

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

August 18, 2020

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

Task Force Members present:

Leon Brathwaite
(Dukes County Commissioners)

Doug Brown
(Falmouth Select Board)

John Cahill
(Tisbury Select Board)

Keith Chatinover
(Dukes County Commissioners)

Robert Davis
(Steamship Authority)

Michael Santoro
(Oak Bluffs Board of Selectmen)

Steven Sayers
(Steamship Authority)

Douglas Sederholm
(Martha’s Vineyard Commission)

Julian Suso
(Falmouth Select Board)

James Vercruysse
(Martha’s Vineyard Commission)

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. No one responded.
2. Mr. Sayers then announced that, in response to Governor Baker’s executive orders concerning the necessity to conduct public meetings in line with social distancing guidelines during the current state of emergency involving the COVID-19 pandemic, all Task Force members that day were participating remotely in the meeting because their physical attendances that day would be unreasonably difficult. Mr. Sayers also stated that all Task Force members were participating in the meeting by the Zoom video conferencing app and that all members will be clearly audible to each other.

3. Mr. Sayers then welcomed all of the Task Force members and thanked them for their service. The Task Force members then introduced themselves to each other.
4. Mr. Sayers noted that the Task Force was subject to the requirements of the Open Meeting Law, and he reminded the Task Force members that, if they had not already done so, they should sign and return their Certificates of Receipt of Open Meeting Law Materials to the SSA's General Counsel, Terence Kenneally. Mr. Sayers stated that he would be happy to prepare the minutes of the Task Force's meetings for the Task Force's approval, and Task Force members stated that it would be fine if Mr. Sayers were to moderate the meetings.
5. Mr. Sayers noted that it was up to the Task Force members to determine how the Task Force should operate, but that he thought a good starting point would be to discuss the objectives and the proposed actions described in the excellent Martha's Vineyard Regional Transportation Plan 2020-2040, dated July 2019, that had been prepared by the Martha's Vineyard Commission and the Martha's Vineyard Joint Transportation Committee. Mr. Sayers also recounted how the Task Force had been created in response to the concerns of Falmouth/Woods Hole residents about the burdens that the SSA's freight traffic places on them. Accordingly, Mr. Sayers suggested that, over the course of the following few meetings, the Task Force could identify the issues it would like to explore and discuss how to tackle them.
6. In response to a request from Mr. Brown for a brief history of the SSA, Mr. Sayers stated that, in the early 2000s, he had prepared a document describing the SSA's history in connection with the litigation that the City of New Bedford had commenced against the SSA, and that he would try to find it and forward it to the Task Force members for their information. Mr. Sayers stated that the document provided a sense of the issues that resulted in the SSA's creation in 1960, including lawsuits that had been filed against the SSA in the 1950s by both the City of New Bedford and the County of Dukes County regarding whether the SSA should provide year-round service to the islands of Nantucket and Martha's Vineyard from New Bedford. Mr. Sayers also stated that the Environmental Notification Form that the SSA had filed in 2015 in connection with the MEPA process for its Woods Hole terminal reconstruction project also described how the SSA has attempted to mitigate Woods Hole/Falmouth traffic issues over the years, and that he would provide that to the Task Force members as well.
7. Mr. Sayers then described his concerns about the Island's long-range transportation issues, observing that, as a practical matter, the SSA already was operating at full capacity, particularly during the summer season when all of its ferries are either in operation or undergoing repair and overhaul. Mr. Sayers also noted that the SSA cannot expand the off-season repair periods for its other vessels into the summer and that those off-season repair periods are very restricted. During the summer, Mr. Sayers said, all of the SSA's trips from 5:30 a.m. through the late afternoon are, as a practical matter, already operating at full capacity, so at this point the SSA has no effective way of handling any additional traffic and would have to find new equipment or another alternative.

Accordingly, Mr. Sayers stated that if Martha's Vineyard believes that its traffic demands are going to increase over the next 20 years, some decisions are going to have to be made about how to accommodate that additional traffic and how to prioritize which traffic is handled. In this regard, Mr. Sayers noted that the limitations on service for the island of Nantucket already has resulted in a decrease in the number of automobiles carried to and from that island over the past few years during the summer months due to the need to devote more deck space on the SSA's ferries to an increased number of trucks, which has made it difficult for Nantucket residents to obtain vehicle reservations to travel to and from that island during the summer.

