

**MINUTES
OF THE
WOODS HOLE/FALMOUTH NOISE & TRAFFIC MITIGATION WORKING GROUP
OF THE
WOODS HOLE, MARTHA’S VINEYARD
AND NANTUCKET STEAMSHIP AUTHORITY**

September 29, 2021

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

<u>Working Group Member</u>	<u>Appointing Authority</u>	<u>Present/Absent</u>
Stephen Araujo	Tisbury Select Board	Present
John Cahill	Dukes County Commissioners	Present
Alison Fletcher	Steamship Authority	Present
Doug Jones	Falmouth Select Board	Present
Mike Mauro	Martha’s Vineyard Commission	Present
Michael Santoro	Oak Bluffs Board of Selectmen	Absent
Steven Sayers	Steamship Authority	Present
Nathaniel Trumbull	Falmouth Select Board	Present

Also Participating:

Peter McConarty, Director of Public Works for the Town of Falmouth
James McLoughlin, Town Engineer for the Town of Falmouth

1. Mr. Sayers began the meeting at approximately 4:00 p.m. by announcing that the Steamship Authority (SSA) was making an audio and video recording of the meeting, and he asked whether anyone else was making a recording as well. When no one responded, Mr. Sayers stated that he assumed no one else was making a recording of the meeting.

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 Working Group 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 Working Group 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.

3. Mr. Sayers then thanked Messrs. McConarty and McLoughlin for participating in today's meeting and stated that he had not had time to complete the draft of the minutes of the Working Group's August 25, 2021 meeting.

The Town of Falmouth's Response to the Working Group's Request regarding Several Potential Traffic Mitigation Measures

4. Mr. Sayers shared his computer screen, showing the email exchange between himself and Falmouth Town Manager Julian Suso on August 27, 2021, regarding the Working Group's request that the Town apply for a permit from MassDOT for the installation of electronic speed feedback signs along the State Highway leading to Woods Hole. Mr. Sayers noted that, in his email to Mr. Suso, he stressed that all of the Working Group members had concluded that electronic speed feedback signs are an effective means to reduce speed and noise issues along Woods Hole Road, but that the Working Group has no funds to provide for their installation. Mr. Sayers further noted that, in this email, he also stated to Mr. Suso that, after having identified this promising noise and speed mitigation measure, the Working Group hopes that the Town will move forward in investigating what it would take to install these signs and that, if the Town wants to request financial support for this endeavor from the SSA, it would be a matter for the Town and the SSA to discuss.

Mr. Sayers stated that Mr. Suso had thanked him for the email the same day, and that he had nothing else to report. Accordingly, Mr. Sayers asked Messrs. McConarty and McLoughlin if they had any update. In response, Mr. McConarty stated that he had met with Mr. Suso and Falmouth Chief of Police Edward Dunne a few weeks ago to discuss this matter, and that he needs to work with the Police Department and James Porter, who is the Chair of the Falmouth Traffic Advisory Committee, to look at the locations where the signs will be installed. Mr. McConarty further reported that the Town is also considering installing some speed detection equipment on Woods Hole Road to see where the best places to put some signs are.

Mr. McConarty stated that the Town can then complete the forms necessary for the project and reach out to MassDOT. Because Woods Hole Road is a State road, Mr. McConarty said, the Town has to submit plans and traffic management plans to obtain a highway access permit, which is a longer process due to the fact that everything is reviewed by different departments at District 5. Mr. McConarty noted that he and Mr. McLoughlin will be working on this together, that some surveys will need to be completed, and that this is not something that will take only a few months, recounting how it took a couple of years to install the lights at Locust Street. Mr. McConarty also reported that a petitioners' article for funding for these signs has been submitted for Town Meeting, and that he believed the Falmouth Finance Committee was going to be meeting with the petitioners to review that article.

Mr. McConarty also reported that, when driving along Woods Hole Road looking at areas for the speed signs, he noticed that there are a couple of speed limit signs on the road that are not the same for the northbound and the southbound directions, including where the

crossing for the Shining See Bikeway is located near the Town Counsel's office. Therefore, Mr. McConarty said, he is considering reaching out to MassDOT to see whether those speed limit signs can be adjusted to be aligned so that there are the same speed limits for both directions on the same area of roadway.

5. At this time, Mr. Araujo joined the meeting.
6. After Mr. Sayers thanked Mr. McConarty for his efforts, Mr. Jones stated that, based upon a discussion he had with Mr. Suso, he understood that the Falmouth DPW was going to include the cost of the signs in its budget, which would make it unnecessary for Town Meeting to approve the petitioners' article to obtain funding from the embarkation fees. In response, Mr. McConarty stated that he thought the original intention was to include the cost of the signs in the Falmouth DPW's budget that would be approved at Town Meeting, but after the petitioners' article was submitted, the Falmouth Finance Committee was discussing the matter with the petitioners.

