

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

October 28, 2020

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

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

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, noting that the Working Group meeting had no attendees that day, he stated that he assumed no one else was making a recording of the meeting.
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. The Working Group then **voted** (with Ms. Fletcher and Messrs. Cahill, Jones, Mauro, Sayers and Trumbull voting in favor) to approve the minutes of the Working Group’s August 26, 2020 meeting in public session.

Direct Mailing to Woods Hole/Falmouth Residents regarding the SSA's dedicated whtraffic@steamshipauthority.com Email Address

4. Mr. Sayers then informed the Working Group that SSA General Manager Robert Davis had authorized the direct mailing of a letter to Woods Hole and neighboring Falmouth residents regarding the SSA's dedicated whtraffic@steamshipauthority.com email address. Mr. Sayers also noted that he had provided the Working Group with the version of the letter, dated May 26, 2020, that the SSA previously had asked Woods Hole Community Association Co-President Catherine Bumpus and Mr. Trumbull to email to everyone on their email lists and, before the SSA sends out that letter by direct mail, he asked whether anyone had any suggested revisions to it. In response, Mr. Jones stated that he thought the letter was good and that he did not see anything that needed to be changed. Accordingly, Mr. Sayers said, the letter would now be sent out.
5. Mr. Sayers then noted that, on September 24, 2020, he also had provided the Working Group for copies of all emails that have been sent to whtraffic@steamshipauthority.com, and that the SSA had not received any more emails since that date.

Revisions to the SSA's Website

6. Mr. Sayers then reported on the status of the request that had been made at the previous Working Group meeting for the SSA to make revisions to its website so that people can more easily find how to submit complaints to the SSA. Specifically, Mr. Sayers stated that, while the "Contact" button on the homepage is in the same location as before (because the SSA itself cannot do anything with respect to the size of the font of that button or its location), the SSA was starting a redesign of its website and is taking the Working Group's request into consideration during that process. In this regard, Ms. Fletcher noted that the first meeting about redesigning the website was scheduled to take place the following day.

But Mr. Sayers further reported that SSA Communications Director Sean Driscoll had been able to change the "Contact Us" webpage so that the first thing people see when they go to that webpage is the "Give Us Your Feedback" button under "Suggestions, Compliments or Complaints." In response, Mr. Jones observed that the "Contact Us" webpage had been vastly improved.

Speed Monitoring on Woods Hole Road

7. Mr. Sayers then asked Messrs. Jones and Trumbull whether the Falmouth Police Department would be conducting any further speed monitoring on Woods Hole Road with the results of their monitoring broken down by time of day. In response, Mr. Trumbull stated that he did not believe there would be any more monitoring, and Mr. Jones stated that, while the Department had been able to break down the vehicle counts by time of day, they are not able to break down the vehicles by type (*e.g.*, cars, buses, trucks).

Cape Cod Commission's Traffic Counts on Woods Hole Road

8. Mr. Sayers then informed the Working Group that Mr. Trumbull had worked with the Cape Cod Commission to conduct vehicle counts on Woods Hole Road from September 25 through September 30, 2020. In this regard, Mr. Trumbull noted that data from the Cape Cod Commission does not include any information about any vehicle's noise or speed; they are just counts of vehicles, although they do include a breakdown of the types of vehicles counted. Mr. Trumbull suggested that he talk more about this at the Working Group's next meeting, and noted that the Cape Cod Commission's data are useful because they can be compared with the SSA's traffic counts and provide a sense of how much the truck traffic on Woods Hole Road is SSA-related.

Mr. Sayers agreed, noting that this will be a subject for discussion at the Working Group's next meeting. Mr. Sayers also stated that the Cape Cod Commission's data break down the vehicle counts in each direction and that the SSA had provided Mr. Trumbull with its vehicle occupancy reports for the Martha's Vineyard route during that time period so that Mr. Trumbull will be able to break down how much of that traffic is attributable to vehicles going back and forth to Martha's Vineyard and what types of vehicles they are.

