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Minutes of the Commission Meeting Held on October 18, 2018 In the Stone Building 33 New York Avenue, Oak Bluffs, MA

IN ATTENDANCE

Commissioners: (P= Present; A= Appointed; E= Elected)

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| P Gail Barmakian (A-Oak Bluffs) | - Michael Kim (A-Governor; non-voting) |
| - Tripp Barnes (E-Tisbury) | P Joan Malkin (A-Chilmark) |
| P Leon Brathwaite (A-County) | P Katherine Newman (A-Aquinnah) |
| P Christina Brown (E-Edgartown) | P Ben Robinson (A-Tisbury) |
| - Peter Connell (A-Governor; non-voting) | P Doug Sederholm (E-West Tisbury) |
| P Robert Doyle (E-Chilmark) | P Linda Sibley (E-West Tisbury) |
| P Josh Goldstein (E-Tisbury) | P Ernie Thomas (A-West Tisbury) |
| P Fred Hancock (E-Oak Bluffs) | P Richard Toole (E-Oak Bluffs) |
| - James Joyce (A-Edgartown) | P James Vercruysse (E-Aquinnah) |

Staff: Adam Turner (Executive Director), Christine Flynn (Economic Development and Affordable Housing Planner), Dan Doyle (Regional Planner).

Chairman James Vercruysse called the meeting to order at 7:00 p.m.

1. STEAMSHIP AUTHORITY MEETING

Commissioners Present: G. Barmakian, L. Brathwaite, C. Brown, R. Doyle, J. Goldstein, F. Hancock, J. Malkin, K. Newman, B. Robinson, D. Sederholm, L. Sibley, E. Thomas, R. Toole, J. Vercruysse.

James Vercruysse, Chairman, welcomed Bob Davis and Marc Hanover from the Steamship Authority (SSA) to present at the MVC. He thanked them for providing staff with the data. Tonight's meeting will consist of a staff presentation, the SSA answering Commissioner's questions and general discussion if time permits. This is a first meeting and the MVC looks forward to additional presentations and meetings with the SSA.

Bob Davis thanked the MVC for inviting the SSA.

1.1 Staff Report

Adam Turner presented the following:

- We began to get data from the SSA a few weeks ago and there is a lot of data that was received today.
- Passenger Volume:
 - Since 2005 there are 400,000 additional annual visitors and 200,000 additional seasonal visitors. Annual visitors have increased from 2.1 million to 2.5 million and seasonal visitors have increased from 1.0 million to 1.4 million.
 - It is roughly the same growth rate.
 - Seasonal traffic is 53% of the total annual volume. June, July, August and September is the seasonal period.
 - It is growing roughly 30,000 annually and 15,000 seasonally.

- That is 125 additional seasonal travels per day, coming and going.
 - It is relatively consistent.
- Passenger vehicles, coming and going.
 - Since 2005 there are 30,000 more annually and 17,000 seasonally.
 - Seasonal as a percentage of the annual volume ranged from 45% to 48%.
 - Seasonal is growing slightly faster than the annual; 7.8% annual to 9.6% seasonal.
 - It is approximately 140 car trips per day.
- Truck traffic, coming and going.
 - Have seen significant growth in truck traffic.
 - Since 2005 there are 38,000 more annual and 13,000 seasonal.
 - The annual growth is at 38% and the seasonal growth is 37%.
 - Seasonal as a percentage of annual is 35%.
 - Island businesses and Island lumber yards do business year-round so truck traffic is more spread out and is less than the auto growth.
 - **Leon Brathwaite** asked if there is a commodity breakdown for trucks such as fuel, food, etc.
 - **Bob Davis** said he does have those statistics and they are also breaking out rubbish as well.
 - **Adam Turner** asked if rubbish is a large factor.
 - **Bob Davis** said it is a significant piece and during the year they do back hauling with those trucks as well. We are trying to analyze this and determine how much other trucks would need to come with bulk commodity as well.
- Seasonal passenger growth is 2% from 2016 to 2017.
 - **Adam Turner** asked if the SSA can categorize the growth in 2018.
 - **Bob Davis** said through the end of August 2018, year to date it is the third busiest passenger year in history.
- Seasonal automobiles.
 - It had a slow growth until 2009.
 - It is 2%-3%.
 - It is a pretty steady growth and is 15% is during the four month seasonal period.
- Annual Excursion vs. Full Fare (regular) automobile.
 - 38% of all trips are excursion.
 - The growth in regular and excursion is roughly the same rate.
 - They are handling more autos but the percentage between the two remains the same.
 - **Leon Brathwaite** asked if excursion is leaving the Island and coming back.
 - **Adam Turner** said yes and it has to be in order to be excursion.
 - **Doug Sederholm** said you have to come back within 30 days.
- Truck Travel.
 - One space trucks (i.e. pickup trucks) are over 59% and it is 27% growth since 2010. It is a large increase.
 - Two, three and four space trucks grew approximately 15% between 2010 and 2017.
 - Five space trucks grew by 50 % and is a large increase.
 - Peak season trucks are handling 40% more volume which is significant.
 - Single space trucks are over 50% of the truck volume.
 - We are seeing growth in one space trucks and five space trucks which includes buses.
 - **Doug Sederholm** asked if there is a breakdown for buses.
 - **Bob Davis** said there is but he did not have it with him.