Mr. Jones suggested that the better approach may be to include the cost of the signs in the Falmouth DPW's budget and for the petitioners to withdraw their article, as that might lead people to believe that the only way of getting these types of projects funded is to submit a petitioner's article, when the better way is to approach the Falmouth DPW and get them included in the Town budget. Mr. McConarty agreed, observing that it would not be a large project that would require the Town to hire consultants. Rather, Mr. McConarty said, he thought the Town could do the work in-house, including installing the signs, as the Town already has installed many other signs.

Mr. Mauro then asked Mr. McConarty whether he has considered trying to obtain Transportation Improvement Program funds for this project via the Cape Cod Commission (CCC), which would result in the Town's only cost being the cost of the design. In response, Mr. McConarty stated that the CCC's Joint Transportation Committee already has approved a plan of projects for the next five years and, because of the relatively low cost for a project of this size, he thought it would be better for the Town to do it on its own. Mr. Mauro agreed, saying that he thought it was great that the Town will be able to handle this in-house.

Mr. Araujo then asked whether this was a project that could be paid for by Falmouth's passenger embarkation fees. In response, Mr. McConarty stated that Mr. Araujo's question about the source of funds for the project was more for the Falmouth Town Manager's office or the Finance Director. Mr. Sayers also observed that the Working Group was attempting to stay out of those funding issues and was just trying to make recommendations regarding measures that it believes will help mitigate traffic and noise.

Mr. Trumbull expressed his hope that Mr. Araujo will weigh in when it comes time to selecting locations for the speed feedback signs, observing that someone who drives Woods Hole Road every day should have good recommendations. In response, Mr. McConarty stated that he and Mr. McLoughlin would be working with the Falmouth Police Department and the Falmouth Traffic Advisory Committee, and that he will need to know if any Woods

Hole residents do not want any signs in front of their houses on Woods Hole Road because he does not want anyone to be upset about them.

Enforcement of the SSA's Policy against Early Arrivals at the Woods Hole Terminal and Its Other Noise Mitigation Policies

7. Mr. Sayers then shared on his computer screen the spreadsheet he had prepared showing the number of email reminders the SSA sent to freight shippers for early arrivals at the Woods Hole terminal from August 1, 2021 through August 31, 2021, including the number of trucks 35 or more feet in length (3-, 4- and 5-space trucks) that were carried on the SSA's early morning trips during that time period. Mr. Sayers observed that the rate of the truck drivers' compliance with the SSA's early arrival policy was excellent for those who had reservations on the 6:00 a.m., 6:30 a.m., 6:45 a.m. and 7:00 a.m. trips. Mr. Sayers also noted that, while the spreadsheet indicates that there was 96.4% compliance for the 5:30 a.m. trip, it only shows the 56 3-space trucks that were carried on that trip and not the number of 1- and 2-space trucks that were also carried, and that when the 249 2-space trucks that were also carried on that trip are included in the statistics, freight shippers on that trip had a compliance rate of 99.3%. Similarly, Mr. Sayers said, freight shippers on the 6:00 a.m. trip had a compliance rate of almost 98%, freight shippers on the 6:30 a.m. and 6:45 a.m. trips had a compliance rate of 96.6%, and no freight shippers on the 7:00 a.m. trip had arrived earlier than allowed.

Mr. Sayers further noted that the SSA also keeps track of how early each truck arrives and, for the most part, they had arrived only a few minutes early. Indeed, Mr. Sayers said, 10 of the 14 trucks that had arrived early during this time period had not been more than five minutes early. But Mr. Sayers observed that the SSA's goal is for no freight shipper to arrive early.

Mr. Trumbull then commented that, when he is at the Woods Hole terminal before 5:10 a.m., there appears to be a gray area of what is considered a truck because he has seen some pretty big vehicles (such as septic trucks and flatbed tow trucks) that are not included in the report. In response, Ms. Fletcher stated that one-space trucks are considered regular standard-sized vehicles even if they are over-height because they do not participate in the bulk freight program. Mr. Sayers also noted that the daily list of trucks arrivals does not omit any trucks just because they are not on the bulk freight reservation list, but that the SSA would look into this.

Mr. Trumbull also asked whether the SSA was still declining to share any videos of trucks arriving at the Woods Hole terminal due to security concerns. In response, Mr. Sayers stated that the decision was not up to either himself or Ms. Fletcher, but up to SSA General Counsel Terence Kenneally and the SSA Director of Security Todd Falvey.