Mr. Sayers observed that it would be better for Martha's Vineyard to get ahead of this issue and discuss now what it wants the SSA to do to address potential future traffic issues, perhaps by investing in more boats, licensing private vessel operators who might be able to handle some of the traffic at lower costs, and exploring the possibility of providing service from New Bedford. Mr. Sayers also noted that people may not realize that all of the SSA's operating schedules have to be configured so that all of its ferry trips can sail into Vineyard Haven whenever its Oak Bluffs terminal is closed due to sea conditions, which had occurred the previous weekend. Thus, Mr. Sayers said, while the SSA currently has only one mainland port for its Martha's Vineyard service, namely, Woods Hole, it effectively also has to be able to operate from only one port on the Island, namely, Vineyard Haven, which also constrains the SSA's capacity because that terminal has only two ferry slips.

Having described his concerns about the SSA's ability to satisfy the island's future traffic demands, Mr. Sayers observed that all of those concerns raised community issues that the SSA would like some direction on from Martha's Vineyard, either through this Task Force or whomever else the Task Force members think appropriate.

8. Mr. Brown noted that Ralph Packer had closed his fuel facility on the Island, and he asked whether there were any plans to develop a new facility. In response, Mr. Sederholm stated that he was unaware of any such plans and that he doubted that Mr. Packer has an interest in developing a new fuel facility, as he was on the verge of partnering with Vineyard Wind to develop his facility as the service port for the offshore wind facility that Vineyard Wind plans to build. Although Mr. Sederholm stated that he had not spoken with Mr. Packer, he suspected that Mr. Packer would not be that interested in barging fuel, and he did not know whether anyone else would be.
9. Mr. Santoro suggested that visitors to the Island might be traveling with their cars to the Island because it is less expensive than parking their cars in one of the SSA's Falmouth parking lots for seven or more days, and he asked Mr. Davis whether that was correct. In response, Mr. Davis confirmed that it was more expensive for customers to park their cars in Falmouth for ten days than to travel with them to the Island, but he noted that the SSA had instituted peak pricing this year in an attempt to change those economics. Although Mr. Davis said that the SSA had not seen how much of an impact that peak pricing may have had due to the COVID-19 pandemic, he hoped that the SSA's customers will get to the point where they decide it is better to leave their cars on the mainland.

Mr. Brathwaite noted, however, that once visitors arrive on the Island without their cars, they need to start using taxis or rental cars and, as a result, end up spending twice as much as if they traveled with their cars to the Island. Mr. Brathwaite also observed that seasonal residents are keeping cars on the Island and bringing second cars with them when they arrive for the summer.

10. Mr. Chatinover asked how Nantucket was restricting automobile traffic to that island, and whether it was the result of an agreement between the SSA and the Town, which he noted would be more difficult to implement on Martha's Vineyard given that the Island is comprised of six towns. In response, Mr. Sayers recounted how, in the early 1990s, the Town of Barnstable had veto power over any capital project by the SSA in that Town over \$50,000, and that in order to obtain the Town's approval for the reconstruction of its Hyannis terminal, the SSA had entered into an agreement with the Town limiting the number of daily trips the SSA can operate from that terminal with its vehicle/passenger ferries and freight boats without the approval of the Town Manager, not including trips made by the SSA's fast ferry.

Mr. Chatinover then asked how a similar agreement limiting the number of trips to Martha's Vineyard would play out, because in the late 1990s Martha's Vineyard voters stated that they wanted to limit the number of cars brought to the Island to a much lower number than are being transported by the SSA today. Mr. Chatinover also observed that while the Martha's Vineyard Joint Transportation Committee had recommended that a limitation on the number of cars brought to the Island be part of the discussion, he did not know how it would be implemented.

In response, Mr. Sayers stated that such a discussion would have to be an Island-wide dialogue rather than one that is just between the SSA and the two port towns. In addition, Mr. Sayers said, although the SSA wants to be guided by what the Island wants, it does not want to be in as much of a straightjacket as its agreement with the Town of Barnstable, as that would produce bad results if subsequently there is a need for more service and the SSA is not able to fulfill its essential governmental function of providing adequate service for the Island. Mr. Sayers also noted that, even if there is a need to reduce the number of cars on the Island, reducing the number of cars carried by the SSA between the mainland and the Island may not produce that result, as people may respond by choosing to garage and register more cars on the Island.

