

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

August 26, 2020

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

Working Group Members present:

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| John Cahill
(Dukes County Commissioners) | Michael Santoro
(Oak Bluffs Board of Selectmen) |
| Alison Fletcher
(Steamship Authority) | Steven Sayers
(Steamship Authority) |
| Doug Jones
(Falmouth Select Board) | Nathaniel Trumbull
(Falmouth Select Board) |
| Mike Mauro
(Martha’s Vineyard Commission) | |

Also participating:

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| Stephen Araujo (John Keene Excavation)
Patrick Cleary (Cape Cod Express) | Greg Carroll (Bruno’s Rolloff) |
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1. Mr. Sayers began the meeting at approximately 3:00 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 Working Group 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 Working Group 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 Working Group members and thanked them for their service. The Working Group members then introduced themselves to each other.
4. Mr. Sayers noted that the Working Group was subject to the requirements of the Open Meeting Law, and he reminded the Working Group 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 Working Group's meetings for the Working Group's approval and that, while at some point the Working Group may need to have a Chair, he did not think one was needed for the open discussions the Working Group would be having during their next several meetings.
5. Because Messrs. Araujo, Carroll and Cleary already had joined the meeting, the Working Group agreed to discuss first the subject of noise and traffic issues associated with freight trucks in Wood Hole. In this regard, Mr. Sayers mentioned the email that Mr. Trumbull had forwarded to the other Working Group members on August 24, 2020, in which the email's author had identified trucks operated by Bruno's and Cape Cod Express as ones that are especially loud when they are driving on Woods Hole Road and engage in excessive speeding and Jake braking. Mr. Sayers also noted that the SSA had heard similar complaints about freight trucks speeding and using their Jake brakes on Woods Hole Road during the hearing it held earlier this year on its proposed 2021 summer operating schedules for the Martha's Vineyard route. Accordingly, Mr. Sayers asked Messrs. Araujo, Carroll and Cleary if they had any suggestions about how those issues could be addressed.

In response, Mr. Cleary stated that he was surprised to hear a complaint about Jake braking by Cape Cod Express truck drivers because Cape Cod Express does not have Jake brakes on any of its trucks and its trucks also have the lowest decibel backup beepers that can be installed on a vehicle. In addition, Mr. Cleary said, Cape Cod Express has instructed its truck drivers to abide by the speed limits, to make sure they are driving safely, and to shut their trucks off when they arrive at the Woods Hole terminal, and he was not aware of any speeding or any other Department of Transportation-related infractions by any of Cape Cod Express's truck drivers. Mr. Cleary also noted that Cape Cod Express has 10 or 12 trucks going to and from Martha's Vineyard each day, although not on the 5:30 a.m. freight trip from Woods Hole, and that all of its truck drivers are adhering to all of the SSA's rules and guidelines as best they can.

Mr. Trumbull then recounted how, when he has had issues with Cape Cod Express truck drivers, he had been told that they were new drivers and that the company's regular drivers would have known better. Accordingly, he asked Mr. Cleary how many of Cape Cod Express's trucks are driven by new drivers. In response, Mr. Cleary stated that Cape Cod Express has 158 drivers on the road each day for its entire fleet of trucks, but for the most part at least six to eight of the drivers going back and forth to the Island are regular drivers. Although Mr. Cleary acknowledged that some drivers who fill in may not be totally up to speed, he stated that as soon as Cape Cod Express finds out about an issue, it addresses it immediately. For example, Mr. Cleary said, whenever he receives an email from Ms.

Fletcher informing him that one of Cape Cod Express's trucks had arrived at the Woods Hole terminal one or two minutes ahead of time, Cape Cod Express immediately goes to its drivers and makes certain they adhere to the SSA's policies.

