



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Revised March 16, 2026 10:30 AM
Posted March 13, 2026 9:55 AM

STEAMSHIP AUTHORITY

Tuesday, March 17, 2026 – 10:00 AM

**First Floor Meeting Room
SSA Administrative Offices
228 Palmer Avenue
Falmouth, MA 02540**

NOTE: This meeting will be open to the public; however, the public may participate virtually in the meeting, including Public Comment, by visiting <https://us02web.zoom.us/j/87417009198> or by going to zoom.us and using meeting ID 874 1700 9198. Participants can also use the same meeting ID and join telephonically by calling one of the following numbers: (305) 224-1968, (309) 205-3325, (646) 931-3860, (929) 436-2866, or (301) 715-8592.

AGENDA

Item No. 1. Approval of Minutes

- a) Minutes of the joint Port Council and Board meeting in public session on January 20, 2026
- b) Minutes of the Board's February 17, 2026, meeting in public session

Item No. 2. Port Council's Report on Their March 10, 2026, Meeting

Item No. 3. Treasurer/Comptroller's Report

This report will be presented by Treasurer/Comptroller Mark K. Rozum and will include the following:

- a) Results of Operations –January 2026 business summary

Item No. 4. General Manager's Report

This report will be presented by General Manager Alex Kryska and will include the following:

- a) Updates on Current Projects:

-
- i) *M/V Monomoy* Status – service preparation
 - ii) *M/V Island Home* - dry dock status
 - iii) *M/V Iyanough* - dry dock status
 - iv) *M/V Woods Hole* - dry dock status
 - v) *M/V Nantucket* - dry dock status
 - vi) Woods Hole Terminal Reconstruction Project status
 - vii) Reservation System Replacement Project update

~~b) Request for authorization to market the *M/V Governor* or the *M/V Sankaty* for sale~~

- c) Renewed license request from Helen H Offshore Fishing Corp.
- d) Reservation system policy review and approval
- e) Update on general manager action plan

Item No. 5. Old/New Business

- a) Discuss eligibility requirements for the Martha’s Vineyard route Blue Line
- b) Discuss potential digital advertising options at terminals and onboard vessels
- c) Board goals & action items for 2026

Item No. 6. Public Comment

MEETING IN EXECUTIVE SESSION TO FOLLOW (See Next Page)

STEAMSHIP AUTHORITY
Tuesday, March 17, 2026 – 10:00 AM

First Floor Meeting Room
SSA Administrative Offices
228 Palmer Avenue
Falmouth, MA 02540

EXECUTIVE SESSION MEETING AGENDA

Item No. 1. Minutes

- a) Approval of the Minutes of the February 17, 2026, Meeting, in Executive Session

Item No. 2. Litigation

- a) Eben Elias et al. vs. Woods Hole, Martha's Vineyard and Nantucket Steamship Authority;
Civil Action No. 2572CV00492
- b) Captain Albert Brox et al. vs. Woods Hole, Martha's Vineyard and Nantucket Steamship
Authority et al.; Civil Action No. 1:22-cv-10242

Item No. 3. Real Estate

- a) 530 Thomas B. Landers Road, Falmouth, MA

Item No. 4. Security

- a) To discuss a change to cybersecurity software, hardware and related services from
IntraSystems, LLC.

Business Summary January 2026

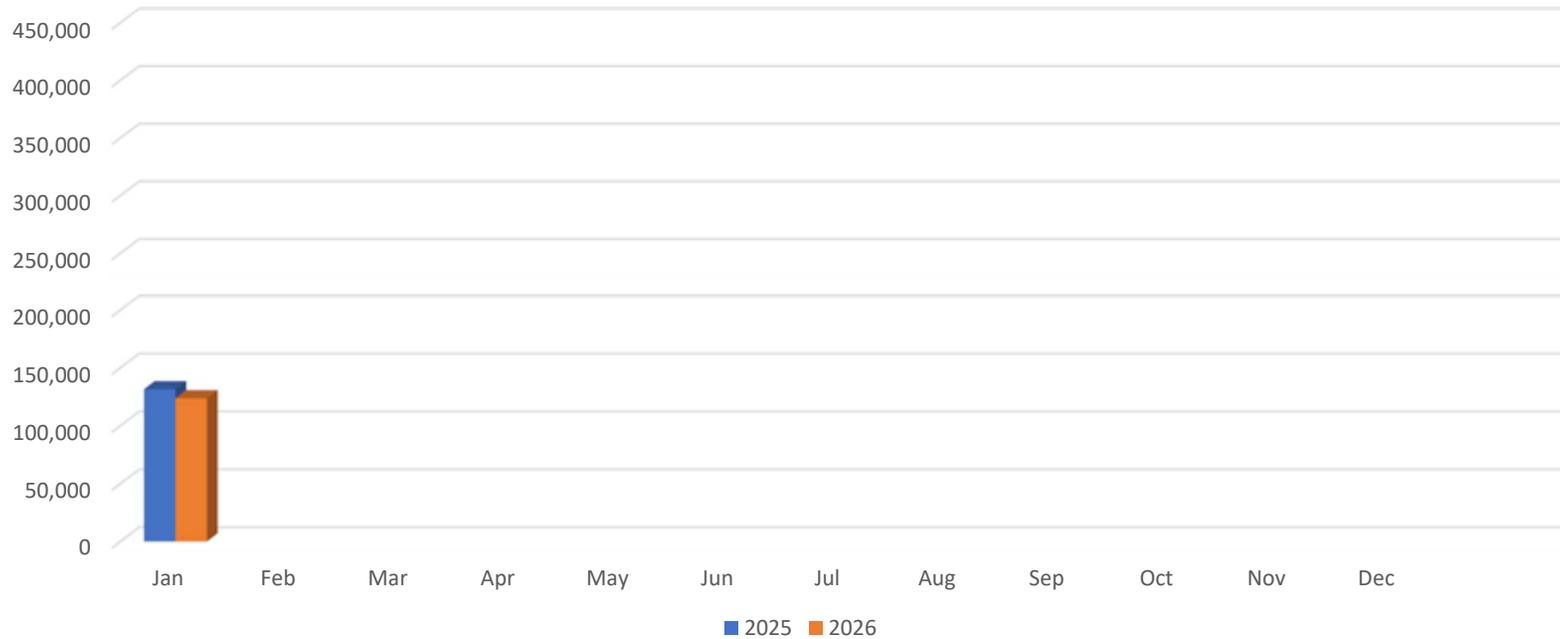
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP
AUTHORITY

Board Meeting– March 17, 2026

Passengers Carried – January 2026 vs. 2025

| | | Monthly Variance | Montly % Difference | | | YTD Variance | YTD % Difference |
|--------------------------|---|---------------------|------------------------|--|---|-----------------|---------------------|
| Martha's Vineyard Route | ▼ | -8,931 | -7.6% | | ▼ | -8,931 | -7.6% |
| Nantucket Regular Ferry | ▲ | 1,116 | 8.5% | | ▲ | 1,116 | 8.5% |
| Nantucket Fast Ferry | ▲ | 51 | 3.6% | | ▲ | 51 | 3.6% |
| Nantucket Route Subtotal | ▲ | 1,167 | 8.0% | | ▲ | 1,167 | 8.0% |
| Total Passengers | ▼ | -7,764 | -5.9% | | ▼ | -7,764 | -5.9% |