Mr. Brathwaite observed that an even bigger problem of trying to limit the number of cars transported to and from the Island was implementing it in a way that it is not discriminatory against people with less financial means. Mr. Brathwaite stated that all Island residents want to be able to travel off-island and come back, and that their ability to do so should not depend upon whether they are rich enough to buy vehicle tickets.

Mr. Santoro further observed that if the SSA were to reduce the level of service it provides now, it would have to increase its prices and create a little bit of elitism among Island

residents. In this regard, Mr. Santoro noted that regular Nantucket residents already cannot afford to take their cars back and forth to the mainland.

Mr. Davis then confirmed that the SSA was wrestling with what its tariffs should be for next year, noting that historically around one-third of the SSA's revenues came from freight trucks, another third came from automobiles, and another third came from passengers; but because of the large drop in passenger traffic this year, the SSA was now running trips primarily because of vehicle demand and perhaps vehicle fares will have to increase so that vehicles will pay more of their fair share of the cost of service.

Mr. Santoro stated that it was difficult to forecast what passenger traffic levels will be, as more people were moving to Martha's Vineyard after the start of the COVID-19 pandemic and real estate prices were increasing. Mr. Brown declared that ultimately economics will drive the changes and that until it is easier and more convenient to travel to the Island without a car, people will continue to travel to the Island with them. Mr. Brown then suggested that continuing to improve the Island's public transportation alternatives might help make a difference. But Mr. Brathwaite noted that many Island residents' homes are located a mile or farther from the main roads and that they all need cars except those who are going to stay pretty much in Oak Bluffs, Vineyard Haven or Edgartown.

Mr. Sayers then asked whether there was any data on how many cars each Island household has. In response, Mr. Sederholm noted that the information could be calculated because there is data with respect to the number of both Island vehicle registrations and Island houses. Mr. Sayers then asked whether the Island might consider imposing a limit on the number of vehicles per household, but Mr. Brathwaite expressed his doubt about any such proposal, observing that he personally has a truck and two cars but only drives one of them at a time.

Nevertheless, Mr. Chatinover stated that this issue needs to be part of what the Task Force members discuss, as he hears from his constituents that limiting the number of cars on the Island is what Vineyarders want, for better or worse. When Mr. Cahill questioned whether that is what Vineyarders really want, Mr. Chatinover recounted how, in 1997, each town on the Island had a nonbinding referendum where residents voted to limit the number of cars to 1995 levels, which are now eclipsed every year. Thus, Mr. Chatinover said, that is what Island voters wanted in 1997 and, if anything, that sentiment has grown even stronger as the Island has become more busy.

Although Mr. Brathwaite observed that the referendum results were somewhat dated, Mr. Sederholm agreed with Mr. Chatinover that there was little doubt that the feeling expressed in the referendums was stronger now. Nevertheless, Mr. Chatinover cautioned that, even though that is what he feels Vineyarders want, it was not necessarily something that should be done.

In response to a question from Mr. Brathwaite, Mr. Chatinover noted that, in 1990, there were fewer than 12,000 year-round Island residents and that this year the estimate is a little higher than 17,000. Mr. Chatinover also observed that the number of vehicles also had

increased because more people are living on the Island year round and more seasonal residents leave cars on the Island. Further, Mr. Chatinover noted, even more people are now moving to the Island on a year-round basis because of the COVID-19 pandemic.

11. Mr. Santoro then stated that he had heard more complaints about Island residents not being able to go back and forth to the mainland with their cars during the off-season and that there was a substantial demand for travel then. Mr. Davis agreed, observing that excursion travel had grown during the shoulder seasons because of the lower rates and the difficulty Island residents have traveling during the summer when the SSA is at practical capacity.
12. Mr. Santoro then asked Mr. Brown whether Falmouth/Woods Hole residents had issues with truck traffic just during the summer or year round. In response, Mr. Brown stated that the residents had issues with truck traffic in the early morning as well as the volume of trucks on Palmer Avenue and on the way to Woods Hole, where there is often gridlock. Mr. Brown also noted that the Town's planning efforts and concerns have been more focused on freight issues because trucks are more hazardous, bigger (and, as a result, more dangerous), and a source of more pollution. Mr. Brown also observed that the cars are less intrusive.