Mr. Sayers also noted that there previously had been some confusion on truck drivers' part about when they are supposed to arrive at the Woods Hole terminal, as the SSA had been sending out reservation reminder emails that told them they were supposed to arrive at least 30 minutes before their reservations. Mr. Sayers stated that, since that email was corrected for the SSA's freight customers, many Cape Cod Express trucks are arriving at the Woods Hole terminal as late as 15 minutes before their reservations, and they have never been left behind.

Mr. Trumbull then noted that one reason truck drivers have to arrive early is the SSA's requirement that they go inside the ticket office to have their reservation processed in person, and he asked whether there might be day when a truck driver will not have to take those extra five or ten minutes to go inside the terminal building and stand in line. In response, Ms. Fletcher stated that it did not appear the process would be changed in the near future because, while the SSA was looking at redesigning its reservation system, that project was only in the discussion phase.

Mr. Araujo then questioned why truck drivers were being criticized for going into the ticket office to get their tickets, observing that they have to comply with the process and were not trying to hurt anyone. Mr. Araujo also observed that most of the truck drivers try to travel to the Woods Hole terminal as quietly as they can and, when the drivers do go in to get their tickets, their trucks are parked and not making any noise.

Mr. Sayers assured Mr. Araujo that Mr. Trumbull's point was not a criticism of the truck drivers, but about the SSA's procedures, and that if the SSA could change its procedures so that truck drivers did not have to go inside the ticket office to process their reservations, they could arrive at the Woods Hole terminal a little later and the neighborhood could get a little more rest before the trucks arrive. Mr. Trumbull agreed. Unfortunately, Mr. Sayers said, the issue is complicated because often the trucks that arrive at the terminal are not the same size as the trucks for which the reservations have been made, and Ms. Fletcher noted that the SSA's reservation system is not equipped for those changes. Mr. Cleary also observed that when truck drivers go inside the ticket office to get their tickets, their trucks are shut down completely and not running.

Then, in response to a question from Mr. Sayers, Mr. Cleary again stated that none of Cape Cod Express's trucks have Jake brakes and that they don't need them. By contrast, he said, long-haul trucks and trucks carrying heavier loads may need them and that would be their choice, and he would not be the one to say whether they should or should not have them.

Mr. Araujo then stated that the Jake brake on his truck is used for assistance and that he would not want to haul what he hauls without one. Mr. Araujo noted that a Jake brake gives him the ability to stop more quickly, which is important in everyday situations when a car or child might run out in front of him. Ms. Fletcher agreed, observing that Mr. Araujo

hauls completely different products such as gravel and stone, whose weight is extremely heavy, compared to Cape Cod Express that carries food and supplies.

In response to a question from Mr. Jones, Mr. Araujo stated that a truck driver uses a Jake brake for assistance in braking. Mr. Jones then asked if a truck driver would need to use a Jake brake if he were going 30 miles per hour. In response, Mr. Carroll stated that a Jake brake is not necessary when a truck is traveling at 30 miles per hour on regular roads, but it may be on inclined roads or if the truck is carrying a heavy load. Mr. Carroll also stated that he had instructed all of his employees not to use Jake brakes in Falmouth to or from Woods Hole and that, if a new driver occasionally is not aware of that instruction, another driver will remind him. Mr. Carroll also stated that all of his drivers try to do the best they can all the time.

Mr. Jones then stated that what he was hearing from Messrs. Araujo and Carroll was that truck drivers do not need to use Jake brakes if they are going the speed limit. Ms. Fletcher agreed, unless someone were to cut out in front of truck.

6. Mr. Trumbull then announced that, just that afternoon, he and Mr. Jones had received a report from Falmouth Chief of Police Edward A. Dunne on the speed of vehicles traveling on Woods Hole Road based upon speed monitoring devices that had been installed there. Mr. Jones confirmed, however, that the speeds of cars and trucks were not broken out on the report.