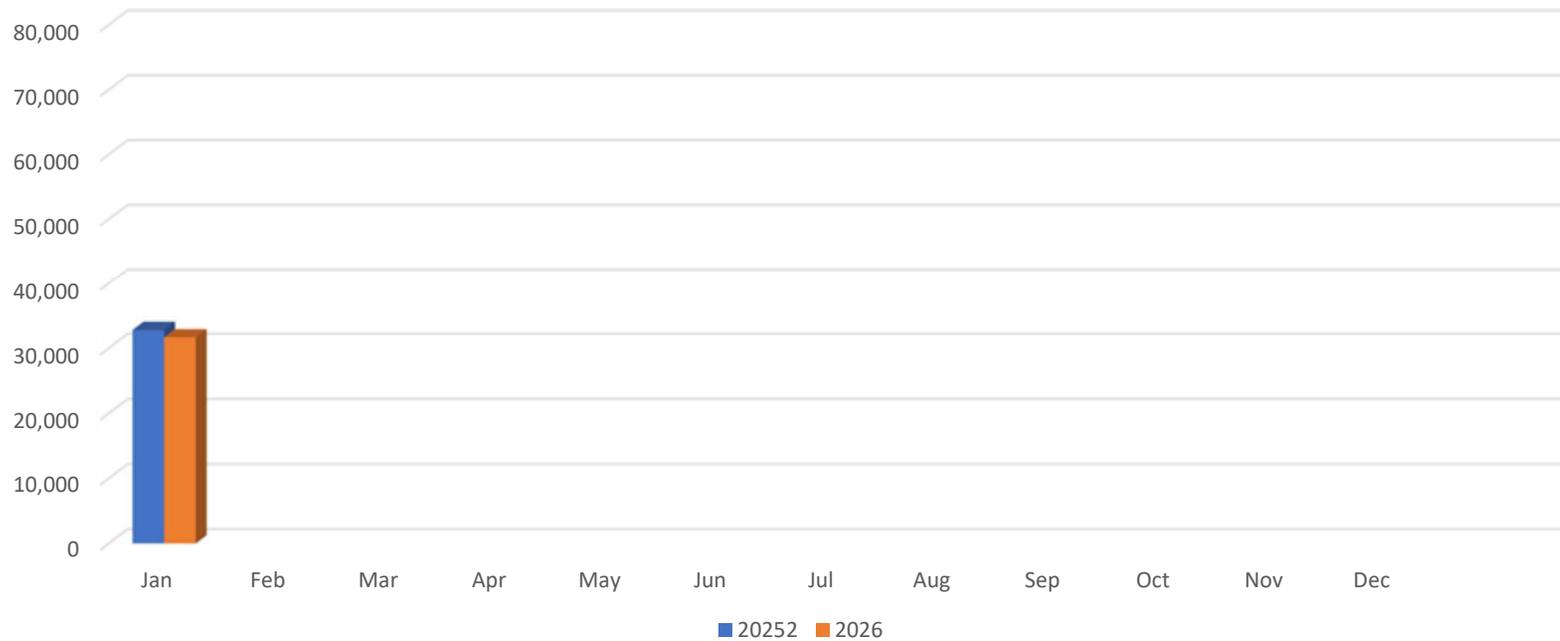
Passengers Carried 2025 - 2026



Vehicles Less than 20 ft. Carried – January 2026 vs. 2025

| | | Monthly Variance vs. 2025 | Monthly % Difference vs. 2025 | | | YTD Variance vs. 2025 | YTD % Difference vs. 2025 |
|-------------------------------------|---|---------------------------------|-------------------------------------|--|---|--------------------------|---------------------------------|
| Martha's Vineyard Route | | | | | | | |
| Standard Fare Autos | ▼ | -642 | -8.3% | | ▼ | -642 | -8.3% |
| Standard Fare Trucks | ▼ | -49 | -1.7% | | ▼ | -49 | -1.7% |
| Excursion Fare Autos | ▼ | -415 | -3.1% | | ▼ | -415 | -3.1% |
| Excursion Fare Trucks | ▼ | -241 | -6.0% | | ▼ | -241 | -6.0% |
| Total – Martha's Vineyard | ▼ | -1,347 | -4.8% | | ▼ | -1,347 | -4.8% |
| Nantucket Route | | | | | | | |
| Standard Fare Autos | ▲ | 48 | 5.0% | | ▲ | 48 | 5.0% |
| Standard Fare Trucks | ▲ | 48 | 7.0% | | ▲ | 48 | 7.0% |
| Excursion Fare Autos | ▲ | 143 | 6.9% | | ▲ | 143 | 6.9% |
| Excursion Fare Trucks | ▼ | -13 | -1.4% | | ▼ | -13 | -1.4% |
| Total – Nantucket | ▲ | 226 | 4.9% | | ▲ | 226 | 4.9% |
| Total Vehicles Less Than 20' | ▼ | -1,121 | -3.4% | | ▼ | -1,121 | -3.4% |

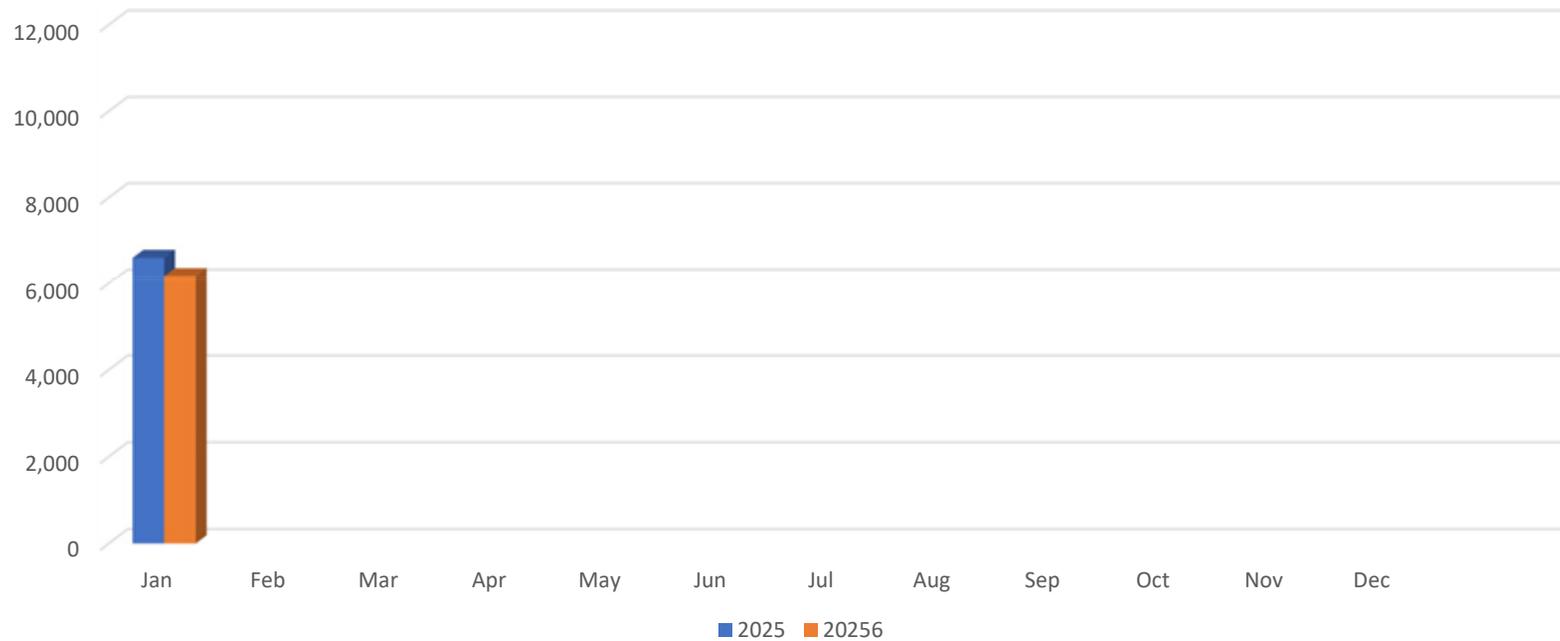
Vehicles Less than 20 Feet Carried 2025 - 2026