Nevertheless, Mr. Santoro observed that the SSA had come a long way since it eliminated guaranteed standby in the 1990s. Mr. Sayers agreed, recounting how everyone arriving in Woods Hole around the same time during the 1995 Independence Day weekend to travel on guaranteed standby had resulted in a line of vehicles from Woods Hole to the Quissett traffic light. Mr. Santoro reminisced about how Island businesses were sad to see the end of guaranteed standby because many people who traveled on that basis had decided to go on vacation at the last minute and didn't pack items that they later needed to buy on the Island. But Mr. Brown noted that eliminating guaranteed standby had made a big difference in eliminating those kinds of traffic jams, and Mr. Sayers observed that lines of traffic are now more likely to occur when a ferry unloads and as many as 50 or 60 vehicles travel up Woods Hole Road one after the other, requiring residents to wait to get onto the highway.

13. Mr. Sayers then recounted how, after the Island traffic referendums in the late 1990s, the SSA's traffic levels had decreased for several years following the 9/11 tragedy in 2001 and then again after the financial crisis in 2008. As a result, Mr. Sayers said, people's attitude about traffic changed on both the Island and the mainland because they needed the financial benefits that traffic brought with it. But Mr. Sayers noted that after the economy started to improve around 2012, the SSA again began hearing complaints about traffic levels, including anecdotal reports that people cannot even drive into Vineyard Haven during certain times of the day.

Mr. Sayers then asked, if no one is going to limit the number of cars on the Island, whether there are any ways to decrease the demand for traffic to and from the Island. In this regard, Mr. Sayers suggested that one possibility may be to barge solid waste off the Island instead of transporting it on the SSA's ferries, or composting more solid waste on the Vineyard. However, Mr. Sayers noted that the trucks that carry solid waste off of the Island often

backhaul goods on their return trips to the Island, so those alternatives might not result in much of a decrease in traffic. Nevertheless, Mr. Sayers stated that he thought it was still worth looking into those alternatives.

In this regard, Mr. Brathwaite stated that the Town of Edgartown had been looking at the possibility of compacting trash, which would reduce its size by a factor of three, and then shipping the trash by barge to New Bedford; but he noted that such an operation would be far in the future. Mr. Brathwaite then observed that the number of year-round homes on the Island that depend upon propane or oil had grown and, as a result, the number of trucks bringing propane and oil to the Island has increased. Mr. Brathwaite also noted that, while Nantucket has storage capacity for about a week's supply of fuel, Martha's Vineyard has only three days' worth of fuel. Accordingly, Mr. Brathwaite said, if the Island could increase its storage capacity for fuel, trucks carrying fuel could travel less often during the winter months when the SSA needs almost two hazardous trips per day.

Mr. Brown then recounted how he had talked with Mr. Packer a few years ago and that, at that time, Mr. Packer stated that he would be happy to haul trash to New Bedford on the same barges as he was carrying building materials to the Island. Mr. Brown also noted that there is a railroad spur close to Mr. Packer's facilities in New Bedford, so it might be viable to ship the trash by rail from there. Mr. Brathwaite suggested that the Task Force reach out to Mr. Packer, although he noted that his plans may have changed with Vineyard Wind. Mr. Brathwaite also observed that, even if trash is baled and shipped by barge to New Bedford, trucks carrying that baled trash will still have to travel back and forth to Vineyard Haven on the Island's roads. Mr. Brown further observed that trucks carrying trash from the Island are already backhauling a lot of goods on their return trips, so it will be difficult to make changes when things are reasonably working as they are.

Mr. Sederholm also observed that this issue has other dynamics, such as the number of different political units on the Island that handle their own trash. Mr. Sederholm noted that the Towns of Oak Bluffs and Tisbury, which generate a lot of trash, work together, but that he did not know whether any of these entities would have enough volume to achieve the economies of scale that would make barging worthwhile.

14. Mr. Vercruyssen noted that, during this entire discussion, the Task Force members have been assuming that Island residents and visitors are always going to be using vehicles, and he suggested that the Task Force discuss alternative methods of travel, such as bicycles and rail. Mr. Vercruyssen stated that no one could assume that people are always going to be driving gasoline-powered vehicles on the roads, and he said it was unfortunate that the rail service which ran between Boston and Woods Hole no longer exists, observing that it would now be a great solution for alleviating the crowded roads.