- **Richard Toole** asked if large SUVs are one space trucks.
- **Bob Davis** said they are such as a Suburban. We have a data base so we can differentiate. We have left vans as trucks and small SUVs as passenger vehicles. We made a change to be consistent between phone and website reservations so some classifications have changed. We are trying to be consistent with the Department of Transportation classifications.
- **Adam Tuner** said it needs to be pointed out that the SSA numbers are very consistent.
- **Marc Hanover** said hazardous cargo and some shippers have over road with a sleeper cab so they are now in the higher category. We need that distinction for allocating space on the vessels.
- Parking.
 - There has been no large increase in parking since 2010.
 - There are 1,500 additional cars parked per year.
 - **Bob Davis** said it does not necessarily reflect the number of cars parked due to the permits that are issued. These numbers are for daily fee parkers.
 - **Joan Malkin** asked who the permit parkers are.
 - **Bob Davis** said it is residents, seasonal residents and daily workers.
 - **Linda Sibley** asked if passengers are also counted in vehicles as passengers versus foot traffic.
 - **Bob Davis** said they are categorized as passengers.
 - **Richard Toole** said the SSA's job is to bring people to the Island. Have the number of trips increased due to the demand?
 - **Bob Davis** said when doing our budget we look at the increase and our vessels such as the Island Home which replaced the Islander.
 - **Gail Barmakian** asked how the growth rate pertains to Nantucket during the same time period.
 - **Bob Davis** said they are very close on the Nantucket run. But we need to factor in what our competition is doing such as Hyline is doing all fast ferry runs. They have more of an impact on trucks versus cars and have seen a dip in cars. We have been told that seasonal residents are leaving cars on the Island (Nantucket).

1.3 Commissioners' Questions

Ben Robinson asked how the operation budget tracks the growth in ridership and if you graph it do you expect the same rate. **Bob Davis** said we use the most current 12 months and the prior 3 years. We expect whatever we have done in the past year is representative of the next year. It is not an exact science. Growth is slow and steady and the graphs indicate the same.

Joan Malkin said you take the prior 12 months and also look at the prior 3 years and are you building in a comparable growth rate for your budget. **Bob Davis** said we did just that for this year and we are anticipating carrying the same amount. We are not budgeting growth.

Ben Robinson asked how operating costs are determined. **Bob Davis** said the operating costs we use is the operating schedule which drives all of the other costs and that ends up driving fuel consumption and what vessels are on what route.

Gail Barmakian asked if they have a table of the number of trips from 1990 to 2018. **Bob Davis** said the trip data is for 2016, 2017 and 2018 period to date August 2018 and the budget for the remainder of the year. He did not print that data but can. **Adam Turner** said the MVC has it from 2011.

Katherine Newman said we are talking about responding to traffic and driving costs and does the SSA have a five year plan or are you responding to the needs of the passengers. **Bob Davis** said as we prepare our operating budget we do an analysis for a five year period and factor in fuel assumptions, labor costs, depreciation schedule and CPI index. We try to determine traffic levels to maintain the level of service. The other piece is the capital budget and we have a ten year capital budget and we factor in longer term projects such as the facility in Woods Hole. We had a plan on how to fund that and we map out a ten year plan. It is not written in stone but gives us a sense of what we need to keep on the radar. We have ten vessels and the life expectancy of a vessel is 50 years.