Ms. Fletcher then asked Mr. Trumbull if he could send her any photographs of vehicles that are at the Woods Hole terminal earlier than 5:10 a.m. so that she can try to identify them and look into this issue further. Mr. Sayers agreed, saying that he thought the SSA's

reports included the types of trucks Mr. Trumbull was describing and, if he can provide information about specific trucks that were there early on specific dates, then the SSA can check its list and see what the issue is. In this regard, Mr. Sayers declared that the SSA wants to make certain that its reports are accurate and if for some reason the SSA is not recording all of the trucks that are arriving, it wants to know and correct that.

8. In response to a question from Mr. Cahill regarding what vehicles Mr. Trumbull considers to be trucks, Mr. Trumbull stated that the ones he had observed were longer than 25 feet. Mr. Cahill then noted that Mr. Trumbull had been quoted in the press as saying that the SSA carries 600 trucks per day. But Mr. Trumbull stated that he would never say that; rather, his statement is that the SSA carries up to 600 trucks a day on a summer weekday.

Mr. Cahill then asked Mr. Trumbull again what qualifies as a truck, because his numbers were being touted all over the county and they were not consistent with the SSA's numbers. In response, Mr. Trumbull stated that he looks at the SSA's daily capacity reports for the 62 trips between Woods Hole and Martha's Vineyard on summer weekdays, that those reports have a category that the SSA defines as "trucks," and that on some weekdays he counts as many as 600 SSA-defined trucks.

When Ms. Fletcher and Mr. Cahill noted that the SSA's "truck" category includes pickup trucks, vans and any vehicle longer than 19 feet, Mr. Trumbull stated that he tries to be very careful and say that they are SSA-defined trucks, and while it may be unfortunate that the SSA calls them all trucks, he does not know what the thinking is behind that.

In response, Mr. Cahill noted that, for the first eight months of 2021, the SSA carried approximately 5,000 freight trucks a month between Woods Hole and Martha's Vineyard, not including pickup trucks, which averages around 166 trucks a day. Mr. Cahill further noted that, even assuming all of those trucks took two one-way trips each day, that would only result in 330 freight trucks per day, which is not anywhere near the 600 trucks that Mr. Trumbull is quoted as saying the SSA carries each day. Thus, Mr. Cahill said, the actual number of trucks carried by the SSA each day is only half the number Mr. Trumbull is quoting in the newspaper, and Mr. Cahill declared that Mr. Trumbull has to be careful to keep the facts accurate because he cannot include vans or pickup trucks in those numbers.

But Mr. Jones observed that the SSA is the one who are calling those vehicles trucks, not Mr. Trumbull. In response, Mr. Cahill stated that those small pickup trucks and vans are not really freight trucks, and that it was important for everyone to be talking on the same wavelength. Mr. Mauro agreed, noting that pickup trucks and vans are not considered trucks based upon the FHWA classification scheme. Mr. Cahill therefore implored Mr. Trumbull to make that distinction when he talks to people.

In response, Mr. Trumbull stated that Mr. Cahill's point was well taken, and that he tries to be very careful and say that they are SSA-defined trucks. But Mr. Cahill replied that he had never seen Mr. Trumbull say that in the press. Ms. Fletcher further observed that most of the general public does not know what the SSA identifies as a "truck" and they think it is something big. Accordingly, Ms. Fletcher suggested that Mr. Trumbull could include a

disclaimer saying that his numbers include pickup trucks, which would make them more accurate.

Mr. Jones then asked why the SSA includes pickup trucks in its definition of “trucks.” In response, Mr. Sayers stated that the SSA previously did not include them in that category, but at some point the Commonwealth required pickup trucks to have commercial license plates and, in the late 2000s, the SSA reclassified them from automobiles to trucks in order to keep all of the commercial plated vehicles together and all of the non-commercial plated vehicles together. But Ms. Fletcher noted that, while the Commonwealth no longer requires pickup trucks to have a commercial plate, the SSA never re-categorized its vehicles to be consistent with the Commonwealth.

Mr. Cahill then noted that, during the month of August 2021, the SSA carried an average of ten trucks per day on its 5:30 a.m. freight trip from Woods Hole, and that all of those trucks were smaller than 40 feet in length. Thus, Mr. Cahill said, the SSA was not carrying a large number of freight trucks on that trip even during the peak of the summer. In response, Mr. Jones suggested that all of those ten trucks could be carried on the SSA’s 6:00 a.m. trip without affecting any businesses on Martha’s Vineyard. But Mr. Cahill disagreed, observing that island businesses need to have their food and other supplies delivered in the morning. Regardless, Mr. Sayers said, the SSA could not fit ten more trucks on its 6:00 a.m. trip. Mr. Trumbull then observed that the ten trucks per day carried by the SSA on its 5:30 a.m. freight trip seemed like a minor point compared to the amount of growth that has taken place on the route overall, noting that after the SSA added three more round trips in 2018, it now operates 62 trips a day during the summer.