Mr. Jones then “shared” on his computer a “Speed Enforcement Evaluator” report for the device that had been installed at 460 Woods Hole Road, which was located at the golf course where the speed limit is 40 miles per hour. Mr. Jones observed that the report showed that, while fewer than 1% of the vehicles were traveling over the enforcement limit (which is at more than 10 miles per hour over the speed limit), there was still a high percentage of vehicles that were speeding.

Mr. Jones then “shared” another “Speed Enforcement Evaluator” report for the device that had been installed at 260 Woods Hole Road, which was located just south of the Quissett traffic light where the speed limit is 35 miles per hour. Mr. Jones observed that the report showed that 4.9% of the vehicles were traveling over the enforcement limit here and that more vehicles were speeding in one direction, which he assumed was the northbound lane as they were trying to get through the intersection before the traffic light turned red.

Mr. Jones stated that these devices had been in operation for three or four days in May 2020, but that Chief Dunne had stated that he would be happy to install them again upon request. Mr. Jones also stated that, once a device is set up, it keeps on operating. The Working Group members wondered whether the results could be broken down by time periods to see if there were more vehicles speeding five to ten minutes before ferry departures. Mr. Cahill also asked whether the results could be broken down by time of day. In response, Mr. Jones stated that he would ask Chief Dunne if the results could be correlated with both the times of the SSA’s ferry departures and the Woods Hole Oceanographic Institution’s opening and ending times.

7. Mr. Sayers then asked Mr. Cleary why, if none of Cape Cod Express's trucks have Jake brakes and all of its regular drivers comply with the speed limit, the author of the email that Mr. Trumbull forwarded to the other Working Group members said that Cape Cod Express was at the top of the list of noise violators. In response, Mr. Cleary stated that it probably was because of the sheer volume of trucks that Cape Cod Express has operating all over the place all the time on Cape Cod, which he says averages 37 a day. Mr. Cleary also noted that Cape Cod Express does not have a lot of road trucks, which are a little louder, and that its bigger trucks are twin-screw city tractors that have a growl to them and are a little louder than single-axle trucks. Mr. Cleary also stated that the sound of a Jake brake is very distinct from the sound of a large engine, although Mr. Jones noted that the people who are complaining about the noise may not know the distinction between the two.

Mr. Sayers also confirmed with Mr. Carroll that he has instructed all of his drivers not to use their Jake brakes unless there is an emergency and to obey the speed limit. In addition, Mr. Carroll noted that, while newer emission trucks have Jake brakes, people cannot hear them because they are quieter than the trucks' engines. By contrast, Mr. Carroll said, the Jake brakes on pre-emission trucks are distinct and people do hear them when they are on. Mr. Carroll also noted that, as far as he knew, none of his drivers have violated any of the SSA's rules or policies except for some early arrivals at the Woods Hole terminal earlier this summer, which they have corrected after having received emails from Ms. Fletcher about them.

Mr. Trumbull then asked Mr. Carroll if there were any instructions he could give his drivers about not shifting too aggressively when traveling up Woods Hole Road towards Falmouth, noting that their shifting up the incline near Little Harbor was problematic. In response, Mr. Carroll stated that he understood the problem and that, due to the incline when trucks come out of Woods Hole with heavy loads, the trucks' engines are louder because their drivers want to make certain to get to the next gear. Mr. Carroll stated that he would share this information with all of his drivers and ask them to try to make an improvement as best they can. (Mr. Trumbull observed that one model driver for Stop & Shop comes up the hill very slowly, but agreed with Mr. Carroll that his truck was probably empty.)

Mr. Trumbull then noted that all of Mr. Carroll's trucks carrying garbage are obviously full when they travel off-island, but he asked Mr. Carroll what percentage of those trucks carry full loads on their return trips to the Island. In response, Mr. Carroll stated that, last year, 100% of his trucks were full traveling off-island, that around 79% of them were full traveling to the Island, and that the remaining 21% of the return trips when they were not full was during the months of December, January and February. Mr. Carroll also stated that not all of the loads coming back to the Island are heavy loads, with only around 60% of those trips having a little weight on them.