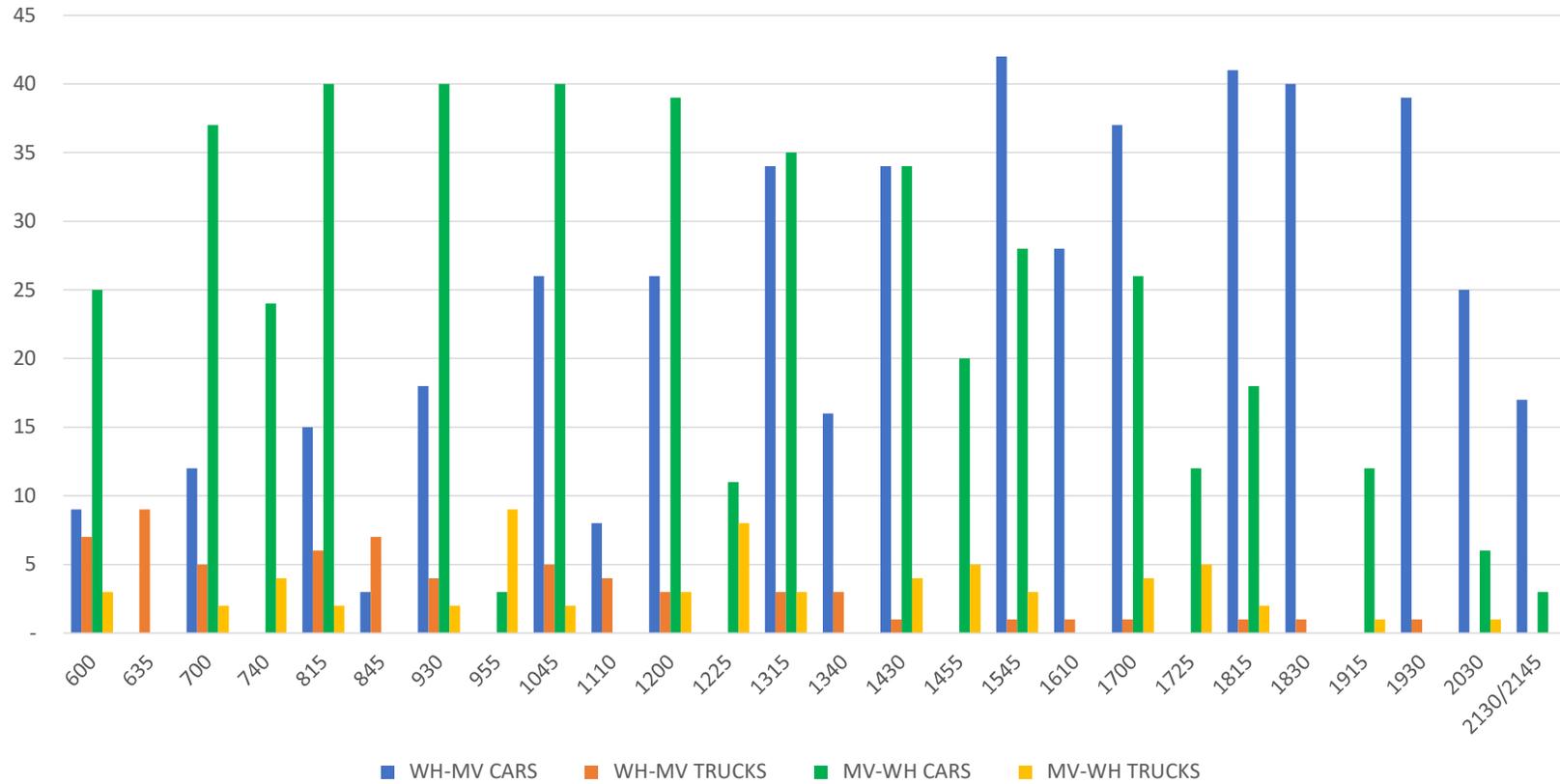
Freight Trucks (Trucks 20 ft and over) Carried January 2026 vs. 2025

| | | Monthly Variance vs. 2025 | Monthly % Difference vs. 2025 | | | YTD Variance vs. 2025 | YTD % Difference vs. 2025 |
|-------------------------|---|---------------------------------|-------------------------------------|--|---|-----------------------------|---------------------------------|
| Martha's Vineyard Route | ▼ | -439 | -10.2% | | ▼ | -439 | -10.2% |
| Nantucket Route | ▲ | 13 | 0.6% | | ▲ | 13 | 0.6% |
| Total Trucks | ▼ | -426 | -6.5% | | ▼ | -426 | -6.5% |

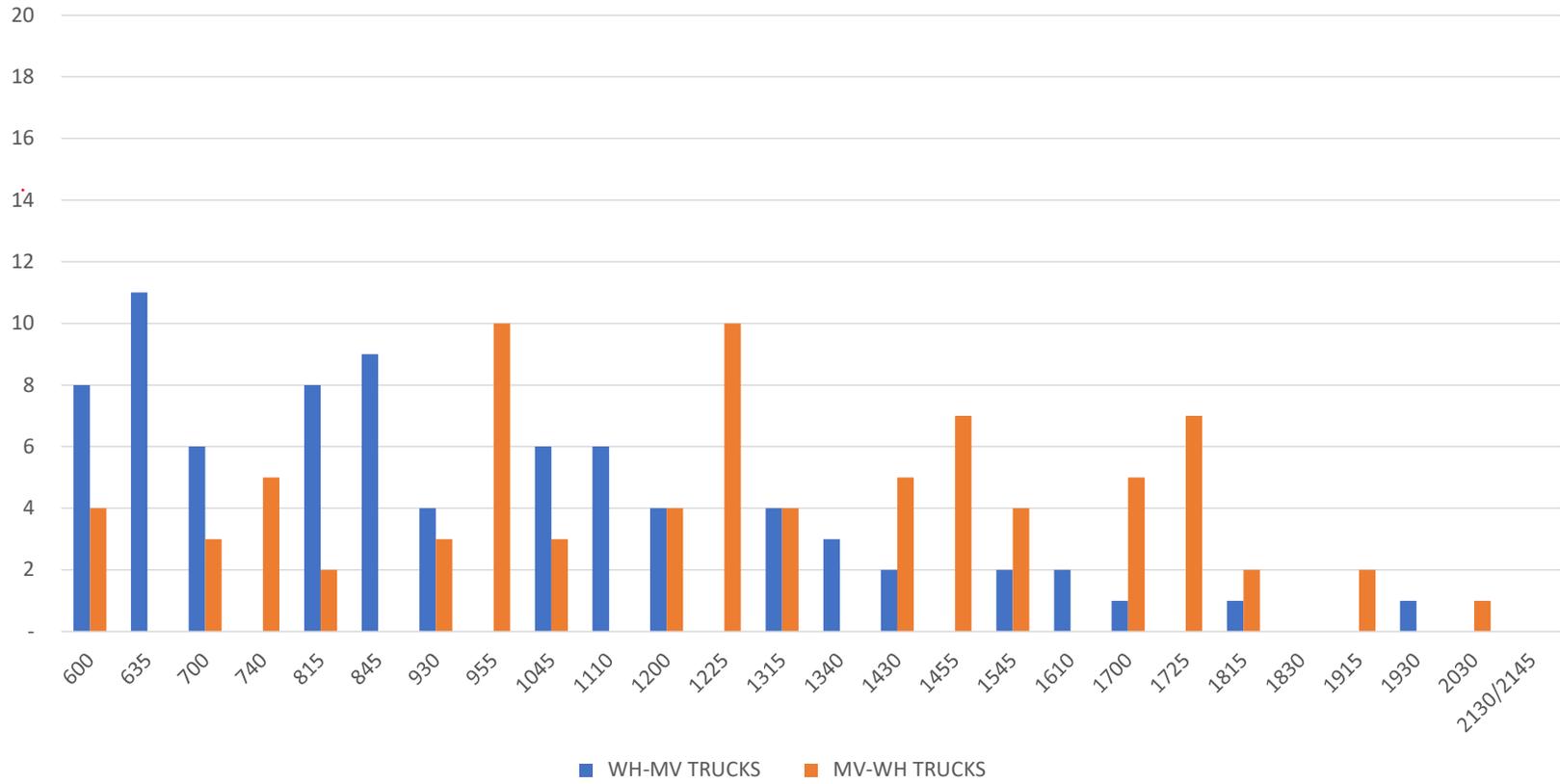
Trucks (20 Feet & Over) Carried 2025 - 2026