In response to a question from Mr. Cahill, Mr. Trumbull stated that the Cape Cod Commission captured the information about the types of vehicles by attaching a flexible air hose to the road that measures the amount of pressure of each vehicle on the hose.

Mr. Mauro stated that, while he did not know what the ultimate goal of this project was, a lot more data will be needed if the objective is to increase or decrease the speed limit on Woods Hole Road. Indeed, Mr. Mauro said, at least a year's worth of data will be needed in order to do so. Mr. Mauro also cautioned the Working Group to be careful in making any such request, because roads are typically designed for speeds higher than their posted speed limits. Accordingly, Mr. Mauro stated that he would like the Working Group to be more clear about what the ultimate goal of this data is and how the Working Group wants to present it. Mr. Mauro also suggested that the Working Group work very closely with the Cape Cod Commission in this endeavor and that they be invited to participate in one of the Working Group's meetings.

Mr. Mauro also stated that he would place the tubes not just at one location of Woods Hole Road south of Quissett Harbor Road, but along the entire stretch of the road because there may be a lot of other businesses, including restaurants and the Woods Hole Oceanographic Institution, that also contribute to the traffic counts. Again, while Mr. Mauro stated that he did not know what the ultimate goal was for collecting this information, he cautioned that it would be a very steep climb to get people to consider changing the road's speed limit.

The Working Group then agreed to invite Cape Cod Commission Transportation Program Manager Steven Tupper to participate in their next meeting.

Traffic Backups on Woods Hole Road

9. Mr. Sayers then recounted how, at the Working Group's previous meeting, Mr. Jones had asked the SSA to find out why there were traffic backups on Woods Hole Road that sometimes have vehicles backed up all the way to the old Dome restaurant. Mr. Sayers stated that SSA management initially thought that the backups were due to a combination of the opening of the Woods Hole drawbridge during mid-day when the SSA also has a large number of boats arriving and leaving, but that Mr. Jones subsequently had emailed Mr. Sayers late in the afternoon on a Friday informing him that the traffic was then backed up all the way to the Dome restaurant. Mr. Sayers stated that, when he then talked with the Woods Hole Terminal Manager, he was informed that the backup that afternoon was due to a large number of island residents arriving at the Woods Hole terminal to travel on a standby basis back to the island, and that they were all arriving at the same time because, previously that day, the SSA had to close the standby line when there was no more room at the terminal to stage any more standby customers. Mr. Sayers further stated that all of the standby customers who were turned away earlier in the day had been told to come back at the same time, when the standby line would be reopened.

Mr. Mauro informed the Working Group that he believed he had been at the Woods Hole terminal that day and had just gotten into the standby line to try to catch an earlier boat back to the island than the one for which he had a reservation. Mr. Mauro stated that, while he was waiting in the standby line, terminal employees turned away at least 50 cars and told those customers to come back at 4:30 p.m. or 5:00 p.m. Mr. Mauro stated that he had never seen a situation like that at the Woods Hole terminal and that he himself had almost been turned away.

Mr. Sayers noted that the SSA similarly had experienced traffic backups at its Nantucket terminal due to standby customers repeatedly coming back to the terminal to see if they could get in the standby line. Mr. Sayers stated that the SSA eradicated that problem by giving each standby customer a number, like customers are given in a supermarket deli, and texting the customers in numerical order when there is sufficient room at the terminal for them to get into the standby line, noting that customers who do not show up after being texted forfeit their place in line. Mr. Sayers observed that the new system not only has stopped standby customers from repeatedly arriving and leaving the Nantucket terminal, but it also has allowed those customers to drive around Nantucket and do what they want to do, such as shopping, until their numbers are called. Mr. Sayers noted that this would be the same goal if the SSA were to implement a similar system for the Woods Hole terminal, although he acknowledged that it would not be as easy to administer given the much larger number of standby customers the SSA has at that terminal.