Fred Hancock asked if the capacity for vehicles has increased over time and is there a policy about vehicle capacity on the line. Has the capacity remained static over the past five years and is there a policy about that. **Bob Davis** said the policy remains the same. The Island Home lift decks are used when capacity is needed such as for storms. We look at cost of service and indirect costs such as insurance and health care costs. In two years there have been 160 more trips over a course of a year for total capacity provided. The occupancy rate in 2004 was 86% overall for the year. This past year it was 81.2%. The report takes in all scenarios so even with additional capacity we are running around 80%. We look at demand for the prior year and what vessels are available due to servicing and dry dock (which is twice in a five year period and no longer than a three year period as required by the Coast Guard) and try to make the best mix.

Linda Sibley said with the increase in the larger trucks do you have information of what type of cargo they are carrying. **Bob Davis** said we would if it is hazardous material or if it requires a different fare.

Marc Hanover said it is lumber, food, propane and gasoline.

There was a discussion about the growth in truck usage.

- **Linda Sibley** said there seems that something is disproportionate between growth in population and more of the larger trucks coming (the five space trucks).
- **Bob Davis** said we try to encourage the use of smaller vehicles.
- **Doug Sederholm** said there is not a direct correlation between population growth and more cargo.
- **Marc Hanover** said the UPS and FedEx trucks are shorter.
- **Bob Davis** said the five space trucks are lower in number versus the four space trucks.
- **Joan Malkin** said it is a big growth in percentage but not in the number of trucks.

Josh Goldstein said he is curious in how much it costs to run the Oak Bluffs office and how much does that add to ticket costs. What would be a ball park answer on what we would save? **Bob Davis** said we also realize that Tisbury has its own challenges with Five Corners. From our perspective we would prefer one terminal. For the May period it is \$20,000 per week and it goes up in the summer and fluctuates due to the amount of maintenance that has to be done.

Adam Turner asked if they see the same trends for Nantucket as they do here. **Bob Davis** said yes and they have a stronger demand for trucks in the last five years.

There was a discussion about leaving a car and parking versus bringing a car to the Island.

- **Richard Toole** asked if they have done any research on incentives to leave a car based on the price to leave a car versus bringing it to the Island.
- **Bob Davis** said we have tried to do it as evenly as we can. There is elasticity. If you are going and have a trunk load of stuff you bring the car.
- **Joan Malkin** said did you ever consider variable rates such as weekend parking rates so you would leave a car. If you are coming for two weeks you may not leave a car parked but rate variability could perhaps modify vehicle behavior. A varied pricing arrangement might have some effect.

- **Bob Davis** said we have looked at that and we are looking at a third tier on parking rates for the summer. The cost to construct parking lots and for the shuttle buses is factored in. We have other competitors in Woods Hole that charge based on availability. Parking on the weekends averages two days per car.
- **Ben Robinson** said he would think a parking lot is less expensive than running a boat and does the parking lot subsidize other operations. Where do you place the cost to the consumer when you structure your budget?
- **Bob Davis** said it all ends up being a factor. We don't necessarily look at revenues generated versus costs. We look at it globally.
- **Ernie Thomas** said it is inconvenient sometimes to make a reservation in July and August so how do we incentivize it for having a parking permit.
- **Bob Davis** said we have seasonal parking permits.
- **Marc Hanover** said a lot of college students use that.
- **Robert Doyle** said have you thought about a variable rate during peak travel.
- **Marc Hanover** said we just did that for parking on weekends and we are looking at passenger fares as well.
- **Linda Sibley** said do you have capacity issues in your parking lots in the summer and if so have you considered a garage structure.
- **Bob Davis** said yes but it is \$15,000 to \$20,000 per space to build.

There was a discussion about excursion rates.

- **Dan Doyle** asked what percentage of excursion rates for Islanders is subsidized and which direction are seasonal rates shifted for budget and operating costs.
- **Bob Davis** said excursion rates on average pay 30%-40% over the years of the cost of that service on the Vineyard route. The standard fare auto is 130%. Trucks are paying 110% to the cost of the service. For Nantucket the regular passenger auto is 160% - 170% to the cost of service and the excursion rate is 35%-38% to the cost of the service. Their summer auto rate is much higher.
- **Marc Hanover** said for Nantucket they don't travel as much as the Island does.
- **Adam Turner** asked have you looked at elasticity of not charging excursion rates for all runs.
- **Bob Davis** said we have some of it in place on the Nantucket route. They go as foot passengers, we park their cars and then have their cars on the Island for them the next day. We offer a reduced rate to do that. Only on certain trips do we offer super saver.
- **Marc Hanover** said we have discussed it but as Islanders we want to have our day off Island. Boats are running at 82% but there is not a lot more capacity and up to now they have been meeting the demand. They make money on walk on passengers. The vehicles are a wash. With your help we would like to come up with ways to encourage people to leave their cars whether it is with lower parking fees or if there are other ways to do it that would be great. As the Island keeps growing this will be an issue.