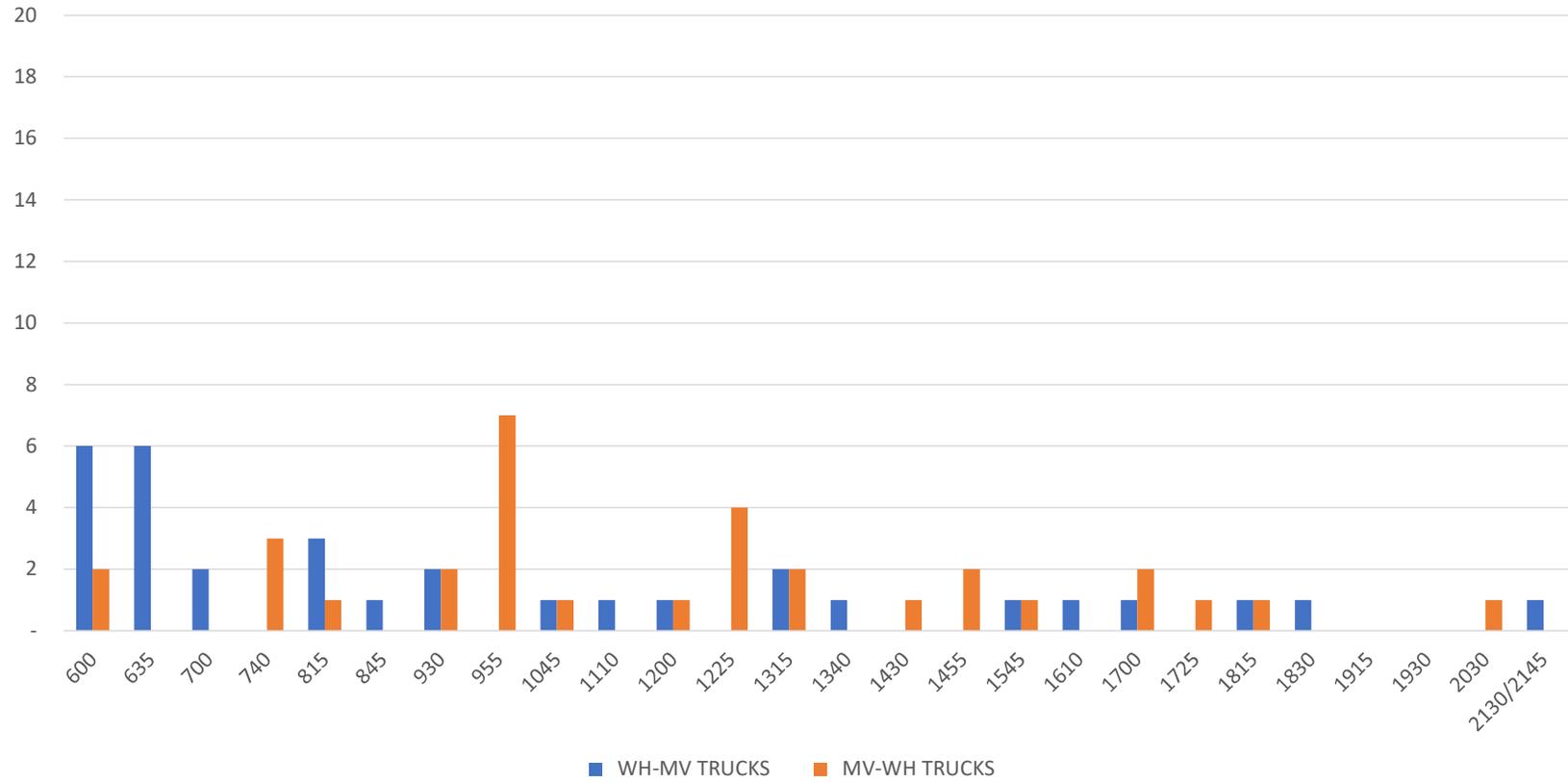
January 2026 Average Vehicles Per Trip



January 2026 Weekday Average Trucks Per Trip



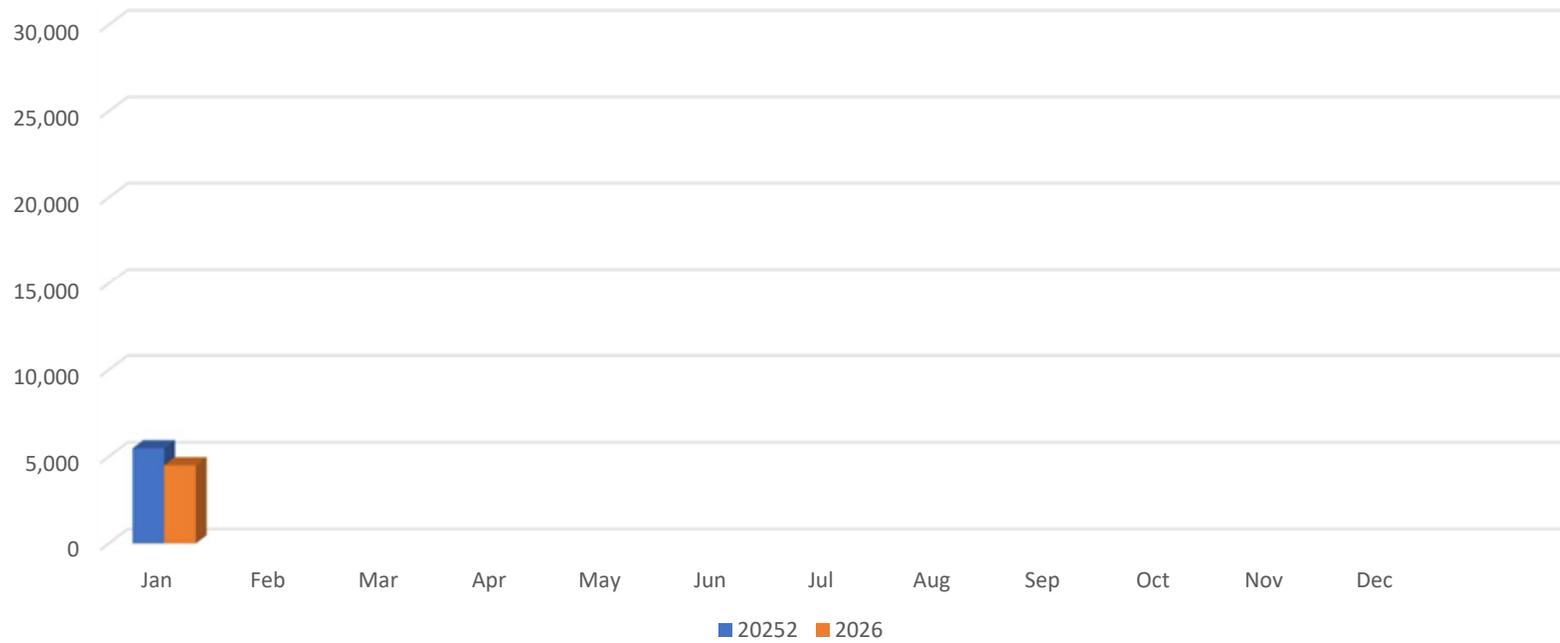
January 2026 Weekend Average Trucks Per Trip



Cars Parked– January 2026 vs. 2025

| | | Monthly Variance vs. 2025 | Monthly % Difference vs. 2025 | | | Y-T-D Variance vs. 2025 | Y-T-D % Difference vs. 2025 |
|--------------------------|---|---------------------------------|-------------------------------------|--|---|-------------------------------|-----------------------------------|
| Martha’s Vineyard Route | ▼ | -944 | -18.7% | | ▼ | -944 | -18.7% |
| | | | | | | | |
| Nantucket Route | ▼ | -36 | -8.6% | | ▼ | -36 | -8.6% |
| | | | | | | | |
| Total Cars Parked | ▼ | -980 | -17.9% | | ▼ | -980 | -17.9% |

Cars Parked 2025 - 2026



Trip Summary Report – January 2026

| | Scheduled | | Cancelled for | | | | | | |
|---|-----------|-----------|---------------|---------|---------|----------|-------|-------------|-------|
| MV Route | Budgeted | Available | Mechanical | Weather | Traffic | Schedule | Crew | Unscheduled | Total |
| January | 1,234 | 0 | 2 | 10 | 86 | 0 | 0 | 0 | 1,224 |
| YTD | 1,234 | 0 | 2 | 10 | 86 | 0 | 0 | 0 | 1,224 |
| YTD % | | | 0.16% | 0.81% | 6.97% | 0.00% | 0.00% | | |
| NT Route | Budgeted | Available | Mechanical | Weather | Traffic | Schedule | Crew | Unscheduled | Total |
| January | 362 | 0 | 2 | 6 | 2 | 0 | 0 | 19 | 363 |
| YTD | 362 | 0 | 2 | 6 | 2 | 0 | 0 | 19 | 363 |
| YTD % | | | 0.55% | 1.66% | 0.55% | 0.00% | 0.00% | | |
| Total | Budgeted | Available | Mechanical | Weather | Traffic | Schedule | Crew | Unscheduled | Total |
| January | 1,596 | 0 | 4 | 16 | 88 | 0 | 0 | 19 | 1,587 |
| YTD | 1,596 | 0 | 4 | 16 | 88 | 0 | 0 | 19 | 1,587 |
| YTD % | | | 0.25% | 1.00% | 5.51% | 0.00% | 0.00% | | |
| 2025 | | | 0.25% | 1.17% | 4.19% | 0.00% | 0.00% | | |
| 2026 Oak Bluffs Trip Diversions - YTD 0 | | | | | | | | | |
| 2025 Oak Bluffs Trip Diversions - YTD 0 | | | | | | | | | |