After none of the Working Group members had any more questions for Messrs. Araujo, Carroll and Cleary, the Working Group thanked them for their time and noted that their information was very valuable.

8. Mr. Sayers then recounted how, earlier in the year when there had not been a quorum of Working Group members, he, Ms. Fletcher and Messrs. Jones and Trumbull had been able to get together on their own and institute measures to enforce the SSA's noise mitigation policies. Mr. Sayers stated that they also thought of other ways to reduce noise, including asking Chief Dunne to monitor the speed of vehicles on Woods Hole Road, and that a list of those measures appears in the SSA's report on its proposed 2021 summer operating schedules. Mr. Sayers then noted that Mr. Trumbull also has prepared a matrix of possible noise and traffic mitigation measures they had discussed earlier this year, and he asked Mr. Trumbull whether he would like to talk about anything on that matrix which has not been implemented by the SSA.
9. In response, Mr. Trumbull recounted how they had a vision of the SSA reaching out to Woods Hole and Falmouth households directly to inform them how they can submit complaints to the SSA about noise and traffic issues related to the SSA's Woods Hole terminal operations, and that before the pandemic the SSA was going to send out a letter to all those households by direct mail to let them know about a dedicated email address to which they could send their complaints by email. But Mr. Trumbull noted that, after the pandemic, the SSA did not have the few hundred dollars it would cost to send out that letter by direct mail.

Mr. Trumbull then stated that he still thinks the direct mailing is a good idea and would be money well spent. Therefore, he said that he was willing to go in front of the SSA's Board to see if they will approve that expenditure, and he noted that the SSA's Barnstable Board Member, Robert Jones, had taken the position that the SSA should do everything it can to mitigate noise from its operations.

Mr. Sayers agreed that, before the pandemic, the SSA had planned to mail a letter about its new dedicated whtraffic@steamshipauthority.com email address to all Woods Hole and Falmouth households up to Jones Road, but that the SSA was now on track to lose between \$20,000,000 and \$25,000,000 this year. As a result, Mr. Sayers said, all discretionary expenditures were put on hold and the SSA has a responsibility to keep its deficit to a minimum. Mr. Sayers further recounted how, instead of mailing the letter, the SSA emailed the letter to Mr. Trumbull and Catherine Bumpus of the Woods Hole Community Association and asked them if they would be willing to forward it to everyone on their mailing lists. Accordingly, Mr. Sayers stated that he believes a number of Woods Hole residents have received the letter and do know about the SSA's dedicated email address.

Mr. Sayers then stated that the SSA can talk about this again, as in March 2020 it thought that the best way to inform local households of its dedicated email address was through a direct mailing, and that it still thinks that would be the best way, assuming that the SSA has the funds to do so.

10. Mr. Jones then observed that the SSA still has not revised its website so that people can easily find a way to submit complaints to the SSA. Mr. Sayers stated that the request to make that change to the website is in the queue of things for the SSA's website designer to do and, given how he himself had waited for months or years for other requested changes

to be made due to the long list of other requested website changes that are crucial and necessary, he could not provide any assurance of when that requested change will be made.

In response, Messrs. Jones and Trumbull declared that the SSA's failure to make that one requested change to its website sends a message of what the SSA's priorities are and the uniform refrain is that the SSA doesn't care. Mr. Sayers disagreed that the SSA doesn't care, observing how the SSA has been enforcing its noise and traffic mitigation policies, including by having Ms. Fletcher send sent emails to each freight shipper whenever one of its truck drivers arrives even two minutes early.

