

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

September 17, 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)  
(arrived after the meeting started)

Jesse Law III  
(Oak Bluffs Board of Selectmen)

Mark Rozum  
(Steamship Authority)

Michael Santoro  
(Oak Bluffs Board of Selectmen)

Douglas Sederholm  
(Martha’s Vineyard Commission)

Julian Suso  
(Falmouth Select Board)  
(arrived after the meeting started)

James Vercruysse  
(Martha’s Vineyard Commission)

Also participating:

Sean Driscoll  
(Steamship Authority)

Steven Sayers  
(Steamship Authority)

1. Mr. Sayers began the meeting at approximately 4:30 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. The Task Force then **voted** (with Messrs. Brathwaithe, Brown, Cahill, Chatinover, Santoro, Sederholm and Vercruyssen voting in favor, and Messrs. Law and Rozum abstaining) to approve the minutes of the Task Force's August 18, 2020 meeting in public session.
4. Mr. Sayers stated that, based upon the Task Force members' comments at their previous meeting, they appear most interested in the issue of whether the SSA should explore limiting the number of vehicles traveling to Martha's Vineyard during the summer, which he noted was the first objective listed in the "Water Transportation" section of the Martha's Vineyard Regional Transportation Plan 2020-2040, dated July 2019, prepared by the Martha's Vineyard Commission and the Martha's Vineyard Joint Transportation Committee. Mr. Sayers therefore invited the Task Force members to discuss this subject, observing that it was a complicated issue and that limiting the number of cars traveling to the island during the summer may or may not have an impact on the island's traffic congestion.

Mr. Santoro started the discussion by observing that, if the SSA were to limit traffic coming to the island, growth on the island would also have to be limited because they go hand in hand. Accordingly, Mr. Santoro said, until the island limits its growth, it will be very difficult to limit the SSA's traffic because of the increasing demand due to more houses being built and more people coming to the island year-round. In this regard, Mr. Santoro declared that the SSA has an obligation to get those people to their homes.

5. Mr. Santoro then asked Mr. Sederholm whether the Martha's Vineyard Commission was still moving forward on changing zoning for the purpose of limiting growth on the island, observing that until the island limits growth it will be difficult to limit transportation. In response, Mr. Sederholm stated that the Martha's Vineyard Commission had not formulated an officially adopted position on the issue that Mr. Santoro had raised, but he also noted that the Martha's Vineyard Commission does not have direct authority to change zoning, which is a town-based issue under state law. However, Mr. Sederholm stated that the Commission does have the ability to work with the towns to create districts of critical planning concern, which are overlay districts for zoning, and he observed that the Town of Aquinnah has admirably demonstrated how this process can be used to limit growth and what can be done on land in order to preserve the character and rural nature of a community. Mr. Sederholm noted that this is what was done by the Town of Aquinnah and that the Commission had approved it, and that the town has been more progressive in terms of preserving itself than any of the other towns on the island, which he admired a great deal.

Mr. Sederholm then stated that he felt a clear majority of Martha's Vineyard residents would like to see a slower rate of growth on the island, but that it would take the political will of the leaders of the six towns to step in and take the steps that are necessary for that, although the Martha's Vineyard Commission can assist the towns in that endeavor.