Mr. Cahill then observed that all of the Working Group members were supposed to work together to address these issues, and that it was not helpful when one member publishes articles that are contrary to the facts because it starts spreading fear in people’s hearts and minds. In response, Mr. Trumbull noted that he had not missed one Working Group meeting and had contributed to each agenda; and he stated that he did not believe that his activities beyond the Working Group are dictated by the group’s activities. Mr. Trumbull also challenged Mr. Cahill to find specific quotes where he has misrepresented anything, because that was not his mission.

In response, Mr. Cahill stated that the issue was more about what Mr. Trumbull is not saying, such as his failure to mention to the *Boston Globe* that he is a member of the Working Group to solve these problems. But Mr. Trumbull noted that his participation in the Working Group was not one of his central activities. Mr. Cahill then recounted how Mr. Trumbull had not shared with the other Working Group members that he was going forward to try to close roads in Falmouth to commercial traffic even though the Working Group members were trying to work together to mitigate traffic issues. But Mr. Trumbull stated that the citizens petition article does not ask for any roads to be closed and had only been submitted on September 3, 2021, which was after the Working Group’s last meeting. Yet Mr. Cahill questioned whether the petition had just popped up that day, noting that the Working Group had met in both July and August 2021. In response, Mr. Trumbull stated that the petition had been submitted because SSA General Manager Robert Davis had said

that he did not know whether the SSA was going ahead with the 5:30 a.m. freight trip during its 2022 summer operating schedule, and that it would not have been submitted if the SSA had decided to eliminate that trip.

Mr. Cahill stated that his point was that he did not feel the members were part of a group and that it was frustrating to work with other members who were going off doing their own things when everyone is supposed to be working together. But Mr. Jones observed that he and Mr. Trumbull have to try every avenue they have, and that they have asked the SSA repeatedly to cancel the 5:30 a.m. freight trip, but that no matter what they do, the SSA doesn't listen.

Mr. Sayers observed that all of the Working Group members know where each member stands on these issues and he requested that the group get back to working together on its mission. In this regard, Mr. Sayers observed that the Working Group is not in charge of the SSA's schedules or the amount of its traffic, and that it is trying to mitigate those impacts. In addition, Mr. Sayers said, the long-term solutions are going to be discussed with the Long-Range Vineyard Transportation Task Force, the Port Council and the SSA's Board. Accordingly, Mr. Sayers asked that the Working Group just focus on its mission.

9. Mr. Cahill then noted how he has participated with the Working Group for the last year, has done a lot of work and homework, and has asked a lot of questions and talked with people on both the island and in Falmouth, but he was not aware of any noise and mitigation problems that have arisen in any of the SSA's other ports, and he asked whether any other Working Group member was aware of any other SSA ports that have the same kinds of problems as Woods Hole. In response, Mr. Jones stated that he thought the village of Woods Hole was very different from Hyannis and that, while both might have a lot of SSA truck traffic, Hyannis is much more of a city than Woods Hole.

But Mr. Cahill noted that, even with a larger population in Hyannis, the SSA has not received any complaints about its operations there. In addition, Mr. Cahill said, Vineyard Haven also has a 5:30 a.m. freight trip and no one there or in Oak Bluffs complains about the noise or the traffic. Therefore, Mr. Cahill asked whether the people in Woods Hole were an isolated group.

In response, Mr. Jones asked whether there are any small residences right near the SSA's Vineyard Haven terminal. Mr. Cahill then stated that he himself lives on a very busy street just three blocks away, and a Sid Wainer truck parks right outside his bedroom every morning during the summer. Mr. Cahill noted that it used to bother him until he thought of the fact that the neighboring woman who owns a catering business has to put her kids through college and has only six or eight weeks each year to make her money to do so. Therefore, Mr. Cahill said, he doesn't complain and is glad that the Sid Wainer truck pulls up in front of her house and, more importantly, that no one in the whole community has ever raised any big concerns.

Mr. Cahill then stated that he enjoys working with all of the other Working Group members, but that everyone has to be part of a working group and, more importantly, stick to the facts and realize that this is an isolated situation in Woods Hole that does not exist in Vineyard Haven, Oak Bluffs, Hyannis or Nantucket. In response, Mr. Trumbull stated that he has heard SSA Board Member Robert Jones refer to impact problems in Hyannis, but Mr. Cahill stated that those problems do not rise to this level where people are trying to close roads. Mr. Trumbull then objected to Mr. Cahill's characterization of the petitioners' article as attempting to close roads, saying what the article is seeking is quiet hours from 11:00 p.m. to 6:00 a.m. for trucks and that the petitioners do not object to cars on the 5:30 a.m. ferry.