In response to a question from Mr. Santoro, Mr. Vercruyssen stated that the Martha's Vineyard Commission had started the initiative for Martha's Vineyard to be fossil fuel free by the year 2040, but that it is an aspirational initiative because the power to deal with fossil fuel issues resides with the Island's towns. Mr. Brathwaite agreed that the Island

should have more electric cars, but he observed that Island residents were getting older and were not going to be riding bicycles, although younger people could.

Mr. Chatinover then observed that Island residents and visitors needed to use both more electric cars and more bicycles, but even then the Island's traffic problems were not going to be solved without looking at the amount of vehicle traffic. Mr. Chatinover stated that the Island will have to incorporate all of these strategies, including getting people to Woods Hole without their automobiles. But Mr. Chatinover further declared that the Task Force should try to focus on what the SSA can do, which has to do with cars, and that it is not the entity that is going to get people on the Island to ride a lot more bikes or the entity that is going to get people to or from the ferries.

Mr. Santoro noted that, if the SSA were to limit the number of cars it carries, it would force the Island to come up with transportation alternatives, and Mr. Sederholm observed that it would certainly be an incentive.

Mr. Vercruysse then asked whether it would be in the SSA's best financial interests to stop bringing so many vehicles to the Island and instead bring more people. In response, Mr. Sayers noted that the SSA needed the revenue generated by all three segments of the traffic it carries (cars, passengers and trucks) in order to operate at a surplus and that while standard fare automobiles may pay for their share of the SSA's cost of service, cars traveling on excursion fares do not. But Mr. Sayers observed that the differences in fares existed for public policy reasons, as the SSA believes that Island residents need an affordable way to travel, particularly during the off-season, and that it is appropriate for tourists to subsidize the residents' off-season travel by having visitors pay higher fares during the summer.

Mr. Davis then reported that, in 2019, automobiles traveling on the Martha's Vineyard route covered 79% of their share of the SSA's cost of service, while trucks covered 93%, and that automobiles traveling on excursion fares covered around 30%. By comparison, Mr. Davis noted that in 2019 automobiles traveling on the Nantucket route covered 103% of their share of the SSA's cost of service, while trucks covered 83% and cars traveling on excursion fares covered around 35%, although he noted that Nantucket residents have far fewer opportunities to travel with their cars than Martha's Vineyard residents.

15. Mr. Sayers also recounted that, when the SSA had engaged Seabulk to provide freight ferry service between New Bedford and Martha's Vineyard during 2000 and 2001, the SSA established identical freight rates to the Island regardless of whether a truck traveled from New Bedford or from Woods Hole. As a result, Mr. Sayers said, Island freight rates at that time were increased overall by around 10% even though the New Bedford service was only a small portion of the SSA's entire freight service. Mr. Davis also noted that the SSA's average cost of carrying a truck from New Bedford had been around \$600 and that the freight fares charged by the SSA represented only around 15% of that amount.

Mr. Brathwaite further noted that freight shippers also had to pay for their drivers to be on the ferry from New Bedford during the entire voyage, and they wanted to be able to drop

off their trucks at New Bedford and have someone else pick them up on Martha's Vineyard in order to save those labor costs, which he thought had been estimated to be around \$200 per hour. Mr. Brathwaite also observed that those increased costs add to the cost of products being shipped to the Island.

In this regard, Mr. Sayers noted that the SSA provides drive-on/drive-off services for its freight customers on the Nantucket route, thereby allowing truck drivers to drop off their trucks in Hyannis and have someone else pick them up on Nantucket. Mr. Sayers also stated that, in 2016 when the SSA's staff investigated the feasibility of freight ferry service between New Bedford and Martha's Vineyard, they recommended that the SSA similarly provide drive-on/drive-off services for freight customers on that route in order to ensure its success, even though it will be more difficult in Vineyard Haven because of the lack of space to park trucks that are driven off there. Mr. Sayers also cautioned that shippers of hazardous cargo cannot use the SSA's drive-on/drive-off services because United States Coast Guard regulations require that trucks carrying hazardous cargo (such as gasoline and propane) have to travel all of the time with their drivers.