Financial Snapshot

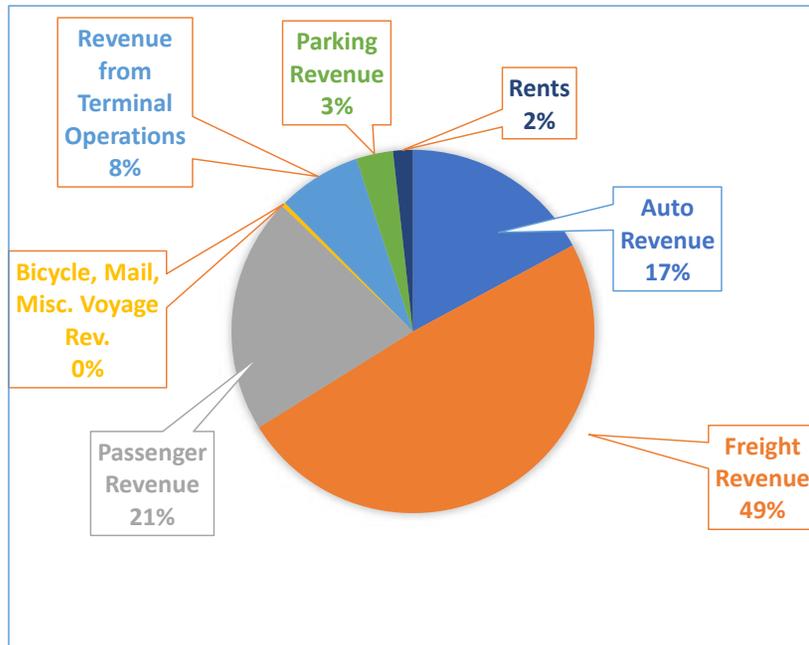
| | January | 2026 Actual vs. Budget | | | YTD | 2026 Actual vs. Budget | | |
|----------------------------------|---------------------|------------------------|----------|--|---------------------|------------------------|----------|--|
| Revenues & Income | | | | | | | | |
| Operating Revenues | \$6,239,883 | -\$126,869 | ▼ | | \$6,239,883 | -\$126,869 | ▼ | |
| Other Income | 180,656 | -47,066 | ▼ | | 180,656 | -47,066 | ▼ | |
| Total Revenue | 6,420,539 | -173,935 | ▼ | | 6,420,539 | -173,935 | ▼ | |
| Expenses & Deductions | | | | | | | | |
| Operating Expenses | 11,344,341 | -1,285,812 | ▼ | | 11,344,341 | -1,285,812 | ▼ | |
| Income Deductions | 283,293 | 47,236 | ▲ | | 283,293 | 47,236 | ▲ | |
| Total Expenses | \$11,627,634 | -\$1,238,576 | ▼ | | \$11,627,634 | -\$1,238,576 | ▼ | |
| Net Operating Income/Loss | -\$5,207,095 | \$1,064,641 | ▲ | | -\$5,207,095 | \$1,064,641 | ▲ | |

Operating Revenues – January 2026 vs. Budget

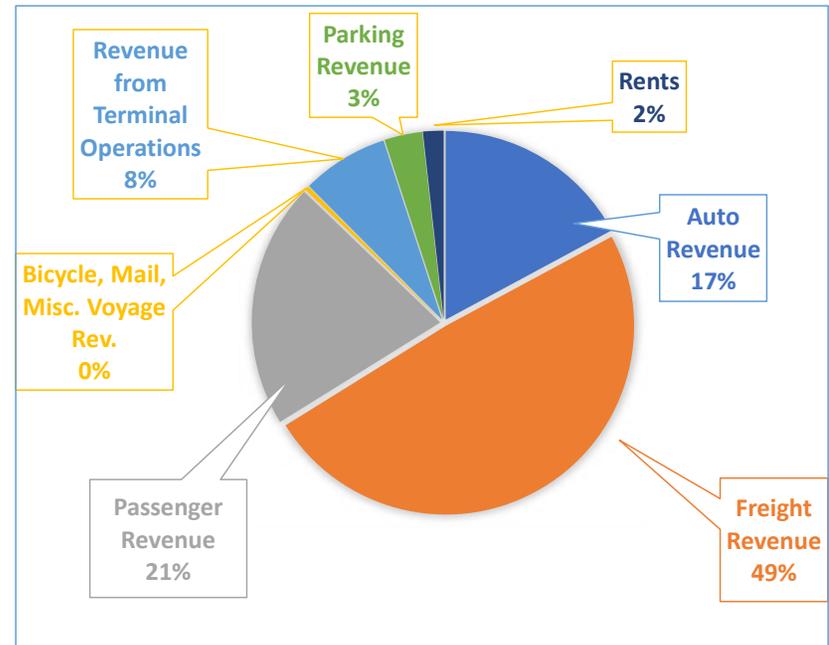
| | | Monthly Variance vs. Budget | Monthly % Difference vs. Budget | | YTD Variance vs. Budget | YTD % Difference vs. Budget |
|------------------------------------|---|-----------------------------------|---------------------------------------|---|----------------------------|-----------------------------------|
| Waterline Revenues | | | | | | |
| Automobile Revenue | ▼ | -\$66,931 | -5.9% | ▼ | -\$66,931 | -5.9% |
| Freight Revenue | ▼ | -60,779 | -1.9% | ▼ | -60,779 | -1.9% |
| Passenger Revenue | ▼ | -101,584 | -7.2% | ▼ | -101,584 | -7.2% |
| Misc. Voyage Revenue | ▼ | -2,479 | -10.1% | ▼ | -2,479 | -10.1% |
| Term. Oper. Revenue | ▲ | 52,252 | 12.7% | ▲ | 52,252 | 12.7% |
| Parking Revenue | ▼ | -4,835 | -2.3% | ▼ | -4,835 | -2.3% |
| Rent Revenue | ▲ | 57,487 | 109.8% | ▲ | 57,487 | 109.8% |
| Total Operating Revenue | ▼ | -\$126,869 | -2.0% | ▼ | -\$126,869 | -2.0% |
| Total Other Income | ▼ | -\$47,066 | -20.7% | ▼ | -\$47,066 | -20.7% |
| Total Operating & Other | ▼ | -\$173,935 | -2.6% | ▼ | -\$173,935 | -2.6% |