Mr. Jones then apologized to Mr. Cahill if he felt that Mr. Jones was laughing at him, saying that he really appreciates the work that Mr. Cahill was doing and that the last thing he wanted Mr. Cahill to think is that he is minimizing or mocking what Mr. Cahill is saying. Mr. Cahill then suggested that it would be helpful if someone were to look at the number of commercial trucks that visit locations in Woods Hole other than the SSA's terminal. In response, Mr. Jones noted that he is on a task force that is working with the Woods Hole Oceanographic Institution (WHOI) to make sure that its new construction is not going to generate a lot of trucks either. Indeed, Mr. Jones said, all of WHOI's construction debris is going to be removed by barge. Thus, Mr. Jones observed that his purpose is not to fight against the SSA, but to try to maintain Woods Hole's small village nature from its traffic.

Emails Received by the SSA's whtraffic@steamshipauthority.com Email Address

10. Mr. Sayers then shared on his computer screen the emails that had been received via the SSA's whtraffic@steamshipauthority.com email address since the date of the previous Working Group meeting, including Ms. Fletcher's responses to those emails. Mr. Sayers' and the Working Group's discussion of these emails included the following:
 - (a) An email exchange with Damien Kuffler regarding an SSA shuttle bus that was exceeding the speed limit. Mr. Sayers noted that the bus had exceeded the speed limit and the SSA will talk to the driver about that because the SSA does not want its shuttle buses speeding on Woods Hole Road. In this regard, Mr. Sayers also noted that the SSA has a system that allows it to track the speeds of its buses, and when other Woods Hole and Falmouth residents have reported SSA shuttle buses exceeding the speed limit, they have indeed exceeded them by a few miles-per-hour. In those instances, Mr. Sayers said, the SSA has advised its drivers not to exceed the speed by even a few miles-per-hour.
 - (b) Several email exchanges with Roberta Brooks, who has reported instances when an SSA shuttle bus exceeds the speed limit. Mr. Sayers noted that all of the SSA's buses are numbered so that, if someone submits a report with a specific time, bus number and direction of travel, the SSA can investigate the incident.
 - (c) An email from Woods Hole resident Pam Stark regarding a tanker truck that was loaded onto a tow truck near the Woods Hole terminal. Mr. Sayers stated that the SSA does not condone that activity and, in fact, tries to get vehicle carriers shipping

cars for its customers to load and unload those cars at the SSA's Palmer Avenue parking lot. Ms. Fletcher further noted that, with respect to this particular incident, the tow truck had never physically come onto the SSA's property and, when one of the SSA's employees told the driver to leave, he didn't listen. Ms. Fletcher also reported that the truck the tow truck was picking up drove off the ferry under its own power and then drove over the Crane Street Bridge and got loaded onto the tow truck, which then left. In addition, Ms. Fletcher said, the SSA has contacted the customer in whose name the reservation for the truck was made and asked the customer to have its vehicles picked up and unloaded at the SSA's Palmer Avenue parking lot. Mr. Sayers further stated that the SSA is looking into placing an advertisement in the island newspapers to inform its customers that pickups and drop-offs of this type should take place at Palmer Avenue, and that it what the SSA's reservation clerks are instructed to tell customers when they receive inquiries about dropping off vehicles on the mainland.

- (d) Another email from Pam Stark about an incident when there was a traffic backup at the Woods Hole terminal and a truck driver crossed into the opposite lane of traffic to drive into the terminal. Mr. Sayers stated that Ms. Stark and the truck driver then engaged each other and that the truck driver had acted inappropriately. Ms. Fletcher also reported that, not only did SSA General Manager Robert Davis apologize to Ms. Stark for the incident, she spoke to the truck driver herself because she knew who he was.

Mr. Araujo then noted that, in order for truck drivers to park alongside the SSA's employee parking lot, they have to get out of a line of vehicles and cross traffic to get out of the way. Mr. Sayers agreed, but stated that the SSA still does not want truck drivers to cross into the opposite lane of traffic anywhere on the Crane Street bridge or Cowdry Road until they actually are next to a parking space by the parking lot, because it creates a dangerous situation with cars potentially coming in the opposite direction. Mr. Sayers also stated that he thought Mr. Davis was following up with the Town of Falmouth to see if signage and flexible traffic cones can be installed to prevent people from crossing the double yellow lines there.