In this regard, Ms. Fletcher stated that the SSA was also trying to implement this system at its Hyannis terminal, but was having issues with it. Accordingly, Ms. Fletcher said, she thought the SSA would be better off getting rid of standby altogether and having reservation-only days during the summer season until possibly Thanksgiving, although she did not think that would be necessary during the winter because the boats are not as full.

Mr. Jones then recounted how the availability of standby travel from Woods Hole had used to be a huge problem 20 to 25 years ago, but that his understanding was that it had been eliminated. Therefore, Mr. Jones said, he was very surprised to find out it still exists and is causing these problems. Mr. Trumbull also stated that he thought there was no standby travel from Woods Hole on Fridays through Mondays. In response, Ms. Fletcher and Mr. Sayers clarified that years ago the SSA implemented reservation-only days only for Fridays through Mondays during the summer season, but that those reservation-only days have ended after the Labor Day weekend. Mr. Trumbull then noted that the SSA's website states that the reservation-only days ended on September 7th this year, which seemed early to him given how busy the SSA is through the end of October. But Mr. Sayers noted that the September 7th date was historically when the reservation-only days have ended, although the SSA may have to take a look at that and see about extending the reservation-only days through Columbus Day. Ms. Fletcher agreed, observing that the terminal employees would prefer to have the SSA extend the reservation-only days through Columbus Day rather than turning standby customers away.

Mr. Cahill then asked how often this situation occurs. In response, Mr. Sayers stated that Ms. Fletcher will need to talk to the Woods Hole terminal employees to find out. In this regard, Mr. Trumbull stated that a neighbor had reported earlier in the summer that it was happening daily, although the backups were occurring earlier in the day. But Mr. Jones observed that, even if the situation occurs once, it needs to be stopped. Mr. Mauro stated that, although he travels off-island two to four times a month, this was the only time that he has seen this type of situation and that all of the other times he has traveled he has been able to get into the standby line.

Mr. Cahill then asked if anyone knew what day this had happened. In response, Mr. Mauro stated that he had experienced it on either September 17th or October 6th, as those were the last two times he had been off-island. But Mr. Sayers stated that his memory was that Mr. Jones had emailed him on September 25th.

10. Mr. Jones then stated that it was a little distressing that it appeared the SSA had extended the operation of the 5:30 a.m. freight trip from Woods Hole past Labor Day because of a huge demand but then didn't similarly extend its reservation-only days past Labor Day. In response, Mr. Sayers stated that, when the reservation-only days were established, the only days that the availability of standby travel from Woods Hole created a traffic problem were Fridays through Mondays during the summer until Labor Day. But Mr. Sayers noted that, based upon what the Working Group was now hearing, it appears that the situation now continues to be problematic through September and possibly into October to Columbus Day and that the SSA needs to find out how often this happens and correct it.

But Mr. Jones stated that the point he was making was that it was his understanding that the SSA extended the 5:30 a.m. freight trip past Labor Day to respond to the COVID-19 situation, but did not respond to the things that are disturbing Woods Hole residents, and that this appears to be just another time of the SSA taking care of itself and not at the same considering things that might affect other people. Mr. Jones observed that the more generous approach would have been for the SSA, when it decided to extend the 5:30 a.m.

freight trip past Labor Day, to consider some of the other rules that change on Labor Day and see if those also should be extended in a sense of fairness.

Mr. Cahill disagreed, saying that he did not think the two were related, that the 5:30 a.m. freight trip was an entirely different issue, and that this was the first time he had heard that the 5:30 a.m. freight trip had been extended past Labor Day due to COVID-19. In addition, Mr. Cahill observed that this fall has seen a very unusual traffic pattern both on the island and all over Cape Cod, and he declared that the Task Force should not make any judgments based upon one incident or even a series of incidents that occurred this September because it was a very unusual time period.