Mr. Sayers recounted how on June 17th, when the SSA first began operating the 5:30 a.m. freight boat this summer, it first instituted an educational approach for truck drivers where the SSA's terminal employees handed them letters describing the SSA's noise and traffic mitigation policies. Then, on June 24th, the SSA began sending emails to any freight shipper whose truck arrived at the Woods Hole terminal before its allowed arrival time. As a result, Mr. Sayers said, the number of truck drivers arriving early has dropped off dramatically and, while the number has increased over the past few days, possibly due to new truck drivers, even those arrivals have been only a few minutes early. Accordingly, Mr. Sayers observed that the SSA was taking this issue very seriously; that, in particular, the number of trucks arriving before 5:10 a.m. has been minimal; and that the SSA has not received any complaints about trucks sitting on the side of the road waiting for the terminal to open. Ms. Fletcher agreed, noting that the only time she had seen a truck sitting on the side of Woods Hole Road was later in the day when a Cronig's truck was waiting for a trailer swap.

In response, Mr. Jones declared that if the SSA really wants to receive feedback from local residents, people need to be able to go the SSA's website and see clearly where they are supposed to click in order to submit a complaint, and that the SSA's failure to provide for an easy way on its website for people to submit complaints sends the message that the SSA doesn't care. Mr. Jones observed that it is simply a matter of the SSA's priorities, and that someone who wants to send a message will not remember the SSA's dedicated email address; instead, people will go the SSA's website and have to successfully go through a fairly lengthy search to find the complaint mechanism.

Mr. Sayers acknowledged that the website's complaint mechanism may be difficult to find, but he noted that the website's homepage has a lot of information on it that is important for the entire organization. Indeed, Mr. Sayers said, that is why the SSA created a dedicated email address for people to use when complaining about its Woods Hole terminal operations, which would allow them simply to send an email instead of having to deal with the website.

But Mr. Trumbull stated that no one knows that email address, and that the email address needs to be publicized regularly, at least twice each year. Mr. Trumbull also noted that as long as it is not easily identifiable or known, the SSA's inbox will remain empty. Further, Mr. Trumbull said, the SSA should also have a telephone number that people can call to

submit complaints, even if they only get a voicemail box, which he noted is a common practice among other transportation agencies.

Although Mr. Jones acknowledged that the website's homepage does contain important information, he observed that the SSA was devoting a prime location on the homepage to the "2020 Sailing Into Imagination Art Contest," which did not strike him as important as what the Working Group was talking about. Mr. Jones declared that the SSA's website reflected its priorities (which also includes a Visitor Welcome Video) and providing an easy way for people to submit complaints about the SSA's operations was more important than a lot of things on the website. Although Ms. Fletcher recounted how she similarly had gone through a long and tedious process to get the website's designer to make one small change, Mr. Sayers stated that he and Ms. Fletcher heard Messrs. Jones and Trumbull and understood their concerns.

11. Mr. Trumbull then mentioned the other initiative the four Working Group members had discussed earlier in the year to install decibel meters at various locations along Woods Hole Road to monitor noise on a 24-hour basis and determine whether Woods Hole residents are rightly upset about the amount of noise or overly sensitive. Mr. Trumbull stated that installing decibel meters would only cost a few thousand dollars, which in the big scheme of things seems like a reasonable expense to document what amount of noise is generated. Accordingly, Mr. Trumbull said, he was planning to ask the SSA's Board to authorize up to \$10,000 for this noise monitoring.

Mr. Sayers stated that the SSA could look into this again, but he asked whether the noise could be monitored using decibel reading apps on smart phones. In response, Mr. Trumbull stated that he did not believe reports of noise levels from smartphone apps would have any credibility, and he also noted that, if the SSA were to implement a noise monitoring program, it could associate specific noise levels with particular truck drivers, which would make the Working Group's conversations with the truck drivers easier.