In response to a question from Mr. Trumbull, Mr. McConarty stated that he had not heard of anything the Town was doing to prevent people from crossing into the opposite lane of traffic there, but that perhaps the SSA had contacted the Falmouth Traffic Advisory Committee about this.

- (e) In response to a question from Mr. Trumbull as to whether the SSA has decided whether to increase the number of reservation-only days for the 2022 summer schedule, Mr. Sayers stated that he did not think it was going to be presented for consideration at the next SSA Board meeting. Rather, Mr. Sayers said, he thought it would be discussed at an SSA Board meeting in October or November when the reservation opening dates will also be discussed. In this regard, Mr. Sayers stated that he thought the SSA's staff would certainly like to have reservation-only days on Fridays, Saturdays, Sundays and Mondays expanded to include the entire summer schedule next year, beginning in mid-May and ending in mid-October, and that the staff was also looking into the possibility of having reservation-only days seven days a week during that time period. But Mr. Sayers noted that, while he

personally would love the SSA to have reservation-only days seven days a week during the summer, the staff has to take into account other considerations, such as logistical issues regarding the additional staffing that would be needed, reallocating spaces on the ferries in order to ensure that island residents are able to travel on those days, and other consequences there might result from such a change.

- (f) An email from a Woods Hole resident who complained about the loud noise that results when trucks drive over grates located in Woods Hole Road near her home. Mr. Sayers noted that the Town of Falmouth had suggested that the resident contact MassDOT about this issue because Woods Hole Road is a State highway, which Mr. McConarty confirmed, saying that because the issue involved a storm drain in the highway, the Town had provided the resident with the contact information for the appropriate person at MassDOT.
- (g) An email from a Woods Hole resident regarding a flatbed truck with a black cab carrying construction or passenger vehicles that used its Jake brakes for several hundred yards. Unfortunately, Ms. Fletcher said, she was unable to identify a truck that could have been responsible for this incident because, while a few of the SSA's freight customers do have trucks with black cabs, they were not on any of the SSA's trips during that time period, so there was nothing she could do.
- (h) Another email from the same Woods Hole resident regarding an Accardi Foods truck that sped through an intersection on Woods Hole Road well over the posted speed limit of 25 miles-per-hour. But Mr. Sayers stated that Ms. Fletcher had not found any reservation for a customer under that name and concluded that the truck had not come onto SSA property, and Mr. Araujo confirmed that Accardi Foods does not deliver to Martha's Vineyard.
- (i) An email from Catherine Bumpus showing a line of cars going over Woods Hole Road waiting to get into the Woods Hole terminal around 12:30 p.m. on Thursday, September 23, 2021, which was a standby day. Mr. Sayers observed that this showed the problem with having reservation-only days only on Fridays through Mondays, because then on Thursdays the traffic starts to back up as island residents try to return to the island on standby. Mr. Sayers also noted that it was embarrassing to see an SSA maintenance truck in the photograph sitting across the road, and that Mr. Davis has talked to the SSA Maintenance Department about that issue.

11. At this time, Mr. Jones left the meeting.

Sharing of Complaints from Working Group Members

12. Mr. Sayers then shared on his computer screen the emails that had been received via the SSA's whtaffic@steamshipauthority.com email address from Mr. Trumbull since the date of the previous Working Group meeting. Mr. Sayers' and the Working Group's discussion of these emails included the following:

- (a) Mr. Trumbull was wondering whether a loud truck that had just driven north above Little Harbor around 8:50 a.m. was a septic truck or a trash truck, and when the SSA will issue a request for proposals for off-Cape barging of trash/demolition/septic materials. In response, Mr. Sayers recounted how Greg Carroll has trucks on two morning trips off-island and had told them he would schedule his newer trucks to go off-island on the earlier trips because they are not as loud as his older trucks.
- (b) An email from a Woods Hole resident with decibel readings of different types of vehicles traveling on Woods Hole Road. Mr. Araujo asked where the decibel readings had been taken, because if they are taken next to the road, the readings will be loud regardless. In response, Mr. Trumbull stated that the readings had been taken in the vicinity of the Sands of Time, but he did not know whether they had been taken next to the road.

Mr. Sayers noted that Ms. Fletcher had asked Mr. Trumbull what kind of sound equipment had been used, and Mr. Trumbull had stated that he doesn't trust any of the phone apps, none of which have been calibrated. Mr. Trumbull then noted that he had tried all of the phone apps and that he wanted to convince the Town to conduct some noise monitoring because otherwise it is "they said, we said."