Mr. Jones stated that he agreed with that completely, but that it was his understanding that the 5:30 a.m. freight trip had been extended this year because of the extraordinary circumstances. But Mr. Sayers stated that his understanding was incorrect, that the 5:30 a.m. freight trip originally had been scheduled to run through October 20, 2020, and that the only change to the 5:30 a.m. freight trip this year due to COVID-19 was that the SSA delayed its start from mid-May to mid-June. In response, Mr. Jones then stated that he was sorry for having taken up the members' time, saying that it had been his misunderstanding and that he had thought a change had been made due to what was going on this past fall.

11. Mr. Trumbull also observed that the SSA's traffic patterns in September and October were looking quite different than what they were in the past. Ms. Fletcher agreed, noting that the SSA definitely has seen an increase in traffic this fall, which she felt was due to COVID-19 changing people's ways and patterns of traveling. Mr. Cahill also reported that the only two months this year in which his sales had exceeded his sales from the prior year were September and October, and that his sales for every other month from February through August had been lower. Accordingly, Mr. Cahill said, he agreed that the SSA needed to look at this situation, but he declared that it needs to be careful.

Mr. Trumbull also observed that traffic backups present a safety issue when people cannot get into Woods Hole because a traffic lane is blocked. In addition, Mr. Jones said, they are not good for the SSA because its customers with reservations cannot get to the terminal. Mr. Sayers noted that the situation is also not good for island residents traveling on standby because they don't know when they are going to get home. Indeed, Mr. Sayers said, the situation is not good for anyone.

Noise Monitoring Program along Woods Hole Road

12. Mr. Sayers then reported that Mr. Davis is reluctant to spend money to implement a noise monitoring program along Woods Hole Road due to the SSA's current financial situation, particularly this year when the SSA will be incurring a deficit and the Commonwealth of Massachusetts will be covering it. But Mr. Sayers stated that, after the SSA's 2021 operating budget is finalized, he would continue to discuss this with Mr. Davis over the winter.

Mr. Trumbull questioned whether the Working Group could manage any of the SSA's traffic and noise issues if it cannot measure noise levels. For example, Mr. Trumbull said, the Working Group needs data to demonstrate whose trucks are making noise and whose trucks are not, as well as to determine what time of the day is the noisiest. Mr. Trumbull suggested that perhaps he should begin a fundraising campaign to search for funds elsewhere if the SSA can't find what to him should not be a very large amount of money.

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

13. Mr. Sayers then noted that, a few days ago, he had sent all of the Working Group members a list of the number of emails that have been sent to freight shippers each day during the time that the 5:30 a.m. was running this summer when their drivers had arrived at the Woods Hole terminal earlier than allowed. In this regard, Mr. Sayers stated that most of those drivers had been early by only a few minutes, and he also observed that early arrivals for the 5:30 a.m. and 6:00 a.m. trips during this period had been few and far between. But Mr. Sayers did acknowledge that, in late September, there had been an increase in early arrivals for the 6:30 a.m. hazardous cargo trip, and that the SSA had gotten Larry Noonan of JP Noonan Transportation, Inc. involved to correct the situation. Since then, Mr. Sayers said, whenever a JP Noonan truck has been early, it has only been by a few minutes, and their dispatcher has stated that their GPS system has indicated that they in fact had not arrived before 6:00 a.m.

Mr. Sayers stated that the SSA was continuing to email freight shippers whose drivers arrive early, but that the report he sent to the Working Group members ended on October 20th because that was the last day for the 5:30 a.m. freight trip. In addition, Mr. Sayers said, some of the drivers who had been traveling on the 5:30 a.m. trip and are now traveling on the 6:00 a.m. trip apparently found it difficult to change their routine and continued to arrive before 5:30 a.m., but that the SSA was working to correct that.