Mr. Davis noted that a freight ferry trip between New Bedford and Martha's Vineyard would take around the same amount of time as it takes for one of the SSA's traditional ferries to travel between Hyannis and Nantucket. Accordingly, Mr. Davis said, in order to recover the cost of that service, the freight fares charged by the SSA for a New Bedford-Martha's Vineyard route would have to be similar to the SSA's Nantucket freight fares, which are approximately three times higher than its freight fares for Martha's Vineyard. Mr. Santoro then observed that all of those higher fares would ultimately be passed on to Island consumers.

16. Mr. Brown observed that the SSA is one of the few transportation agencies that operates in the black, and he suggested that if there were plans to use the City of New Bedford's new North Terminal in a few years to provide service for Martha's Vineyard, the SSA could petition for some subsidies to offset some of the cost of that service. Mr. Brown also noted that the North Terminal is near the train tracks in New Bedford and that, while the City has started to build a bulkhead there, it needs more grants to complete the terminal.
17. Mr. Santoro observed that, even if someone other than Mr. Packer wanted to barge freight to the Island, there was no place on the Island where those barges could unload. Mr. Davis agreed, noting that the SSA's Vineyard Haven terminal is not set up for barge operations.

Mr. Brown then asked if there was a possibility of developing another deep-water location on the Island into a freight port. In response, Mr. Brathwaite declared that environmental issues would prevent any such development for decades, that environmental advocates don't even want Vineyard Haven harbor to be dredged of the silt that has built up there over the years, and that a proposed marina also has run into all kinds of problems because of the presence of shellfish there. Accordingly, Mr. Brathwaite observed that the Island was limited to the two facilities it has now; that expanding the Oak Bluffs terminal would be very precarious because of the weather and sea conditions there; and that greater use of the Vineyard Haven terminal would also be problematic because it is situated on a very

shallow area with one little channel that leads directly to the ferry slips. Mr. Sederholm agreed, noting that Mr. Packer also will have to undertake some significant dredging if he wants to expand his operation for Vineyard Wind.

Mr. Brown then suggested that Mr. Packer's facilities might be available for other uses after the Vineyard Wind project is over and he noted that, in any event, it will take a while for the City of New Bedford to complete its North Terminal. Mr. Santoro stated that the owner of SeaStreak also has an interest in barging freight between New Bedford and Martha's Vineyard, although the only viable facility at this point is Mr. Packer's facility. While Mr. Sederholm observed that at some point in the future it might be possible to have a barge operate from New Bedford's new North Terminal, the real issue is that there is no place for a barge operation on the Island, noting that even Mr. Packer's facility is not ideally located.

18. Mr. Cahill observed that the island of Nantucket has a multi-pronged strategy for freight that includes increasing the amount of its freight shipped by air, and he suggested that Martha's Vineyard might want to look at the possibility of having more freight similarly delivered by air instead of on the ferries. In this regard, Mr. Brown reported that the City of New Bedford has expanded its airport capacity, and Mr. Santoro reported that a new air carrier, Reliant Air, has expanded its service out of airports in Norton and Worcester County.
19. Mr. Sayers then stated that he would try to identify the subjects the Task Force members had talked about that day which should be discussed more at their next meeting, including dealing with the reality of not being able to develop another port for freight on the Island. Mr. Sayers also stated that he would provide the Task Force members with the document the SSA had drafted in its lawsuit with the City of New Bedford describing the SSA's history and would try to organize the subjects in the Martha's Vineyard Regional Transportation Plan 2020-2040 that are related to the SSA.

Mr. Brathwaite also suggested that the Task Force obtain information about the number of trucks that are traveling to the Island and what the increase has been since 1995, as well as how much fossil fuel is coming to the Island and how many vehicles are currently registered on the Island compared to a few years ago. Mr. Brathwaite further suggested that the Task Force may want to ask voters on the Island what they want to be done, and Mr. Chatinover agreed.

20. Mr. Santoro observed that there was no limit on the number of companies that are trying to compete on the Island, and that there is now another new propane company. In this regard, he asked Mr. Davis whether new companies have the same ability to obtain freight reservations as companies that already have been doing business on the Island. In response, Mr. Davis stated that the bulk processing of freight reservations for existing customers is based on their past travel patterns, but that the SSA takes new shippers at their word in terms of what freight reservations they will need for the upcoming year. Nevertheless, Mr. Davis noted that the need for all shippers to make substantial upfront payments for their reservations discourages them from asking for more reservations than they actually think

they will use, and that bulk freight reservations are processed via a lottery system based upon the types of commodities carried. For example, Mr. Davis said, after one hazardous cargo shipper receives one of its reservation requests, the SSA processes one reservation request from each of the other hazardous cargo shippers before the first shipper receives its second reservation request.