But Mr. Sayers stated that the Working Group's mission is not to measure with precision what the decibel levels are of vehicles. Rather, Mr. Sayers said, the Working Group's mission is to lower whatever the decibel levels are by taking measures they have been discussing, such as the electronic speed feedback signs, and working with Mr. Carroll to get the less noisy trucks earlier in the morning and the louder trucks later in the morning. In this regard, Mr. Sayers noted that the Working Group's efforts have resulted in some successes.

- (c) Mr. Trumbull's request for the number of trash and septic trucks carried by the SSA, and Ms. Fletcher's response that he would have to ask SSA Communications Director Sean Driscoll for that information. Mr. Trumbull stated that he since has submitted his request to Mr. Driscoll but had not yet heard back. In this regard, Mr. Trumbull stated that he thought the Working Group should watch the trend in the number of trash trucks carried by the SSA, as they seem to be a waste of everyone's resources and take up space on the SSA's boats.
- (d) Another email in which Mr. Trumbull complained about the noise of two trash trucks that had driven up Woods Hole Road above Little Harbor around 11:00 a.m. Mr. Araujo asked whether those trucks are violently loud driving down the entire road or when they are just powering up to get up the hill. In response, Mr. Trumbull stated that their need to power up to get up the hill had to be part of the problem, and that they also leak sometimes.

Traffic Backups on Woods Hole Road

13. Mr. Sayers noted that the Working Group already had discussed the SSA's efforts to reduce traffic backups due to vehicles waiting to check in at the Woods Hole terminal, that the only times the SSA has had problems with traffic backups had been on standby days, and that hopefully the extension of reservation-only days on Fridays through Mondays through Columbus Day will help improve the situation. Ms. Fletcher stated that she also understood that the traffic problems had been few and far between.

Mr. Araujo then observed that part of the problem is due to the fact that every two weeks or so the SSA has had a lot of new employees working at the Woods Hole terminal's check-in booth, and that it takes new employees longer to check in a car or a truck. Ms. Fletcher agreed, saying that the SSA has had a huge amount of employee turnover this year.

The SSA's Visits to Problem Noise Areas Along Woods Hole Road

14. Ms. Fletcher reported that she had gone out to a few of the various problem noise areas along Woods Hole Road with her phone's decibel reading app, that the decibel readings for all of the vehicles seemed to be in the 70s and 80s, and oddly that some of the loudest vehicles were the Woods Hole trolleys. But Mr. Trumbull noted that decibel readings in the 80s are still pretty loud.

How to Prevent Vehicles from Crossing into the Opposite Lane of Traffic on Crane Street and Cowdry Road

15. Mr. Sayers noted that the Working Group already had discussed the issue of vehicles crossing into the opposite lane of traffic on Crane Street and Cowdry Road, and that the SSA had revised its letter to its freight shippers to tell them that their drivers should not cross into the opposite lane even if there is a long line of traffic there. Mr. Sayers also stated that he would ask Mr. Davis about the status of the suggestion to place traffic cones on the Crane Street bridge.

Proposed Additional Reservation-Only Days on the Martha's Vineyard Route

16. Mr. Sayers noted that the Working Group also already had discussed the possibility of eliminating standby travel on Tuesdays through Thursdays next summer. Mr. Trumbull stated that he would like to see that come to fruition, but he acknowledged that island residents probably would not support it. In response, Mr. Sayers stated that the SSA really didn't know yet and will probably find out over the next few weeks. Mr. Sayers also noted that the SSA, as a governmental agency, has to balance a lot of considerations, especially when there are different communities involved, that the SSA's staff was planning to recommend the expansion of reservation-only days on Fridays through Mondays for the

entire summer schedule next year, and that the only question was whether the SSA can also have reservation-only days on Tuesdays through Thursdays.

Further Investigation of the Impact of the “Blue Line”

17. Mr. Sayers stated that he did not know what more there is to discuss about the Blue Line, although he knew that Ms. Fletcher had looked into this again to confirm that the information that he and Ms. Fletcher had provided about the Blue Line in prior meetings had been accurate, which Ms. Fletcher said it was. Specifically, Ms. Fletcher stated that the number of vehicles in the Blue Line is 15 per day unless the terminal agents close the Blue Line in the event of trip cancellations due to weather or mechanical issues. In addition, Ms. Fletcher said, the terminal agents have the discretion to allow more vehicles to use the Blue Line depending on how quickly the vehicles are getting loaded onto the boats. Ms. Fletcher said that, as a result, the terminal agents usually allow 15 vehicles in the Blue Lane during the morning shift and 15 vehicles in the afternoon shift.