James Vercruysse said he read the Steamship Authority's legislation and you are charged with bringing a service and we are charged with protecting the resources and they are at odds with each other. Can you continue to provide your service and keep the Island the way we want it. **Marc Hanover** said we cannot refuse service to anyone. We have to meet the demand and we are coming to a bottleneck. In the end we all want the same thing. It would be interesting to see how many building permits are being issued. We need to figure out how to bring less cars and more passengers. **James Vercruysse** said he is in agreement.

Linda Sibley said one of the issues is schlepping your luggage. If one of the lots had buses with adequate storage for luggage that could help and perhaps the bus could bring you all the way to the Vineyard. She

took the train from Paris to London and it was seamless and you never had to touch your luggage. Perhaps the Vineyard and the VTA could provide a service. **Bob Davis** said the cost of the buses is large and we are working with Angie (Grant) at the VTA to see if we could use their buses.

Katherine Newman said bringing the bus on the boat may not work but if there was a way to transfer luggage it might work. Having a broken leg recently your buses are not easy to get on. **Marc Hanover** said he had asked for buses such as what are at the airports and they are prohibitively expensive.

Doug Sederholm asked if we can get the number of vehicles registered on the Island. What the SSA brings over is only one part of the problem. If you have homes with multiple vehicles it also adds to the problem.

Ben Robinson said the Capital Improvement Plan has you spending \$550,000-\$575,000 on shuttle bus replacement. Are you looking at electric buses? **Bob Davis** said there is a VW settlement fund and we are looking into a grant for an electric bus.

Ben Robinson said the budget for infrastructure technology equipment is \$500,000 and asked what that is for. **Bob Davis** said it is the infrastructure we have in place and it is an annual cost.

Ben Robinson said the budget has vessel replacement in 2021 and 2026. Is that for decommissioning? **Bob Davis** said that is for replacement and as we get closer will come to the Island to get input on what type of vessel is needed but we also have to analyze if replacement is needed.

Ben Robinson said in 2004 the bonding went up and at what point do you imagine the bonding limit to go up. **Bob Davis** said they have been going out 10-12 years. It was \$75 million to \$100 million and it gets increased periodically. By the time we get to building the boat the industry requirements change. It is seven years out for each one of ours to replace. In the short term we are okay and then we would relook at it. We have been rather aggressive in paying off our bonds.

Adam Tuner asked what their goal is with advertising, is it for more passenger traffic. What do you spend and on what. **Bob Davis** said since 2013 it was just over \$1.0 million. This year the estimate is \$1.478 million and is a little high. Next year's budget is \$1.3 million. It includes promotions for introducing RFID cards, advertising scheduling changes, a billboard in Boston geared to high speed passengers to Nantucket as we have a vigorous competitor in Hyline and they actually carry more passengers than the SSA.

Richard Toole said it came up at the meeting the other night and during the March crisis the use of the high speed service. Are you looking at that between Woods Hole and the Vineyard? **Bob Davis** said we have looked at it but we had no operating room this summer. In March and April the benefit was for resident and worker service. A downside would be bus service to the parking lots. In March and April because we did not have the vessels bus service could be dedicated to the parking lots.

Linda Sibley made another suggestion. If you are trying to increase passenger traffic perhaps have co-advertising with the VTA so people understand how they could get around.

James Vercruysse, Chairman, thanked them for coming.

James Vercruysse Chairman recessed the meeting at 8:25 p.m. and reconvened at 8:30 p.m.

Leon Brathwaite excused himself from the meeting.

2. OAK BLUFFS EMERGENCY SERVICES RADIO TOWER-OAK BLUFFS DRI 685 WRITTEN DECISION

Eligible Commissioners: G. Barmakian, C. Brown, R. Doyle, J. Goldstein, F. Hancock, J. Malkin, B. Robinson, D. Sederholm, L. Sibley, E. Thomas, R. Toole, J. Vercruysse.

