in one direction and with the SSA in the other direction. Mr. Rozum further noted that the ideal way for the SSA to tell its freight customers about the private operator's service was to incorporate the private operator's schedule with the SSA's schedule when the SSA sends out its bulk freight reservation packages. In addition, Mr. Rozum said, the SSA can tell its freight customers directly about the private operator's service when it has its freight shipper meetings.
18. Mr. Brown then asked how some language could be incorporated into the RFP to ensure that the private operator will be eligible to have its license agreement extended. In response, Mr. Sayers stated that potential extensions of the license agreement are the subject of one of the evaluation criteria, which ranks a proposal that proposes a term of five or more consecutive years as "advantageous" in that category and even "highly advantageous" if the proposal also provides the SSA with an option that would require the proponent to provide the service for three or more years thereafter. Mr. Sayers further noted that, if a proponent were to submit a proposal for a longer term or with a proposed option for a longer period, the SSA would have to negotiate with the proponent over that issue. Although Mr. Sayers stated that this again would require a balancing of interests, he noted that a longer term should heighten the stability of the transportation system because freight shippers can come to rely on the private operator's service instead of being required to come back to the SSA after one or two years. Mr. Sayers also noted that, because the private operator would be taking the financial risk of the service, what it proposes will be a big factor in that consideration.
19. Mr. Cahill then asked Mr. Sayers how many proponents he thought will respond to the RFP. In response, Mr. Sayers stated that the SSA had received three to five proposals in response to the RFP it issued in 1999. But Mr. Sayers noted that the draft RFP differed from the 1999 RFP in several respects. For example, Mr. Sayers said, in 1999 the SSA established the fares that were charged for the service and made them the same as the fares charged for travel between Woods Hole and Martha's Vineyard; in the draft RFP it will be up to the private operator to decide what it needs to charge its customers.
20. Mr. Suso then asked whether Mr. Sayers had any idea if the three to five operators who responded to the 1999 RFP are still in business. In response, Mr. Sayers stated that he did not know, but that the SSA would ask Craig Johnson, who is a consultant in the marine industry and has contacts in the industry, to contact potential proponents. Mr. Sayers also

stated that he would locate the list of operators who submitted proposals in 1999, find out whether any of them are still in business, and contact those who are.

21. Mr. Suso then asked whether there were any compelling reasons why the SSA has waited 20 years to issue this RFP since freight service between New Bedford and Martha's Vineyard was last attempted. In response, Mr. Sayers noted that the early 2000s were very antagonistic times that created a lot of ill will among various communities and that the SSA's efforts to provide freight service from New Bedford ended when New Bedford rejected the SSA's attempt to provide that freight service itself with the M/V Sankaty in 2002. After that, Mr. Sayers said, due to the recession in 2001, the SSA actually had a decrease in service and, after the 2008 financial crisis, there was even less traffic for several years, which ended the pressure to find an alternative route to meet ever-growing traffic demands.

But Mr. Sayers noted that the SSA started to look into New Bedford freight service again when Robert Marshall was Falmouth's representative on the SSA's Board and he asked the staff to look into it. At that time, Mr. Sayers said, the staff concluded that it did not make any sense financially for the SSA to provide the service, which he agreed with and was the reason the SSA was now trying to find a private operator to provide the service. Mr. Sayers then recounted how, when Elizabeth Gladfelter was Falmouth's representative on the SSA's Board, she had asked the staff to look at this again, which in 2016 resulted in the staff's feasibility study of the service. Since then, Mr. Sayers said, the SSA's traffic levels have increased and the SSA has looked at New Bedford freight service as a way to respond to the concerns of the Woods Hole community.