Mr. Sayers emphasized that the freight shippers generally have been very sympathetic to this endeavor to make certain that their drivers do not arrive early and that, whenever an early arrival is brought to their attention, they have taken it very seriously. In response to a question from Mr. Trumbull, Mr. Sayers stated that the SSA does not know the names of the drivers who have arrived early, so he cannot tell whether they are the same ones; but Mr. Sayers observed that it appears to happen when a new driver is assigned to this route. Mr. Sayers also stated that a number of different freight shippers have had early arrivals, including Sysco, JP Noonan and Carroll's, and that their early arrivals, which are by only a few minutes, could have been due to whether the traffic light at Quissett Harbor Road was green or red.

Ms. Fletcher agreed, saying that nobody was flagrantly disobeying the SSA's policy and intentionally arriving early at the Woods Hole terminal. Mr. Trumbull then asked whether the SSA has penalized anybody for arriving early by not allowing them to board a ferry. In response, Mr. Sayers stated that the SSA had not yet found that necessary. In this regard,

Mr. Sayers noted that the SSA first would like to exhaust its powers of persuasion to get its freight shippers not to arrive early, as they are carrying the necessities of life for the island, and that luckily this approach has worked. For example, Mr. Sayers said, when Larry Noonan go involved, he was adamant that JP Noonan's truck drivers would not arrive early, and another freight shipper recently had informed the SSA that it had taken corrective action with one of its drivers who had arrived early. Mr. Sayers stated that, as a result, the SSA has seen very good compliance with its early arrival times.

14. Mr. Sayers then reported, with respect to the noise of SSA employees leaving the Woods Hole terminal on motorcycles, that Ms. Fletcher had informed him that, while no terminal employees go to or from work by motorcycle, a few vessel employees do, and that she has put a notice at the terminal asking them to be quieter when they go to and from the boats. Ms. Fletcher also noted that, since the weather is now colder, even those vessel employees are no longer riding their motorcycles.

Mr. Trumbull stated that, while he had not heard the motorcycle noise himself, the report he received indicated that the problem was due to a single SSA employee and that, because a neighbor was angry about this, he hoped it could be addressed. In response, Ms. Fletcher stated that it would be easier for her to follow up if she had the make and model of the motorcycle that was causing the problem.

15. Mr. Sayers then reported, with respect to the noise from the Woods Hole terminal's new Slip 2 transfer bridge, that it appears the noise is due to the angle of the foot of transfer bridge when the *M/V Island Home* is in the slip at low tide. Mr. Sayers stated that the elevation of the foot of that transfer bridge was designed for vessels with higher freeboards, such as the *M/V Martha's Vineyard* and the *M/V Woods Hole*, and that the elevation of the foot of Slip 1's transfer bridge will be lower to accommodate the SSA's vessels with lower freeboards, such as the *M/V Island Home* and the *M/V Governor*. As a result, Mr. Sayers said, until the new Slip 1 is completed and operational, vehicles being loaded onto or unloaded from the *M/V Island Home* while it is docked in Slip 2 will make noise as they go over the transition plate of Slip 2's transfer bridge during low tide conditions when the transfer bridge is at a greater angle.

Emails from Woods Hole Residents regarding Noise and Traffic Issues

16. Ms. Fletcher reported that the tractors and trailers of Bruno's trucks are the same as those of the SSA's other freight shippers, but that Bruno's trucks are louder leaving the Woods Hole terminal because their trailers are loaded while the trucks of most of the other freight shippers are empty when they return to the mainland. Ms. Fletcher further reported that Bruno's uses a tandem trailer so that it can haul two different types of commodities (recyclables and C&D) on the same trip instead of having to take two trips to carry the commodities off-island separately. Ms. Fletcher also stated that Greg Carroll had advised her that, from April 1st through November 1st, Bruno's trucks backhaul product to the island close to 92% of the time, with only 8% of its trucks returning empty during that time

period, and that its trucks backhaul product to the island approximately 45% of the time from November 1st through April 1st.

Mr. Trumbull stated that Bruno's tandem trailer is particularly loud, but Ms. Fletcher noted that the tradeoff of Bruno's using the tandem trailing was not having more trucks on the road. Nevertheless, Mr. Trumbull stated that he was not convinced that two regular sized trucks were worse than one tandem truck, because the bigger issue was how noisy those trucks are, particularly when they are being driven up Woods Hole Road very aggressively.