6. Mr. Sederholm also noted that the island has a tremendous need for affordable housing, which is a problem that has not been solved and is the most important reason to change zoning in order to have higher density community housing and affordable housing for people who live and work here year-round.
7. Ultimately, Mr. Sederholm said, while island residents would like to see a reduction of traffic, he did not think it was realistic, although it would be great if it did not get any worse. In this regard, Mr. Sederholm observed that traffic on the island was a very significant problem during the summer and the last thing anyone would like to see is having it turn into a significant problem twelve months a year.
8. Mr. Vercruysse agreed with Mr. Sederholm's statements, observing that, importantly, the Town of Aquinnah had requested to use the Martha's Vineyard Commission's regulations to develop a district of critical planning concern to help with the town's growth issues. Thus, Mr. Vercruysse said, these initiatives really need to come from the towns and their voters have to decide how they want those overlay districts to work, as they have to approve them by a supermajority.
9. Mr. Santoro then observed that the island was at a point where there has been major growth, that the SSA has been taking care of the demand, that it would be suicide to cut back on the transportation the island has now, and that people coming to the island for the summer need to bring their cars with them. But Mr. Santoro stated that, moving forward, he could see working on controlling tourists coming to the island with their cars for day trips.
10. Mr. Chatinover then stated that he thought whether island residents want growth depends on the type of growth being talked about. For example, Mr. Chatinover said, island residents probably would not have a problem with an increase in the island's population if it doesn't result in increased traffic or a decrease in green space. But Mr. Chatinover noted that the negativity associated with growth comes from the lack of affordable housing and the steadily increasing traffic congestion, which the Task Force cannot solve by trying to limit cars in order to reduce the island's population. Rather, Mr. Chatinover said, the Task Force has to find a way to keep the number of cars down while making certain that the island remains a place where someone can live without necessarily needing a car, and that the Task Force should help in creating that vision for the island.
11. Mr. Sayers then observed that, if Mr. Santoro is correct in saying that there is going to be continued growth even if the island's goal is to limit it, and if the SSA were to keep its current operating schedules while accommodating an increase in freight traffic due to the island's growth, there would necessarily be a decrease in the number of automobiles the SSA will be able to carry between the mainland and the island. Accordingly, Mr. Sayers asked the Task Force members whether the Task Force members would like the SSA to

not have any increases in its current capacity or to continue to increase its capacity until the island upgrades its infrastructure so that people can live on the island without necessarily needing a car.

12. Mr. Brathwaite asked whether the SSA could free up some deck space on its ferries if the island were to barge its trash to the mainland instead of hauling them on trucks on the SSA's boats. In response, Mr. Sayers noted that Greg Carroll recently had talked to the members of the SSA's Woods Hole/Falmouth Noise & Traffic Mitigation Working Group and had mentioned that practically all of his trucks that carry trash and solid waste from Martha's Vineyard backhaul goods to the island for the vast majority of the year. Indeed, Mr. Sayers said, it appears that it is only during the winter months that Mr. Carroll's trucks do not return to the island with a backhaul. However, Mr. Sayers noted that if the island were to barge its trash to the mainland, perhaps the barges similarly could backhaul materials on their return trips to the island.

Mr. Santoro stated that, while barging trash from the island is a great idea, there needs to be a space on the island where the barges can dock. In this regard, Mr. Santoro noted that Ralph Packer was negotiating with Vineyard Wind for them to use his facility for their project, which would tie up that facility for the next five years. In response Mr. Brathwaite stated that starting such a barge operation five years from now might work because it will take a couple of years to switch from the current method of solid waste disposal and set up the infrastructure for a barge operation. Accordingly, Mr. Brathwaite stated that the Task Force could suggest that the island adopt the goal of beginning to barge its trash off-island within the next five years.

13. Mr. Brathwaite then observed that one of the reasons there are more cars on Martha's Vineyard is that a lot of seasonal residents keep a car on the island year-round. As a result, Mr. Brathwaite said, even though they arrive at the beginning of the season with only one car, they have two cars on the island at all times.

By this time, Messrs. Davis and Suso had joined the meeting.

14. Mr. Chatinover then noted that, in the late 1990s, Martha's Vineyard residents expressed support for limiting cars on the island in a nonbinding referendum and, if anything, they since have become more supportive of measures to limit traffic. Therefore, Mr. Chatinover suggested that, if the Task Force could find ways to make traffic better and limit the growth of cars, island residents would support that.
15. Mr. Vercruysse then asked what the SSA's long-term plan was when it reaches its current maximum capacity, noting that the SSA's current levels are reaching their maximum capacity with the SSA's current vessels and schedules. Mr. Vercruysse also asked when the SSA expected to reach capacity.