22. Mr. Davis then noted that, while in 1999 the SSA had been able to identify the New Bedford State Pier as a viability facility that could be used to provide the service, the condition of that pier has deteriorated since then, which could be a factor in determining how many proposals, if any, the SSA receives in response to this RFP.
23. Mr. Sayers then announced that Woods Hole resident Nathaniel Trumbull had sent him an email in which he had corrected Mr. Sayers's statement that there was a 12-hour rule for truck drivers. Mr. Sayers stated that Mr. Trumbull had informed him that the limitation is now 11 hours, which Mr. Sayers observed was another reason he thought there would be coordination in freight shippers using one route to either travel to the island or off the island and using the other route to travel in the opposite direction.
24. Mr. Cahill then asked whether the SSA saw its relationship with the private operator as more of a partnership and, if so, whether potential operators could use the SSA's leverage to help them with financing, capital improvements and expenses, or even a grant that could help them finance the service. In response, Mr. Sayers stated that this was one of the subjects about which the SSA would like to talk with the New Bedford Port Authority, as Mr. Brown had suggested at the last Task Force meeting, but that possibly politicians will be hesitant to give out grant money until they see first whether a private operator is able to provide the service on its own without any grants. Nevertheless, Mr. Sayers said, this still might be part of the RFP if the SSA can work with the New Bedford Port Authority to find

out whether there might be a grant for the private operator of the service that can also assist New Bedford in developing the North Terminal II site. In addition, Mr. Sayers noted that Falmouth Transportation Committee Chair Ed DeWitt had identified sources of grant funding that might provide one-time funds for pilot projects. Although Mr. Sayers acknowledged that those grants may not be that large, they still might make a difference to a private operator. Ultimately, Mr. Sayers agreed with Mr. Cahill's suggestion that the tone of the RFP could be much better if it emphasized the partnership aspect of what the SSA is envisioning.

25. Mr. Sayers then read a question from Chris McGuire that had appeared in the chat box, namely, whether he could describe who in addition to SSA staff will evaluate proposals and what their roles in the decision-making process will be. In response, Mr. Sayers stated that the idea was to have the Task Force and then the Port Council provide their comments on the RFP, and then provide a revised RFP to the SSA's Board. After the RFP is issued, Mr. Sayers said, he thought the primary source for requests for revisions to the RFP will be private operators and, depending upon the nature of each request, the staff may ask the SSA's Board whether a revision should be made.

But Mr. Sayers stated that, after proposals are submitted in response to the RFP, the proposals will go directly to the SSA's Board for their evaluation and that the Board, at its discretion, will be able to ask for the assistance of anybody it desires, including the SSA's staff, the Task Force and the Port Council. While Mr. Sayers stated again that this would be at the discretion of the SSA's Board, he expected that the staff will help the Board by checking on proponents' references and their financial histories, calling on the proponents' customers, and undertaking other due diligence tasks that the staff has performed in the past. In this regard, Mr. Sayers noted that the staff usually provides a report to the Board on these matters.

Mr. Sayers stated that he expected that the staff will also review each proponent's proposed revisions to the license agreement and will provide recommendations to the SSA's Board as to which proposed revisions are unacceptable, not advantageous, advantageous or highly advantageous. But Mr. Sayers emphasized that the staff's role would be simply to support the SSA's Board and not to make any of the decisions themselves.

26. Mr. Sayers then read another question from the Woods Hole Film Festival that also had appeared in the chat box, namely, whether the SSA has a relationship with any of the offshore wind companies with respect to future shipping issues and, if so, whether they have been considered in this process. In response, Mr. Sayers stated that the answer to the question was "no" and Mr. Davis confirmed that the SSA had not been approached by any of those companies.
27. Mr. Sayers then read another question from Mr. Trumbull that had appeared in the chat box, namely, whether the Task Force would recommend that the RFP be issued more than once over a multi-year period if there are no advantageous responses from proponents after the RFP is issued the first time. In response, Mr. Sayers stated that this issue was not addressed in the draft RFP and noted that Mr. Trumbull's concern may be that the SSA

will not receive any proposals in response to the RFP. In this regard, Mr. Sayers stated that he had mentioned this as a concern of his to Mr. Trumbull several months ago because, in that event, he did not want it to be used as an excuse not to continue exploring a long-range transportation plan for Martha's Vineyard. But Mr. Sayers stated that he did not believe that this issue, namely, what will happen if the SSA does not receive any proposals in response to the RFP, was before the Task Force. Rather, Mr. Sayers said, the answer to that question will depend upon the reasons why the SSA did not receive any proposals at that time and, because there might be multiple reasons, in fairness the Task Force should not be asked now what their recommendation would be in those circumstances. In addition, Mr. Sayers stated that he would rather be more optimistic about structuring the RFP so that the SSA does receive at least one good proposal.