12. In response to a question from Mr. Sayers, Mr. Trumbull stated that the biggest outstanding items the SSA could do to mitigate Woods Hole noise and traffic issues were sending a letter by direct mail to Woods Hole and Falmouth letters informing them of the SSA's dedicated email address for emailing Woods Hole noise and traffic complaints, making changes to the SSA's website to make it easier for people to submit comments to the SSA via the website, and instituting a decibel monitoring program, although there may be others.
13. Mr. Jones then recounted how, around four weeks ago, he had been on Woods Hole Road going to Woods Hole village around 6:00 in the evening and traffic had been backed almost to where the Dome Restaurant was. Mr. Jones acknowledged that traffic used to be that bad 20 or 25 years ago, but not recently, and he asked whether this had once again become a common occurrence. In response, Ms. Fletcher said she thought it was a unique situation at that time of day, although there were still some traffic backups around 2:00 in the afternoon when there are shift changes and the drawbridge is up. Mr. Trumbull then stated that he had heard that there were such traffic backups around 11:15 in the morning on a daily basis, and Ms. Fletcher stated it could happen at that time as well because the SSA

has three ferry departures around that time. In any event, Mr. Sayers stated that the SSA would look into this and see what the cause might be.

14. Mr. Cahill then asked how many of the SSA's freight shippers have been informed about the SSA's noise and traffic mitigation policies. In response, Ms. Fletcher stated that the SSA sends a letter with this information to all of its regular shippers at least three times a year, and that the last time the letter was sent out to all of the SSA's regular shippers was August 12, 2020. In addition, Ms. Fletcher said, whenever a shipper is contacted because one of its drivers arrived earlier than allowed, she sends them another copy of the most recent letter.

In response to another question from Mr. Cahill, Ms. Fletcher stated that 95% of the time when freight shippers have been contacted about their drivers arriving early, their responses have been positive and they have been very apologetic. She also mentioned that the early arrivals usually have occurred when the freight shippers have used third-party drivers, and on those occasions the shippers have gone back to those third parties to tell them it should not happen again. But Ms. Fletcher agreed with Mr. Cahill that a one-time shipper, such as a moving company from New Jersey, would not receive the letter from the SSA, unless it is on the SSA's bulk freight shippers list. While Ms. Fletcher also pointed out that those one-time shippers generally are not able to obtain early-morning reservations, Mr. Cahill noted that they make noise nonetheless.

15. In response to a question from Mr. Santoro, Mr. Trumbull stated that there has been some improvement since the SSA began its enforcement efforts, noting that the amount of engine idling has decreased and that, previously, trucks were arriving as early as 4:15 a.m. and parking in the village at 4:30 a.m. In response to another question from Mr. Santoro, Ms. Fletcher stated that the SSA began emailing freight shippers whose drivers arrived early on June 24th, and that this is the first year the SSA has sent those emails.

Mr. Santoro suggested that the SSA continue to enforce its policies as it began doing this past summer, observing that there appears to have been a positive result each time the SSA has communicated with freight shippers who have violated the SSA's policies. Mr. Santoro also suggested that it would help if the SSA could improve communications with offending truck drivers every time there is a complaint, and he asked how many complaints the SSA has received.

In response, Mr. Sayers stated that no one has yet sent any emails to the SSA's dedicated email address complaining about any truck drivers. Indeed, Mr. Sayers said, no one has sent an email to that address since June 2020 and, even before then, only four emails had been sent to that address, one from an SSA Board member, two from Mr. Trumbull, and another one from someone asking a question about decibel meters. Mr. Sayers stated that the idea in setting up that email address is that, whenever someone hears a large truck using its Jake brake or speeding on Woods Hole Road, he or she can email the SSA in real time. In this regard, Mr. Sayers noted that those emails are then received by four people – the SSA's Woods Hole Terminal Manager, Ms. Fletcher, himself, and SSA General Manager Robert Davis – and that hopefully one of them will be awake or on duty and will

accordingly be able to address the complaint. Mr. Sayers also stated that Messrs. Jones and Trumbull were absolutely right about the SSA's need to promote that address to Woods Hole residents so that they put it in their contact list, as the SSA wants people to email it when a problematic truck is traveling down Woods Hole Road so that the SSA can address the issue in real time.