In response, Mr. Sayers stated that the SSA already was operating at its practical capacity with its current vessels for much of the year, and in the past it has increased its capacity by building larger boats or increasing its crewing schedules. Accordingly, Mr. Sayers asked

the Task Force members, assuming they want the SSA to increase its capacity, how best the SSA should do that. Mr. Sayers also noted that the SSA already was at practical capacity for the island of Nantucket and that, as Nantucket's freight demand has increased over the last five years, more of the deck space on the SSA's ferries has been used by trucks and the number of cars carried by the SSA during the summer has decreased. While Mr. Sayers stated that some may feel that is a good thing, it has imposed a hardship on Nantucket residents who need to travel off-island and cannot do so.

Mr. Sayers then asked, assuming the SSA did not provide additional service and, as a result, carried fewer cars due to the increased number of trucks it carried, how the SSA should prioritize who gets access to the available car spaces and how should they get that access. In this regard, Mr. Sayers stated that this is an island-driven decision, but he observed that, at some point, if most of the car spaces on the SSA's ferries are taken by island residents at discounted excursion rates instead of customers who pay the SSA's standard fares, there will not be enough revenue to pay for the service.

16. Mr. Cahill then asked whether the SSA could provide the Task Force with data on the number of daytrippers who travel with their cars during the peak months of June through September. In response, Mr. Rozum stated that the SSA should be able to provide that information (based upon the average length of their trips) as long as the customers booked both segments of their travel under the same profile.

Mr. Cahill observed that the information may be helpful, particularly if there are more daytrippers who travel with their cars than everyone thinks. Mr. Cahill also asked if the SSA could also break down that information between excursion rates and preferred rates.

17. Mr. Santoro then asked if there are still parking spaces available in the SSA's Falmouth parking lots for island residents to keep cars on the mainland. In response, Mr. Sayers stated that it was his understanding that there are still parking spaces available at the SSA's Palmer Avenue parking lot for year-round permit holders and that the only consequence of having more permit holders there is that the SSA would have to open its Thomas B. Landers parking lot earlier in the summer and keep it open later into the fall.

Mr. Brathwaite also noted that the current fee for a year-round parking permit is \$700, recounting how he purchased one this year after having made 22 trips off-island in 2019. Although Mr. Brathwaite observed that he hasn't been able to use it this year due to the pandemic, he stated that it previously was a nice convenience and reduced the number of trips he made to the mainland with a car.

18. Mr. Brathwaite then noted that the island residents who voted for the referendum in the 1990s were people who live on the island year-round and he agreed that today they would still like to see less traffic on the island. But Mr. Brathwaite declared that traffic is not an issue for people who are visiting the island with their cars because they are used to it on the mainland. Mr. Brathwaite further stated that reducing the number of cars on the SSA's ferries is not going to reduce traffic on the island because people will continue to garage more cars on the island.

But Mr. Sederholm stated that, while reducing the number of cars carried by the SSA to the island by itself will not solve the island's traffic problems, it is one tool that can be used. Mr. Sederholm noted that he moved to Martha's Vineyard 20 years ago and, in order to preserve a way of life, he certainly does not want to see more traffic on the island. But Mr. Sederholm agreed that there is conflict and tension about this issue among daytrippers, seasonal residents and year-round residents.

Mr. Chatinover then stated that, if the referendum were held again, he thought the margin in support of limiting the number of cars carried to the island would be even larger, as the island's traffic has gotten worse and there has been an increase in the population of year-round residents. Mr. Chatinover also declared that the Task Force should cater its decisions to year-round islanders and that tourists will adapt. In addition, Mr. Chatinover said, he felt that Falmouth residents would support having more cars of year-round island residents in the SSA's Palmer Avenue parking lot, because it would decrease the number of tourists using that lot.

19. Mr. Chatinover then observed that the SSA discriminates between tourists and year-round island residents in terms of pricing, and he asked whether the SSA makes it easier for Nantucket residents to book ferry reservations as well as making them less expensive. In this regard, Mr. Chatinover stated that Martha's Vineyard residents would be more likely to support a decrease in the number of cars carried to the island by the SSA if they continue to be able to obtain ferry reservations as they are now.