Mr. Davis also noted that, in the event the SSA does not receive any proposals in response to the RFP, the SSA will reach out to those companies who had expressed interest in providing the service but had not submitted proposals to see what can be done to improve the process and encourage them to submit proposals in the future. Mr. Brown agreed, saying that the SSA should not be planning for failure and that, if the RFP is not successful the first time, the SSA can always revisit it.

28. Noting that the RFP might be issued any time after the March 2022 meeting of the SSA's Board, Mr. Sayers proposed that the deadline for submission of proposals be established several months after that in order to give the SSA the opportunity to advertise the RFP, talk with private operators, make any revisions to the RFP the SSA believes are warranted in light of those discussions, and then give the prospective proponents sufficient opportunity to reevaluate the RFP before submitting their proposals. Mr. Sayers observed that the draft RFP contains no provision for a pre-submission conference with private operators because, in his experience, no one asks any questions at those conferences for fear of having their competitors guess what they are thinking and going to do. Accordingly, Mr. Sayers said, it will be better for the SSA to receive questions from private operators and determine which of those questions should receive responses that are given to all proponents in the interest of fair competition and which of those questions do not merit a response. For all of these reasons, Mr. Sayers stated that, if the RFP is issued by the beginning of April 2022, he felt that the deadline for submission of proposals should be, at a minimum, four months later.

Mr. Davis further noted that the SSA will want to advertise the RFP in national publications in order to cast as big a net as possible, and Mr. Sayers observed that proponents will also need time to do some investigation on their own and talk with the New Bedford Port Authority about what potential arrangements it might be willing to make. Mr. Sayers therefore repeated that the RFP should provide for at least four months for the submission of proposals and that the SSA also should be open to the possibility of extending that deadline if proponents request an extension for good reason, and Mr. Cahill suggested that the next draft of the RFP include a proposed timeline so that the issue can be presented to the Port Council and the SSA's Board for an open discussion.

29. Mr. Brown then asked how long it will take after the submission of proposals for the SSA to evaluate the proposals and award a license agreement. In response, Mr. Sayers stated that awarding authorities usually are expected to award a contract within thirty days after the submission of proposals, but that given the expected volume of materials and the complexity of the subject, he thought the SSA will need 45 to 60 days to make an award subject to negotiated revisions, and then it might take another 30 days for the staff to negotiate those revisions with the selected proponent. Further, Mr. Sayers noted, even those deadlines usually can be extended by mutual agreement.
30. Mr. Sayers then asked whether any of the attendees had any public comment, but no one raised his or her hand icon.

The Task Force's Next Meeting

31. After Mr. Sayers stated that the Task Force undoubtedly will discuss the status of the RFP at their next meeting, Mr. Brown asked that the SSA's staff report on the results of their evaluation of the North Terminal II site in New Bedford. Mr. Cahill also asked whether there would be any value to hearing a summary of the report that was issued in September 2021 by the Urban Harbors Institute, entitled "Exploring Short-Sea Shipping as an Alternative to Non-Bulk Freight Trucking in Southeastern MA."
32. The Task Force then agreed that their next meeting will take place at 4:00 p.m. on Tuesday, April 12, 2022.

Public Comment

33. Mr. Sayers then read a comment in the chatbox from Donna Hammers thanking the Task Force for getting the dangerous trucks off of Woods Hole Road. In response, Mr. Sayers noted that not all of the trucks would be taken off of Woods Hole Road as a result of the RFP, but that the SSA was trying to address the problem in a responsible way. Finally, Mr. Sayers read a comment in the chatbox from Mr. Trumbull also thanking the Task Force.

Then, at approximately 5:10 p.m., the Task Force unanimously **voted** (with Messrs. Brathwaite, Brown, Cahill, Law, Santoro, Sederholm and Suso voting in favor) to adjourn their meeting that day.

A TRUE RECORD

Steven M. Sayers
Approved by the Task Force at their meeting
on September 29, 2022

Documents and Exhibits Used at the Task Force's February 22, 2022 Meeting

1. Draft Agenda for the Task Force's February 22, 2022 meeting (dated February 16, 2022).
2. Draft Minutes of the Task Force's November 2, 2021 meeting in public session (dated February 7, 2022).
3. Draft Request for Proposals to Provide a Freight Transportation Service for the Island of Martha's Vineyard (dated February 4, 2022).