Operating Revenues - 2026

January



January – January

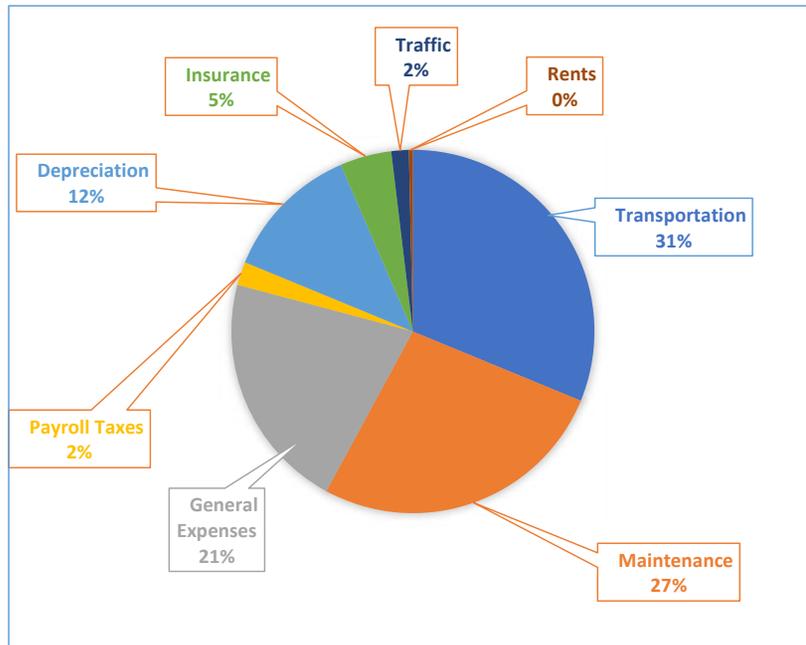


Operating Expenses – January 2026 vs. Budget

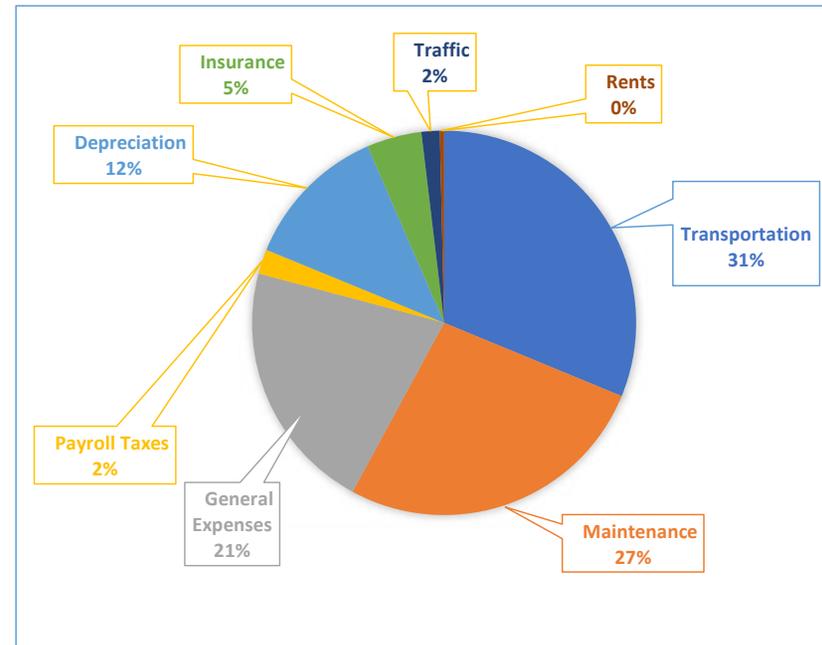
| | | Monthly Variance vs. Budget | Monthly % Difference vs. Budget | | YTD Variance vs. Budget | YTD % Difference vs. Budget |
|------------------------------------|---|-----------------------------------|---------------------------------------|---|----------------------------|--------------------------------|
| Operating Expenses | | | | | | |
| Maintenance | ▼ | -\$369,348 | -10.9% | ▼ | -\$369,348 | -10.9% |
| Depreciation & Amortization | ▼ | -52,670 | -3.6% | ▼ | -52,670 | -3.6% |
| Vessel Operations | ▼ | -386,257 | -15.3% | ▼ | -386,257 | -15.3% |
| Terminal Operations | ▲ | 194,112 | 16.0% | ▲ | 194,112 | 16.0% |
| Traffic Expense | ▼ | -63,355 | -26.5% | ▼ | -63,355 | -26.5% |
| General Expense | ▼ | -536,108 | -18.2% | ▼ | -536,108 | -18.2% |
| Insurance | ▲ | 13,539 | 2.7% | ▲ | 13,539 | 2.7% |
| Rents Expense | ▼ | -11,033 | -21.5% | ▼ | -11,033 | -21.5% |
| Payroll Taxes | ▼ | -74,691 | -24.1% | ▼ | -74,691 | -24.1% |
| Total Operating Expenses | ▼ | -\$1,285,812 | -10.2% | ▼ | -\$1,285,812 | -10.2% |
| Total Other Expenses | ▲ | \$47,236 | 20.0% | ▲ | \$47,236 | 20.0% |
| Total Operating & Other | ▼ | -\$1,238,576 | -9.6% | ▼ | -\$1,238,576 | -9.6% |

Operating Expenses - 2026

January



January – January



2026 Vessel Occupancy and Distribution

| | January 2026 | | 2026 YTD | |
|--------------------------|--------------|-------|----------|-------|
| | MV | NT | MV | NT |
| DECK SPACE USAGE | | | | |
| EXCURSION FARE VEHICLES | 44.0% | 13.4% | 44.0% | 13.4% |
| STANDARD FARE VEHICLES | 25.4% | 24.8% | 25.4% | 24.8% |
| TOTAL PASSENGER VEHICLES | 69.4% | 38.2% | 69.4% | 38.2% |
| TOTAL FREIGHT VEHICLES | 30.6% | 61.8% | 30.6% | 61.8% |
| TOTAL VESSEL OCCUPANCY | 67.6% | 78.4% | 67.6% | 78.4% |

2026 Vehicle Revenue Comparison

| | January 2026 | | 2026 YTD | |
|-----------------------------|--------------|----------|----------|----------|
| | MV | NT | MV | NT |
| EXCURSION FARE VEHICLES | \$19.54 | \$57.25 | \$19.54 | \$57.25 |
| STANDARD FARE VEHICLES | \$75.48 | \$207.77 | \$75.48 | \$207.77 |
| TOTAL PASSENGER VEHICLES | \$40.00 | \$110.19 | \$40.00 | \$110.19 |
| | | | | |
| FREIGHT VEHICLES UNDER 55ft | \$189.54 | \$379.13 | \$189.54 | \$379.13 |
| FREIGHT VEHICLES OVER 55ft | \$445.57 | \$794.03 | \$445.57 | \$794.03 |
| TOTAL FREIGHT VEHICLES | \$275.44 | \$608.01 | \$275.44 | \$608.01 |
| AVERAGE REVENUE PER VEHICLE | \$70.78 | \$273.48 | \$70.78 | \$273.48 |

Cash Status Summary

| | January 2026 | |
|--------------------------|--------------|-------------|
| | Balance | Variance |
| Operations Funds | \$32,302,400 | - \$647,358 |
| SPECIAL PURPOSE FUNDS | | |
| Sinking Fund | \$14,374,411 | \$93,411 |
| Replacement Fund | \$8,991,085 | - \$299,175 |
| Reserve Fund | \$4,663,714 | \$507,864 |
| Bond Redemption Fund | \$198,015 | \$15,365 |
| Capital Improvement Fund | \$5,691,575 | \$1,577,275 |
| | | |

Passengers Carried – February 2026 vs. 2025

| | | Monthly Variance | Montly % Difference | | | YTD Variance | YTD % Difference |
|--------------------------|---|---------------------|------------------------|--|---|-----------------|---------------------|
| Martha's Vineyard Route | ▼ | -13,035 | -13.0% | | ▼ | -21,966 | -10.1% |
| Nantucket Regular Ferry | ▲ | 81 | 0.7% | | ▲ | 1,197 | 4.8% |
| Nantucket Fast Ferry | | 0 | 0.0% | | ▲ | 51 | 3.6% |
| Nantucket Route Subtotal | ▲ | 81 | 0.7% | | ▲ | 1,248 | 4.7% |
| Total Passengers | ▼ | -12,954 | -11.5% | | ▼ | -20,718 | -8.5% |

Vehicles Carried – February 2026 vs. 2025

| | | Monthly Variance vs. 2026 | Monthly % Difference vs. 2026 | | | YTD Variance vs. 2026 | YTD % Difference vs. 2026 |
|----------------------------------|---|---------------------------------|-------------------------------------|--|---|--------------------------|---------------------------------|
| Martha's Vineyard Route | | | | | | | |
| Standard Fare Autos | ▼ | -926 | -14.3% | | ▼ | -1,568 | -11.1% |
| Standard Fare Trucks | ▼ | -190 | -7.4% | | ▼ | -239 | -4.4% |
| Excursion Fare Autos | ▼ | -741 | -6.3% | | ▼ | -1,156 | -4.6% |
| Excursion Fare Trucks | ▼ | -250 | -7.1% | | ▼ | -491 | -6.5% |
| 20 Feet & Over Trucks | ▼ | -533 | -14.1% | | ▼ | -972 | -12.1% |
| Total – Martha's Vineyard | ▼ | -2,640 | -9.4% | | ▼ | -4,426 | -7.3% |
| Nantucket Route | | | | | | | |
| Standard Fare Autos | ▼ | -15 | -2.0% | | ▲ | 33 | 1.9% |
| Standard Fare Trucks | ▲ | 53 | 8.5% | | ▲ | 101 | 7.7% |
| Excursion Fare Autos | ▼ | -100 | -5.4% | | ▲ | 43 | 1.1% |
| Excursion Fare Trucks | ▲ | 25 | 2.8% | | ▲ | 12 | 0.7% |
| 20 Feet & Over Trucks | ▼ | -106 | -5.0% | | ▼ | -93 | -2.1% |
| Total – Nantucket | ▼ | -143 | -2.3% | | ▲ | 96 | 0.7% |
| Total Vehicles | ▼ | -2,783 | -8.1% | | ▼ | -4,330 | -5.9% |