In response, Mr. Davis stated that the SSA makes far more preferred spaces available for island residents on the Martha's Vineyard route than it makes available on the Nantucket route. Indeed, Mr. Davis said, there are only six off-island preferred spaces per day on the Nantucket route, while the Martha's Vineyard route has 120 off-island preferred spaces per day during the summer months.

In response to another question from Mr. Brown, Mr. Rozum stated that although the SSA charges higher daily parking rates on weekends (Saturdays and Sundays) during the summer, it does not charge different daily rates for parking at its different lots. Mr. Rozum stated that the SSA does not charge different rates for different lots because not all of the SSA's parking lots are open at the same time. For example, Mr. Rozum said, the SSA does not open its Thomas B. Landers parking lot until after its Palmer Avenue parking lot is filled up. Mr. Sayers also noted that the SSA does not use its Woods Hole parking lot for daily parking; rather, it is entirely filled with permit holders, some accessible spaces, and 60 spaces for use by Woods Hole businesses.

20. Mr. Brown then stated that, when he thinks of ways to limit something, he focuses on how to do it financially because, if something is made more expensive, fewer people will buy it and the amount of revenue may remain the same. Therefore, Mr. Brown asked if the SSA could create any financial disincentives for tourists to travel with their cars without hurting the island residents.

In response, Mr. Rozum noted that, in 2019, the SSA carried 261,000 standard-fare automobiles and 154,000 excursion-fare automobiles, and that 2019 was also the first time the SSA had adopted a peak pricing policy when it was less expensive to travel during the summer Mondays through Thursdays than Fridays through Sundays. Mr. Rozum further noted that, also in 2019, the SSA carried an additional 47,000 standard-fare pickup trucks and almost 38,000 excursion-fare pickup trucks. In this regard, Mr. Sayers observed that only those island residents who are on the street list of one of the six island towns are eligible for the SSA's excursion fares, and they do not include seasonal island residents who are on the street list of a mainland town.

Mr. Sayers then observed that almost three-eighths of the cars carried by the SSA are year-round island residents traveling on excursion fares, going shopping or traveling to medical appointments off-island and then coming back to Martha's Vineyard. Mr. Sayers stated that, if the SSA is going to continue providing transportation for those year-round island residents to travel for those purposes, it will have to cut back on the number of cars carried for people who are visiting the island for one or two weeks. Mr. Sayers noted that this might affect tourism on the island, but it may be worth it to reduce traffic and, in addition, island visitors may learn to accommodate.

Mr. Santoro then stated that if the SSA starts limiting its long-term traffic growth, he assumed that its fares will have to increase in order to cover the SSA's costs, and that those fare increases will have to be paid by island residents. He then asked whether the SSA's budgets assume on a continued growth in traffic levels over the next five-to-ten years.

In response, Mr. Davis pointed to trends that have been developing on the SSA's Nantucket route since the SSA has been operating the *M/V Woods Hole* on that route during summer. Specifically, Mr. Davis stated that there has been an increase in the number of trucks carried by the SSA on that route during the summer, resulting in a decrease in the number of cars being carried, which has affected the amount of the SSA's revenues from that route because standard-fare automobiles pay for 160% of their cost of service on that route while trucks pay only around 100%. As a result, Mr. Davis said, the SSA is starting to see the need to replace that missing revenue from other sources, such as through increases in passenger fares or freight rates.

Mr. Davis observed that the SSA will have those same issues on the Martha's Vineyard route unless there is an opportunity for growth and increased capacity. In addition, Mr. Davis said, Martha's Vineyard residents traveling on excursion fares pay for only 35% of their cost of service, so there will be even more pressure to increase rates of year-round island residents if the SSA starts limiting the number of standard-fare cars it carries.

Mr. Brown then suggested that the SSA could control those fare increases by charging more for daytrippers' cars. But Mr. Sayers observed that if the SSA does not increase its capacity, at some point increases in standard fare rates will not be enough to make up that revenue gap and there will also have to be an increase in excursion rates because year-round island residents traveling on those rates will account for more and more of the SSA's traffic.