However, Mr. Sayers stated that he had watched all of the videos from late September and early October of trucks going up Woods Hole Road that Mr. Trumbull had posted to his website, and that it appeared to him that all of the trucks were being responsibly driven. Mr. Sayers also wondered whether asking the trucks to slow down going up that hill would only make them louder. In response, Mr. Trumbull declared that going slower almost always results in trucks being quieter. Mr. Trumbull further observed that there was no comparison between the amount of noise created by Bruno's trucks and Stop & Shop's trucks, which he noted are empty when they go up Woods Hole Road, and he stated that this explained why Woods Hole residents were focusing on the trash trucks going through their community.

After Mr. Trumbull stated that the noise created by the trash trucks was noise pollution, which he said is a form of air pollution in the Commonwealth of Massachusetts, he asked if Greg Carroll could have his truck drivers travel at slower speeds. Ms. Fletcher stated that Mr. Carroll already instructs all of his drivers to maintain proper posted speed limits, but Mr. Sayers noted that, at the Working Group's last meeting, Mr. Carroll had stated that he would see if he could take any further steps to reduce his trucks' noise. Accordingly, Mr. Sayers suggested that Mr. Carroll be asked to report on what he has done with his drivers to see if he can mitigate any noise going up that hill. Meanwhile, Mr. Trumbull said, he had some handheld sound level meters he can use to conduct some noise monitoring.

17. Ms. Fletcher then reported that there were two trucks being driven by Ron Maseda, and that the older cab, which was built in 1994, had passed inspection and has the original exhaust on it. Ms. Fletcher also reported that she had talked with Mr. Maseda, who admitted that at night he sometimes drives faster than he should because he wants to get home, but that he will pay more attention and work on that issue. Ms. Fletcher further noted that Mr. Maseda had also stated that he never exceeds the speed limit when driving to the Woods Hole terminal. After Mr. Trumbull observed that Mr. Maseda's truck explodes up Railroad Avenue after it arrives from the island around 8:15 p.m., Ms. Fletcher stated that he drives his truck a couple of days a week on his days off from Carroll's and Bruno's, and that Mr. Maseda had told her he would be more cognizant of his driving.
18. Mr. Sayers then reported that long-range planning for the transportation of trash from Martha's Vineyard is going to be one of the subjects of discussion at the next meeting of the SSA's Long-Range Vineyard Transportation Task Force, and that some of the Task Force members already had asked whether the barging of trash off-island could be a five-

year goal. But Mr. Sayers observed that Ralph Packer has to be involved in any such endeavor, and that apparently he is going to be involved with the Vineyard Wind project for the next several years.

Mr. Trumbull declared that Woods Hole residents find it abusive that all of Martha's Vineyard's trash has to come through Woods Hole village in vehicles at regular delivery speeds when there are barges and other operations that can take the trash off-island. In this regard, Mr. Trumbull asked whether the SSA could afford not to carry those trash trucks, or whether that would result in a loss for the SSA that would probably cause the SSA not being interested in ever losing that business. In response, Mr. Sayers stated that the SSA, as a public entity, wants what is best for the communities it serves and that, if trash can be taken off-island by barge in a more efficient manner that also benefits Falmouth, he did not think the SSA would have any interest in keeping that business or detracting from that. In this regard, Mr. Sayers noted that, if the SSA were to carry fewer trash trucks, it could reduce the level of its service to reduce its expenses or it could backfill those spaces with automobiles. As a result, Mr. Sayers said, he did not think the SSA had an interest in keeping that market. Indeed, Mr. Sayers noted that, over the past few years, the SSA had explored other ways to transport the trash off-island. But Mr. Sayers also observed that the SSA is not the entity who would be responsible for barging the trash, and that the impetus in developing the necessary infrastructure has to come primarily from Martha's Vineyard and New Bedford, as the operation would not be using the SSA's facilities.