Engineering and Maintenance Projects Updates

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP
AUTHORITY

BOARD MEETING MARCH 17TH, 2026

MV Monomoy Repair Highlights



03/17/2026

- **USCG COI initial walk through complete 2-9-2026**
 - Initial Work List Received
 - Machinery Testing – In progress
 - Sea Trial – 3/30/2026
- **CCTV Installation – Wrapping Up**
- **Wi-Fi Installation – Complete**
- **Vending Machine Installation – In Progress**
- **Plaque Installation – In Progress**
- **Painting Vehicle/Truck Lanes – Weather Dependent
– Mid March Completion – 80%**

MV Iyanough Repair Highlights



03/17/2026

- Generator Injector Replacements
- Main Engine Injector and Turbo Replacements
 - Complete
- Passenger Window Replacements
- Company Sea Trial 3-20-2026
- USCG COI and Sea Trial 3-24-2026
- Return to Service 3-30-2026

MV Iyanough Dry Dock Financial Snapshot

| Contract Item number | Item Description | | Cost |
|----------------------|--|-----------------------|-------------------|
| 001,002A,002B | Dry Docking & Undocking, Hull Internals, Inspection and Repair | | \$ 32,450 |
| 003A,003B,003C | Hull: Clean, Prepare, Paint, Replace Anodes, Commercial Blast | | \$ 96,290 |
| 004A, 004B | Temporary Services, Slop Removal | | \$ 42,120 |
| 006 | Plate replacement/inserts | | \$ 16,330 |
| 007 | Blast and Coat above rub rail | | \$ 30,750 |
| 008, 009, 010 | Waterjet and Hpu overhaul, Ride Control Inspection and Service | | \$ 182,950 |
| 011 | Passenger seat repairs | | \$ 49,285 |
| 012 | Storage of vessel | | \$ 9,000 |
| 013 | Pilot house Window replacement | | \$ 23,500 |
| 014 | Repair Main deck house aft bulkhead | | \$ 65,000 |
| | Contract Total | | \$ 547,675 |
| | ***Transportation | | \$ 22,000 |
| | Total Credits | \$ (67,000.00) | |
| | Grand Total Contract, Change Orders and Credits | \$ 480,675 | |

MV Island Home in Dry Dock at Thames River Shipyard



03/17/2026

| Item Description | Commence Date | Completion Date | % Complete |
|---|---------------|-----------------|------------|
| Dry Docking & Undocking | 1/14/2026 | | 100% |
| Hull and Internals: Inspection & Repair | 1/14/2026 | 1/26/2026 | 100% |
| UT Survey (1500 UT Shots) | 1/14/2026 | 1/16/2026 | 100% |
| Hull: Clean, Prepare, Paint | 1/14/2026 | 3/1/2026 | 100% |
| Replace Anodes (60) | 1/14/2026 | 1/28/2026 | 100% |
| Commercial Blast (HSA-18,880.8 sq ft) | 2/3/2026 | 2/7/2026 | 100% |
| Temporary Services | 1/14/2026 | | 100% |
| Slop Removal (2,500 Gallons) | | | |
| Sea Valve Cleaning and Overhaul | 1/14/2026 | 1/19/2026 | 100% |
| Shafts, Bearings, Seals & Couplings Inspections | 1/14/2026 | 2/11/2026 | 100% |
| Shafts-Removal, Transport, Repair, Re-Install | 1/24/2026 | 2/11/2026 | 100% |
| Shaft Couplings-Disassemble, Inspect, Rebuild, Re-Install | 1/19/2026 | 2/11/2026 | 100% |
| Shaft Rubber Cutlass Bearings Removal and Reinstall | 1/26/2026 | 2/11/2026 | 100% |
| Shaft Seal-Inspect, Disassemble, 5 yr Overhaul, Re-assemble, Install, Test | 1/22/2026 | 2/14/2026 | 100% |
| Port and Starboard Propeller Blade Removal, Inspections, Repairs, and Reinstall | 1/23/2026 | 2/16/2026 | 100% |
| Rudder Bearing Clearance Inspection | | | 100% |
| Rudder Bearing Replacement | 1/22/2026 | 2/18/2026 | 100% |
| Rudder Removal and Replacement | 1/22/2026 | 2/18/2026 | 100% |
| Hull Plate Replacement & Repairs (up to 100 sq ft) & Main Deck Plate Replace/Repair (up to 100 sq ft) | | NA | |
| Bow Thruster Inspection & Service | 1/20/2026 | 1/24/2026 | 100% |
| #3 SSG Engine & Alternator Overhaul | 1/14/2026 | | 100% |
| Two Pilot House Overhead Tile Replacement | 1/12/2026 | 1/24/2026 | 100% |
| 01 Deck Port Side Deck Covering Replacement | 1/12/2026 | 2/12/2026 | 100% |
| Start air tree Piping & fitting replacement | 1/27/2026 | 3/3/2026 | 100% |
| Multiple Pumps Replacement | 1/13/2026 | | 100% |
| Fiberglass Potable water tank and Cleaning | 1/19/2026 | 1/23/2026 | 100% |
| Fuel Oil Tank Cleaning & inspection | 1/16/2026 | 1/21/2025 | 100% |

MV Island Home At Fairhaven Repair Highlights



03/17/2026

- Generators 1 and Injector Replacements
- Main Engine Inspections
- Reduction Gear Clutch Pack Replacement
- Passenger Window Replacements
- USCG COI and Sea Trial 3-26-2026
- Return to Service 3-30-2026

MV Island Home Dry Dock Financial Snapshot

| Contract Item | Item number | Item Description | | Cost |
|----------------|------------------------------|---|-----------------|--------------|
| | 001 | Dry Docking & Undocking | | \$ 33,160 |
| | 002A, 002B | Hull and Internals: Inspection & Repair, Survey | | \$ 12,640 |
| | 003A, 003B, 003C | Hull: Clean, Prepare, Paint, Anodes, Commercial Blast | | \$ 403,600 |
| | 004A, 004B | Temporary Services, Slop Removals | | \$ 25,400 |
| | 005 | Sea Valve Cleaning and Overhaul | | \$ 6,500 |
| | 006A, 006B, 006C, 006D, 006E | Shafts, Bearings & Couplings, Shaft Removals and Inspections | | \$ 154,739 |
| | 007 | Port and Starboard Propeller Blade Removal, Inspections, Repairs, and Reinstall | | \$ 32,800 |
| | 008A, 008B, 008C | Rudder Inspections, Bearing Replacements | | \$ 104,154 |
| | 009 | Hull Plate Replacement & Repairs | \$ (51,000.00) | \$ 51,000 |
| | 012 | Bow Thruster Inspection & Service | | \$ 62,379 |
| | 013#3 | SSG Engine & Alternator Overhaul | | \$ 108,702 |
| | 014 | Two Pilot House Overhead Tile Replacement | | \$ 93,116 |
| | 01501 | Deck Port Side Deck Covering Replacement | | \$ 203,440 |
| | 016 | Start air tree Piping & fitting replacement | | \$ 36,408 |
| | 017 | Multiple Pumps Replacement | | \$ 199,518 |
| | 018 | Fiberglass Potable water tank and Cleaning | | \$ 8,480 |
| | 019 | Fuel Oil Tank Cleaning & inspection | | \$ 11,260 |
| | *** | Vessel Transportation Cost | \$ (22,000.00) | \$ 22,000 |
| | | Contract Total | | \$ 1,529,996 |
| Change Orders | | | | |
| CO001A, CO001B | | Renew Damaged Sideshell Plate | \$ 34,479.00 | |
| CO002 | | Spool out Anchor Cable for USCG inspection | \$ 5,450.60 | |
| CO003 | | Wheelhouse Lighting | \$ 5,004.16 | |
| CO004 | | MV End Reduction Gear cooler overhaul | \$ 3,190.00 | |
| CO005 | | Gen #3 Block Replacement | \$ 37,444.18 | |
| CO006 | | Replace approximately 15' of 2" sched 80 sewage discharge piping | \$ 3,738.00 | |
| CO007 | | Repair/replace approximately 10' of 2" sched 80 seamless hydraulic piping. | \$ 8,394.00 | |
| | | Total Change Orders & Credits | \$ 24,699.94 | |
| | | Grand Total | \$ 1,554,695.94 | 2% |