But Mr. Sayers also noted that, instead of having this revenue gap being made up by island residents who have to travel off-island for medical or other essential reasons, the SSA could instead raise its freight rates, which would spread the increase among everyone on the island who buys goods shipped from the mainland. Mr. Sayers observed that, by doing so, the SSA would distribute those rate increases among a far larger group of people than just the people who have to use the ferry to go to a doctor or a dentist. Mr. Sayers also stated that determining which rates are increased is a public policy decision, although he noted that the percentage of the transportation cost for goods that arrive on the island attributable to the SSA's fares is quite minimal, so even a substantial increase in the SSA's freight fares may not have a substantial impact on the ultimate consumers of those goods.

21. In response to a question from Mr. Santoro, Mr. Rozum stated that the SSA's budget projected that \$38,300,000 of its anticipated \$118,000,000 in revenue would come from carrying passenger cars (32.5%), that \$33,200,000 would come from carrying trucks (28.1%), that \$32,700,000 would come from carrying passengers (27.7%), and that the remaining \$13,800,000 would come from parking and miscellaneous fees (11.7%), which Mr. Davis noted included driver services fees, cancellation fees, and concession revenues.
22. Mr. Chatinover then asked whether limiting cars was mutually exclusive from keeping rates for island residents from increasing beyond the cost of living or, in other words, whether there was any way to maintain current traffic levels and not increase car fares for islanders while keeping the SSA in the black. In response, Mr. Sayers stated that the only way would be if the SSA were to carry the same number of standard-fare cars, which would decrease the opportunity for travel by island residents. On the other hand, Mr. Sayers said, if you increase the percentage of cars that are paying excursion fares, island residents will have to pay more than they are paying now.

Mr. Brathwaite then observed that such a result would be economic discrimination because if there are fewer reservations available and the fares are higher, the average person will not be able to buy them. Mr. Brathwaite also noted that such a result would also place an unfair burden on island residents to travel off-island when they want.

After Mr. Rozum stated that, assuming the SSA's costs increase with the cost of living, if cars traveling on excursion fares constitute a higher percentage of the cars carried by the SSA, someone is going to have to make up the gap in revenue, Mr. Chatinover asked whether there was any way the SSA could increase fares for non-islanders who can afford to pay more, but not island residents. However, Messrs. Brathwaite and Santoro observed that such a fare increase would be discrimination and create elitism.

Nevertheless, Mr. Chatinover noted that many other travel sectors establish their prices in ways that could be characterized as economic discrimination, and he again asked whether there was a way the SSA could make its fares a little less uniform. In response, Mr. Rozum observed that there already is a substantial difference between the one-way standard automobile fare for the Martha's Vineyard route, which is \$74, and the effective one-way excursion automobile fare for that route, which is less than \$20 after adjusting for the

passengers included in that fare. Mr. Chatinover declared that he would love to keep the excursion rate the way it is, but that it appears the SSA will have to raise rates on everyone.

23. Mr. Cahill then observed that the island of Nantucket has high-speed passenger-only ferry service through Hy-Line, and he asked what the impact would be on the SSA's daytripper traffic if there were a fast ferry between Woods Hole and Vineyard Haven. In response:
- Mr. Davis noted that the SSA's vessels have sufficient passenger capacity on its vessels to carry all of the passengers who want to travel between Martha's Vineyard and Woods Hole.
  - In addition, Mr. Davis said, the route would not be very efficient for a high-speed ferry, although it would make more sense for a medium-speed boat.
  - Mr. Davis recounted how, when the SSA contracted with SeaStreak to provide high-speed ferry service on that route during the spring of 2018, it worked rather well because the passengers were island residents who were not traveling with weeks' worth of luggage and also because there wasn't any congestion in the harbors at that time of year that would have created scheduling issues. As a result, Mr. Davis said, SeaStreak was able to make those sailings without too much of an issue maintaining its schedules.
  - Mr. Davis also observed that the SSA currently has no place to berth a high-speed ferry during the summer, as its five vessels that are in operation during summer berth overnight in all of the slips at the SSA's Woods Hole and Vineyard Haven terminals.
  - Mr. Davis stated that the SSA's constraint in terms of its capacity is its vehicle deck capacity, not its passenger capacity, and that there are only a few times a year when one of the SSA's ferries is close to reaching its passenger capacity.
  - Finally, Mr. Davis noted that ticket prices for the SSA's high-speed ferry generally are around twice what the SSA's fares are for its traditional ferries, and that he expected that would also be the case for a high-speed ferry on the Martha's Vineyard route due to its fuel and other operating costs.