But Mr. Trumbull observed that the SSA could provide incentives for island towns and trash carriers to make the necessary changes, and he stated that he was disappointed that the last trash study seems to have ended up on the shelf. In this regard, Mr. Trumbull noted that at least some of the recommendations in that study were calling for the exploration of a barge-to-rail operation, which is available in New Bedford. In response, Mr. Sayers stated that he was looking at trying to move things forward from where the situation was now, and he noted that the Task Force was interested in looking at this subject and that they would be doing so with an open mind. But Mr. Sayers also observed that the situation was not an easy problem to solve, recounting how, when the SSA looked into it a few years ago, he realized it was a much more complicated problem than he had thought.

Mr. Cahill agreed, observing that the problem is complicated and complex but that the Task Force nevertheless wants to take a serious look at it. Mr. Cahill also stated that he did not think there were any representatives from Martha's Vineyard on the Task Force who were not open to figuring out another solution, not just about trash but other problems as well. However, Mr. Cahill cautioned that the Task Force was looking at these issues on a long-term basis and will not have them figured out by next season.

Noise Levels of the SSA's Different Shuttle Buses

19. Mr. Sayers reported that Mr. Trumbull had noticed that the SSA's older shuttle buses are louder than its new buses. In this regard, Mr. Sayers stated that the SSA has had a program of buying two new buses each year, which allows its older buses to be converted to bike

buses and ultimately to be rotated out of the system. Ms. Fletcher also reported that the SSA was looking to purchase two or three electric buses, that it was then looking at prices of electric buses under a bid package with the Martha's Vineyard Regional Transit Authority, and that the staff was hoping to present a recommendation to the SSA's Board in November. In this regard, Mr. Sayers stated that he expected the charging stations for the electric buses will be located in the SSA's Palmer Avenue parking lot, where all of the buses are stored, rather than at the Woods Hole terminal.

Mr. Trumbull stated that he applauds the SSA's efforts, but that he will continue to compare the SSA with the Martha's Vineyard Regional Transit Authority, which has a dozen electric buses.

Additional Ways to Mitigate Noise and Traffic Issues

20. After Mr. Sayers asked whether any Working Group members had any more suggestions about ways the SSA might be able to mitigate noise and traffic issues arising from its Woods Hole terminal operations, he noted that the SSA will continue to pursue the ways the Working Group already had discussed and also will continue its efforts to ensure that its freight shippers comply with the SSA's noise and traffic mitigation policies. Mr. Sayers also noted that the SSA had sent out a new letter to its freight shippers at the beginning of the 2020 Fall Operating Schedule restating all of those policies, and also had revised the reservation reminder email it sends out to its freight shippers accordingly.
21. Mr. Trumbull stated that he did not believe the mailing that was going to be sent to Woods Hole and Falmouth residents will be useful unless it is sent out more than once, and that he hoped the cost is small enough so the SSA can send it out on a regular basis.
22. The Working Group Force members then agreed that their next meeting would take place by Zoom at 4:00 p.m. on Wednesday, December 9, 2020.

At approximately 5:10 p.m., the Working Group unanimously **voted** (with Ms. Fletcher and Messrs. Cahill, Jones, Mauro, 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 January 27, 2021

Documents and Exhibits Used at the Working Group's October 28, 2020 Meeting

1. Meeting Notice for the Working Group's October 28, 2020 Meeting (posted October 26, 2020).
2. Draft Minutes of the Working Group's August 26, 2020 Meeting, dated September 24, 2020.
3. Letter from SSA General Manager Robert B. Davis to All Woods Hole Residents, dated May 26, 2020.
4. Copies of all emails that have been sent to whtraffic@steamshipauthority.com through September 24, 2020.
5. Chart of Early Freight Truck Arrivals at the Woods Hole Terminal, from June 24, 2020 through October 20, 2020.