Mr. Sayers stated that, with respect to any concern that traffic issues are being created due to island residents trying to get into the Blue Line and then being turned away, very few island residents try to use the Blue Line on reservation-only days because they know that, even if they get into the Blue Line, they normally will have to wait for hours in order to get back to the island. In addition, Ms. Fletcher said, island residents have to surrender their reservations in order to get into the Blue Line. Accordingly, Mr. Sayers stated that the SSA does not believe that the Blue Line exacerbates any traffic problems on reservation-only days and also that it is an essential component for having reservation-only days for island residents who, for whatever reason, have not been able to make reservations in advance.

Yet Mr. Trumbull stated that when he hears Mr. Davis refer to the Blue Line as a “quasi-standby line,” he envisions traffic backing up all the way to the Dome. But Mr. Sayers and Ms. Fletcher noted that those traffic backups had not occurred on a reservation-only day, only on standby days, and that the Blue Line only operates on reservation-only days.

Update on Technology for Ticketing of Trucks

18. With respect to an update on the technology for the ticketing of trucks, Mr. Sayers stated that the list of items for the new Woods Hole terminal includes having the type of computer installed in the new check-in booths that will allow customers not only to check in, but also to add authorized drivers to their accounts and change their reservations based upon the actual length of their vehicles, which currently can be done only on computers inside the ticket office. Thus, Mr. Sayers said, when the new terminal is completed, truck drivers will no longer have to go into the terminal building, although they still may do so, for example, to use the restrooms.

In response to a question from Mr. Araujo, Mr. Sayers stated that Mr. Trumbull has raised this issue because the limitations of the SSA's computer system requires truck drivers to arrive at the terminal earlier than otherwise necessary, particularly for the early morning trips. Mr. Trumbull noted that having fewer trucks at the terminal at any given moment is also better for the SSA's operations.

But Mr. Araujo observed that, from one day to the next, truck drivers do not know how much freight they are going to be carrying and, while their reservations have been made months in advance, the amount they carry on any given trip can change drastically in the course of a few hours. In addition, Mr. Araujo said, it is not unreasonable for a truck driver who drives 200 or 300 miles to get to the Woods Hole terminal to arrive a few minutes early, as the driver has to take into account so many different variables that might happen along the way.

Proposed Use of the SSA's Palmer Avenue Parking Lot as a Truck Staging Area

19. In response to a request from Mr. Sayers, Mr. Trumbull stated that it would be all right to discuss the proposed use of the SSA's Palmer Avenue parking lot as a truck staging and waiting area at the Working Group's next meeting, and Mr. Sayers asked Ms. Fletcher if the staff could look into that possibility. Mr. Trumbull stated that using the Palmer Avenue lot for truck staging seemed to be similar to what the SSA was doing at its Hyannis terminal, but Ms. Fletcher stated that the Hyannis situation was different, as there the SSA drives vehicles from the terminal to an off-site lot when they arrive on boats from Nantucket without their drivers.

Scheduling the Working Group's Next Meeting

20. Mr. Sayers stated that he would send out proposed dates and times for the Working Group's next meeting at a later time, observing that generally Wednesdays at 4:00 p.m. are good times for everyone to meet except for the first and third Wednesdays of the month when Mr. Cahill has Dukes County Commissioner meetings.
21. Mr. Sayers then noted that no member of the public who had attended the meeting via Zoom had submitted a comment in the Zoom chat box, and he thanked Messrs. Conarty and McLoughlin for participating in the Working Group's meeting today.

At approximately 5:30 p.m., the Working Group unanimously **voted** (with Messrs. Araujo, Cahill, Mauro and Trumbull voting in favor) to adjourn their meeting that day.

A TRUE RECORD

Steven M. Sayers
Approved by the Working Group at their
meeting on November 30, 2021

Documents and Exhibits Used at the Working Group's September 29, 2021 Meeting

1. Meeting Notice for the Working Group's September 29, 2021 Meeting (posted September 27, 2021).
2. Email exchange between Falmouth Town Manager Julian Suso and SSA Counsel Steven Sayers on August 27 30, 2021 regarding the Working Group's request for speed feedback signs.
3. List of the number of email reminders the SSA sent to freight shippers for early arrivals at the Woods Hole terminal from August 1, 2021 through August 31, 2021, including the number of trucks 35 or more feet in length (3-, 4- and 5-space trucks) that were carried on the SSA's early morning trips during that time period.
4. The emails received by the SSA via its whtraffic@steamshipauthority.com email address from August 25, 2021 through September 23, 2021, together with the SSA's responses.
5. The emails received by the SSA via its whtraffic@steamshipauthority.com email address from Nathaniel Trumbull from August 31, 2021 through September 25, 2021 (only shared by SSA Counsel Steven Sayers on his computer screen).