Mr. Rozum also noted that the passengers carried on the SSA's traditional ferries help pay for the cost of transporting vehicles on those ferries and that, if those passengers start traveling on a high-speed ferry and the SSA does not see a marked increase in its passenger traffic, the result would be a cannibalization of the SSA's passenger revenues. Mr. Sayers agreed, recounting how the SSA's vehicle fares on its Nantucket route grew substantially when the SSA introduced its high-speed passenger service on that route because the SSA began paying for the cost of its traditional ferries with only two sources of revenue instead of three. Accordingly, Mr. Sayers said, until high-speed service is incorporated into the system and people become accustomed to a new price structure, the introduction of high-speed service on the Martha's Vineyard route would lead to an increase in vehicle fares.

24. Mr. Cahill then asked whether the SSA can add another ferry to provide additional service for Martha's Vineyard, although he noted that it sounded as if the SSA already was operating as many vessels as it can during the summer because all of its slips are being used to berth its vessels overnight.

After Mr. Sayers agreed with Mr. Cahill's observation, Mr. Santoro noted that the purpose of the Task Force was to make recommendations regarding what direction it thinks the SSA should go within the next five-to-ten years, including what capacity it should provide and what vessels it should build. Mr. Sayers agreed, and mentioned that other options could be considered as well, such as licensing a private operator to provide additional service. In this regard, Mr. Sayers noted that there were times during the early morning and the late afternoon during the summer when a vessel can dock at the SSA's Vineyard Haven terminal consistent with the SSA's own operations.

25. Mr. Sayers then asked whether the Task Force might want to conduct a survey of island residents so that people can understand what impacts these types of decisions will have on them and the Task Force can obtain more information about how island residents use the SSA and how often they travel off-island.
26. Mr. Brathwaite observed that it will take some time for the Task Force to develop its ideas and recommendations regarding what direction it thinks the SSA should take, and that the Task Force should be thinking about what the situation should be five years from now and how the SSA can serve the island at that time. Mr. Brathwaite also noted that in five years the SSA may be at full capacity.

Mr. Santoro observed that, at the moment, no one knows what is going to happen after the pandemic, and that a lot of seasonal residents arrived on the island earlier this year and have grown to like it so much that they are going to be living on the island year-round. As a result, Mr. Santoro said, no one knows how much the population of Martha's Vineyard is going to grow and that information has to be a major factor in recommending how the SSA should move forward. Mr. Brathwaite agreed, and Mr. Brown noted that the Town of Falmouth was experiencing the same phenomenon because so many people feel safer in a rural environment.

27. Mr. Brown also agreed that a five-year time frame was good for the Task Force's long-range planning, and he suggested that the SSA look at financial incentives to influence how people travel with their cars. In this regard, Mr. Santoro asked whether it is less expensive for someone to travel with their car to the island or to park it in one of the SSA's lots for seven to ten days, and whether the SSA could lower its parking fees to keep people from traveling with their cars to the island.

In response, Mr. Rozum stated that he did not think lowering the amount of the SSA's parking fees would influence tourists who go to Martha's Vineyard for vacation to park their cars in Falmouth rather than travel with them to the island, as the cost of the SSA's automobile fares is a small portion of the cost of their overall vacations. Mr. Rozum also noted that traveling with their cars also provides tourists on vacation with the convenience of being able to take everything with them, and that he didn't know what the price point would be where tourists would forego that convenience and leave their cars on the mainland for a week.