Doug Sederholm said there is typo on line 110 “They” should be “The.”

Joan Malkin said there is a typo on line 168 “wrote” should be “written.”

Doug Sederholm said there is a typo on line 264 “the” should be “this.”

There was a discussion about 5. Conditions, 5 Maintenance.

- **Gail Barmakian** said the condition does not say who maintains it.
- **Doug Sederholm** said it should say the Town and the Sheriff.
- **Adam Turner** said it is an offer.
- **Linda Sibley** said the MVC accepted it.
- **Fred Hancock** said it is an offer which is a condition.
- **Gail Barmakian** said should there be mention that the application should stay with a Federal agency.
- **Doug Sederholm** said that is outside our scope of regulation.
- **Linda Sibley** said they do not need MVC permission to go to the Federal/State but they do need MVC permission to go to the Town.

Josh Goldstein moved and it was duly seconded to approve as amended. Roll call vote. In favor: G. Barmakian, C. Brown, R. Doyle, J. Goldstein, F. Hancock, J. Malkin, B. Robinson, D. Sederholm, L. Sibley, E. Thomas, R. Toole, J. Vercruysse. Opposed: none. Abstentions: none. The motion passed.

3. MARTHA’S VINEYARD HOSPITAL MODIFICATIONS-OAK BLUFFS DRI 324-M5 WRITTEN DECISION

Commissioners Present: G. Barmakian, C. Brown, R. Doyle, J. Goldstein, F. Hancock, J. Malkin, K. Newman, B. Robinson, D. Sederholm, L. Sibley, E. Thomas, R. Toole, J. Vercruysse.

Adam Turner said it took a while to prepare the draft Written Decision because the MVC had previous decisions to review. We put the prior conditions in and put them into the appendices. He suggested that the Commissioners review the draft Written Decision and decide which of the prior conditions may need to be taken out.

Fred Hancock said the applicant was to provide a revised site plan. **Adam Turner** said that was received.

Joan Malkin asked if the Conditions document could be redone without the caps as all caps are hard to read. **Adam Turner** said that can be done and the first part is a standard decision and the rest is 30 years of DRIs that went before the draft decision.

Richard Toole said we are not in a hurry so he feels it is okay to review the written decision at a later time.

James Vercruysse said it is not holding anyone up.

Linda Sibley asked if it is okay to confer with someone else that might have information regarding the prior conditions such as Leonard Jason as he knows the most about it having been a Commissioner during that time frame. **Adam Turner** said that would be okay.

It was the consensus of the Commissioners to review the draft Written Decision at a later date.

4. NEW BUSINESS

Commissioners Present: G. Barmakian, C. Brown, R. Doyle, J. Goldstein, F. Hancock, J. Malkin, K. Newman, B. Robinson, D. Sederholm, L. Sibley, E. Thomas, R. Toole, J. Vercruysse.

4.1 Executive Director Report

- 310 **Adam Turner** presented the following:
- 311 • He is finishing the statistical report. The draft should be done by mid November 2018 and the
 - 312 report completed by the end of the year (2018). We are color coding it and it will be a mixture of
 - 313 tables, charts and graphs and a synopsis of what it means.
 - 314 • Everyone will want to use the report so perhaps we will make it in a magazine style format.
 - 315 • The report can also be useful for data for grants.
 - 316 • We did the Open Space Plans in a month and we got them approved with conditions. He praised
 - 317 Chris Seidel for doing the maps. Normally these plans take 4 to 5 months.
 - 318 • The drone is operational.

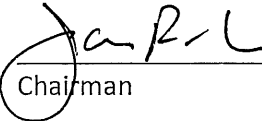
319 The meeting was adjourned at 8:45 p.m.

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322 DOCUMENTS REFERRED TO DURING THE MEETING


- 323 • Draft Decision of the Martha's Vineyard Commission DRI 685- O.B. Emer. Serv. Radio Tower
- 324 • Steamship Authority Data Dated 10/18/2018 and summary of the data
- 325 • Decision of the Martha's Vineyard Commission Draft DRI 324-M5 – Martha's Vineyard Hospital
- 326 Closure of Wildflower Court at Windemere. Including Appendix 1 for the DRI conditions.

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331 _____
332 Chairman

11-15-2018

Date

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335 _____
336 Clerk-Treasurer

15 NOV 2018

Date