16. Mr. Santoro then noted that he has done his part in reducing the number of truck deliveries to the Island by reducing the number of shippers he contracts with to deliver food to his four businesses. He then noted that those companies have been experiencing a shortage of drivers who are qualified to drive larger trucks, so they are no longer using big trucks for their deliveries and are instead using more smaller trucks.

17. Mr. Santoro also stated that he did not think anyone on Martha's Vineyard would be against using New Bedford as an additional port, although he observed that freight shippers and truck drivers would be against it. But Mr. Santoro noted that the issue is that there is no facility on Martha's Vineyard for such a freight service, and Ralph Packer will be using his facility for the next four or five years for the Vineyard Wind project.

Mr. Santoro also observed that everyone on Martha's Vineyard similarly would like to see fewer trucks on the roads, but that the Island is growing. Noting that he also is a member of the SSA's Long-Range Vineyard Transportation Task Force, Mr. Santoro informed the other Working Group members that the Task Force members are open-minded and are suggesting some ways to mitigate traffic; and he observed that the discussion which the Working Group members have had today has been very eye-opening as well.

18. Mr. Mauro agreed with Mr. Santoro's comments and observed that, as has been shown by the improvement in the truck drivers' compliance with the SSA's policies over the last few months, the SSA needs to keep engraining its policies into the truck drivers' heads. In this way, Mr. Mauro said, as time goes on and the SSA keeps educating truck drivers about its policies, they will learn to enter the Woods Hole community with caution.

19. Mr. Sayers then noted that his tasks for the Working Group's next meeting included:

- (a) investigating the possibility of the SSA sending out a letter by direct mail informing households in Woods Hole and Falmouth of the SSA's dedicated email address;
- (b) also investigating the possibility of implementing a noise monitoring program by installing decibel meters along Woods Hole Road; and
- (c) finding out what the list of action items are for the developer of the SSA's website.

20. In response to a request from Ms. Fletcher, Mr. Trumbull stated that he could add a post to his website about the SSA's dedicated email address, and that he probably could do that later today.

21. The Working Group Force members then agreed that their next meeting would take place by Zoom at 3:00 p.m. on Wednesday, September 30, 2020.

22. The SSA's Falmouth Board Member, Kathryn Wilson, thanked all of the Working Group members for taking the time and effort to participate in the Working Group, and she stated that she was optimistic that it is going to make a big difference. Mr. Trumbull also thanked his fellow Working Group members from Martha's Vineyard and, in response, Mr. Santoro stated that it was nice meeting their neighbors.

At approximately 4:10 p.m., the Working Group unanimously voted (with Ms. Fletcher and Messrs. Cahill, Jones, Mauro, Santoro, Sayers 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 October 28, 2020

Documents and Exhibits Used at the Working Group's August 26, 2020 Meeting

1. Revised Meeting Notice for the Working Group's August 26, 2020 Meeting (posted August 24, 2020).
2. Email from Nathaniel Trumbull to the Working Group members and Adam Turner, sent at 11:51 a.m. on August 24, 2020, regarding Woods Hole-Falmouth Noise & Traffic Mitigation Working Group Meeting – August 26, 2020 at 4:00 p.m.
3. Letter from SSA Director of Shoreside Operations Alison Fletcher to the SSA's Freight Carriers, dated August 12, 2020.
4. Confirmation Reminder Email from noReply@steamshipauthority.com to Curt Van Riper, sent at 10:02 a.m. on August 12, 2020 (with personal identification information redacted).
5. "Speed Enforcement Evaluator" Report for Speed Monitoring Device at 460 Woods Hole Road.
6. "Speed Enforcement Evaluator" Report for Speed Monitoring Device at 260 Woods Hole Road.
7. Letter from SSA General Manager Robert B. Davis to All Woods Hole Residents, dated May 26, 2020.
8. Chart of Early Freight Truck Arrivals at the Woods Hole Terminal, from June 24, 2020 through August 26, 2020.