Mr. Brathwaite agreed, and further noted that if tourists on vacation take only a few taxi rides on the island (for example, to go out to dinner a few times), they already exceed the cost of taking their cars on the ferry, and they also can't take their luggage with them in taxis. But Mr. Brathwaite stated that reducing the SSA's parking fees could be an incentive for daytrippers not to travel with their cars to the island.

28. Mr. Santoro noted that a suggestion had been made to limit the number of cars per household on the island, and he wondered how that could be accomplished. In response, Mr. Brathwaite declared that the island could not limit the number of cars per household, as everyone in each household needs to travel to different places.

29. Mr. Sederholm then observed that there are multiple factors that affect the amount of traffic on Martha's Vineyard, and that it is not just how much capacity the SSA has. For example, Mr. Sederholm said, the island has a lack of infrastructure which is needed to move people around and, as a result, people have to pay the cost of taxis if they don't have a car. Accordingly, Mr. Sederholm stated that the island needs to provide sufficient infrastructure to move people around so that islanders can make a living and still not clog the roads.

Mr. Sederholm further observed that Martha's Vineyard needs to deal with moving people around on the island as much as limiting the number of cars transported to the island because island residents still want and need people to come to the island. In this regard, Mr. Sederholm noted that 55% of the houses on the island are owned by seasonal residents, that traffic is terrible in the summer at certain points, and that no one wants the traffic to get even worse because then people will no longer want to come.

Mr. Santoro agreed, observing that three or four intersections on the island always are busy at certain times of the day, and he wondered whether the island could work with the SSA to mail something out so that people know when they should avoid those places. Mr. Driscoll suggested that the Martha's Vineyard Chamber of Commerce might be a good partner as well for that endeavor, and Mr. Santoro noted that the Martha's Vineyard Commission might also be able to help, as it has a transportation planner.

30. After Mr. Vercruyse observed that it would consume a full meeting to discuss the island's transportation issues as well as the SSA's issues, Mr. Sederholm noted that the Martha's Vineyard Transit Authority has the same seasonal financial dynamics as the SSA in that it similarly cannot make any money during the winter. As a result, Mr. Sederholm said, the VTA cuts back dramatically on its runs during that period.

31. After Mr. Brathwaite noted that the Task Force would be looking at what recommendations to make regarding the SSA's operations five years from now, Mr. Vercruyse asked whether the Task Force had a time line within which to meet. In response, Mr. Sayers stated that the subject had not been discussed, and that the SSA principally wanted to initiate some kind of long-term planning and discussion among the SSA, Martha's Vineyard and Falmouth. Accordingly, Mr. Sayers said, it was up to the Task Force to decide what issues it wants to address and how long it wants to take in order to do so.

Mr. Cahill then stated that the Task Force also should prepare a report at the end of their discussions that all of its members can sign off on, and that the report can then be revisited from time to time as it becomes necessary. Mr. Brown agreed, and observed that he is learning more and more about the complexity of these problems and how to manage them.

32. Mr. Vercruysse then asked whether, at a future meeting, the SSA could brief the Task Force on what discussions it has had in terms of resiliency planning for climate disruption and what effects the SSA sees that climate change will have on SSA travel.
33. The Task Force then agreed that its next meeting will take place via Zoom from 4:30 p.m. to 6:00 p.m. on Thursday, October 22, 2020.
34. Mr. Santoro thanked Mr. Rozum for the information he had provided earlier in the meeting, and Mr. Rozum offered to provide the Task Force members with any other information they might want.
35. Mr. Sayers then asked if any attendees of the meeting wanted to make any comments, but no one responded.

Then, at approximately 5:33 p.m., the Task Force unanimously **voted** (with Messrs. Brathwaite, Brown, Cahill, Chatinover, Davis, Law, Rozum, Santoro, 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 October 22, 2020

Documents and Exhibits Used at the Task Force's September 17, 2020 Meeting

1. Agenda for the Task Force's September 17, 2020 Meeting (posted September 14, 2020).
2. Draft Minutes of the Task Force's August 18, 2020 meeting in public session (dated September 11, 2020).