21. Mr. Santoro also observed that some of the food delivery trucks on Martha's Vineyard are so large that they have difficulty getting around the Island's streets, although he noted that if the size of those trucks were limited, they would be replaced with an even larger number of smaller trucks. In this regard, Mr. Davis recounted how, in 1995, the SSA had changed its freight tariffs to charge customers by the length of the trucks instead of by their weight. In this way, Mr. Davis said, the SSA gave freight shippers an incentive to consolidate multiple shipments as much as possible, rather than taking up more deck space on the SSA's ferries with trucks that were not full.
22. In response to a question from Mr. Cahill, Mr. Sayers stated that the purpose of the Task Force was to look at long-term traffic problems in the hope of developing long-term solutions for them. For example, Mr. Sayers said, the SSA essentially has come to the conclusion that it has to operate its 5:30 a.m. freight trip from Woods Hole during the summer season for as long as there are no practical alternatives to provide essential transportation for the Island. But Mr. Sayers stated that hopefully long-term solutions might be identified that provide for a safe, reliable, convenient and efficient transportation system for the Island without the need for that 5:30 a.m. freight trip. Mr. Sayers stated that another concern is that the SSA may not have enough capacity in the future to meet the Island's ongoing traffic demands.

Mr. Sayers stated that, by contrast, the purpose of the SSA's Woods Hole/Falmouth Noise and Traffic Mitigation Working Group was to investigate short-term solutions that can mitigate noise and traffic issues in Woods Hole and Falmouth, particularly while the SSA is continuing to operate the 5:30 a.m. freight trip from Woods Hole. Mr. Sayers noted that the SSA already had started working on these issues with the Falmouth members of the Working Group and that the Working Group itself would be having its first meeting next week. Mr. Sayers then described some of the mitigation measures the SSA already has implemented, including not allowing trucks to arrive at the Woods Hole before designated arrival times for certain early-morning trips, limiting the size of the trucks that are carried on the 5:30 a.m. trip, and placing no idling signs at various locations around the terminal. Mr. Sayers also stated that the SSA and those Working Group members had met with the Falmouth Police Chief about the speed limit on Woods Hole Road and the issue of truck drivers using their Jake brakes on that road, and he noted that two freight truck drivers from the Island, Greg Carroll and Steve Araujo, would be participating in next week's Working Group meeting to discuss those issues.

23. Mr. Brown stated that the fact that Martha's Vineyard has very limited storage capacity for fuel appeared to be a real planning concern and that he felt the Island would want to prioritize the development of a site for the storage of fuel and propane, as that would

certainly enhance the Island's resiliency. On the other hand, Mr. Brown said, he realized that the Island may not want to build an infrastructure for something it wants to get rid of.

Mr. Chatinover then stated that, while Martha's Vineyard has a myriad of problems, he felt the Task Force should focus on what the SSA can do to help the Island solve its transportation issues.

24. The Task Force members then agreed that their next meeting would take place by Zoom at 4:30 p.m. on Thursday, September 17, 2020, and that it should end by 6:00 p.m. that day.

Then, at approximately 5:33 p.m., the Task Force unanimously **voted** (with Messrs. Brathwaite, Brown, Cahill, Chatinover, Davis, Santoro, Sayers, Sederholm, Suso and Vercruysse 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 17, 2020

Documents and Exhibits Used at the Task Force's August 18, 2020 Meeting

1. Agenda for the Task Force's August 18, 2018 Meeting (posted August 13, 2020).
2. The SSA's Report Issued under Section 15A of the SSA's Enabling Act on the Proposed 2020 Summer Operating Schedules for the Martha's Vineyard Route, issued on October 15, 2019.
3. The Martha's Vineyard Regional Transportation Plan 2020-2040, prepared by the Martha's Vineyard Commission and the Martha's Vineyard Joint Transportation Committee, dated July 2019, particularly pp. 42 through 57 of that plan.
4. The SSA's Traffic Report from 1996 through June 2020 that is posted on its website.