MV Nantucket in Dry Dock at Thames River Shipyard



03/17/2026

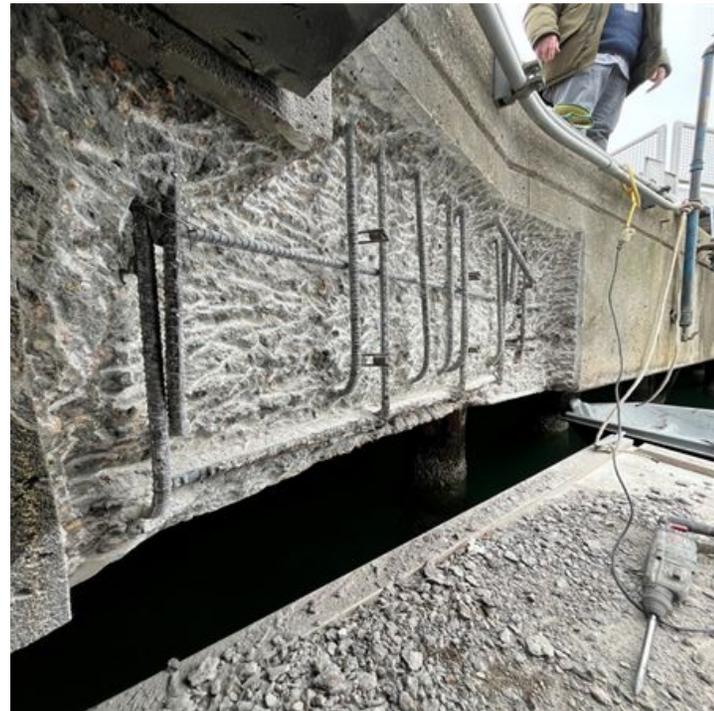
| Item number | Sub Item Number | Item Description | Commence Date | % Complete |
|-------------|-----------------|--|---------------|------------|
| 001 | | Dry Docking & Undocking | 2/28/2026 | 50% |
| 002 A | | Hull & Internal - Inspection & Repair | 3/1/2026 | 20% |
| 002 B | | UT Survey (1500 UT Shots) Add'l UT Shots: | 3/3/2026 | 80% |
| 003 A | | Hull - Clean, Prepare, Paint | 3/3/2026 | 25% |
| 003 B | | Hull - Replace Anodes (110 Anodes) | 3/3/2026 | 50% |
| 003 C | | Commercial Blasting & Coating Application | 3/3/2026 | 10% |
| 004 A | | Temporary Services incl Bilge Slops | | |
| 004 B | | Slops (2500 Gallons) Cost per add'l 100 gals: | | |
| 004 | | Temporary Services | | |
| 005 | | Sea Valve Cleaning & Overhaul | 3/3/2026 | 25% |
| 006 A | | Shafts, Bearings, Seals & Couplings Inspections | 3/3/2026 | 50% |
| 006 B | | Shafts - Removals, Transport, Repair & Re-Install | 3/3/2026 | 25% |
| 006 C | | Shaft Couplings - Disassemble, Inspect, Rebuild & Other Services | 3/3/2026 | 10% |
| 006 D | | Shaft Rubber Cutless Bearings, Removal & Re-Installation | 3/3/2026 | 40% |
| 006 E | | Shaft Seal - Inspect, Disassemble | 3/3/2026 | 0% |
| 007 | | Propellers | 3/3/2026 | 35% |
| 008 A | | Rudders Bearing Clearance Inspections | 3/3/2026 | 0% |
| 008 B | | Rudders Bearing Replacement | 3/3/2026 | 0% |
| 008 C | | Rudders Removal and Replacement | 3/3/2026 | 0% |
| 009 | | Hull Plating Replacements/Inserts | 3/3/2026 | 0% |
| 011 | | Technical Data and Reports | | |
| 012 | | Bow Thruster Inspection & Service | 3/3/2026 | 35% |
| 013 | | Piping Repairs (50 ft) | 3/3/2026 | 10% |
| 014 | | Bow & Stern Door Overhaul & Upper Hinge Line Bore | 3/3/2026 | 15% |
| 015 | | Reserved | | |
| 016 | | Epoxy Floor Covering Repairs | | |
| 017 | | Gray Water Tank Replacement | 3/3/2026 | 0% |

MV Nantucket Dry Dock Financial Snapshot

| Contract Item Number | Item Description | | Cost |
|-------------------------|---|-----------------|---------------|
| 001 | Dry Docking & Undocking | | \$ 48,720.00 |
| 002A, 002B | Hull & Internal - Inspection & Repair | | \$ 21,320.00 |
| 003A, 003B, 003C | Hull: Clean, Prepare, Paint, Anodes, Commercial Blast | | \$ 426,600.00 |
| 004A, 004B | Temporary Services, Slop Removals | | \$ 26,500.00 |
| 005 | Sea Valve Cleaning & Overhaul | | \$ 8,200.00 |
| 006A, 006B, 006C, 006D, | 006E Shafts, Bearings & Couplings, Shaft Removals and Inspections | | \$ 148,785.00 |
| 007 | Propellers | | \$ 34,800.00 |
| 008A, 008B, 008C | Rudder Inspections, Bearing Replacements | | \$ 126,784.00 |
| 009 | Hull Plating Replacements/Inserts | | \$ 174,300.00 |
| 011 | Technical Data and Reports | | |
| 012 | Bow Thruster Inspection & Service | | \$ 52,679.00 |
| 013 | Piping Repairs (50 ft) | | \$ 19,360.00 |
| 014 | Bow & Stern Door Overhaul & Upper Hinge Line Bore | | \$ 219,080.00 |
| 015 | Reserved | | |
| 016 | Epoxy Floor Covering Repairs | | \$ 144,840.00 |
| 017 | Gray Water Tank Replacement | | \$ 85,915.00 |
| *** | Vessel Transport Cost (Sections I,M, of IFB) | \$ (22,000.00) | |
| | Contract Total | | \$ 1,559,883 |
| Change Orders | | | |
| CO001 | Additional Fireproofing Underlayment in way of Snack Bar | \$ 30,186.00 | |
| CO002 | Remove general service pump from motor and fdn. Install new owner furnished pump. | \$ 3,950.00 | |
| CO003 | Remove joiner work under sewage vent. Remove wasted vent. Install new vent. | \$ 3,430.00 | |
| CO004 | Crop and renew wasted fire main in overhead of pilot's stateroom. | \$ 4,610.00 | |
| | Total Change Orders & Credits | \$ 20,176.00 | |
| | Grand Total | \$ 1,580,059.00 | 1% |

Vineyard Haven Underdeck Concrete Repairs

- Zone D-work repair #'s 14, 16 and 16 complete.
- Zone E- work repair #'s 17, 18, 19 and 20 complete.
- Zone F - work repair #'s 21 and 22 complete.
- Zone G- work repair #'s 23, 24, 25, 33, and 34 complete.
- Zone H - work repair #29, 30, 32 complete. #31 is 50%
- 46% of the demolition work repairs (18 of 37) have been addressed.
- Since CO-01 only two additional change orders received to date for work extending beyond the repair area.
 - CO-02 - Additional 22 square feet of type B repair in way of defect areas 24,25,and 33 - \$33,000. - Complete
 - CO-03 - Additional 6 square feet of type B repair in way of defect areas 14 and 15 - \$9,000. - 90% complete.
- Scheduled Completion Date of 5/6/2026



Vineyard Haven Underdeck Concrete Repairs





Port Council Meeting March 2026

Photo: January 29, 2026

Presented by: Raeleen Bandini, ECC Project Manager 03/4/2026

Current Milestone Status

Terminal Building

- The building is construction weathertight, and exterior building finishes are nearing completion
- Prep for the exterior terrace concrete is underway and is nearing completion
- The exterior curtain wall installation is nearing completion
- The mechanical, electrical, plumbing, and fire protection rough installation is complete, and the installation of finishes is underway
- The installation of interior ceiling finishes is underway
- The installation of stone flooring and wall cladding finishes is underway

Utility Building

- The BDA system installation is nearing completion
- Building Commissioning is in progress and nearing completion
- The Contractor is addressing punch list items
- Owner Training is in progress



Upcoming Milestones

Terminal Building

- The exterior curtain wall installation is scheduled to be completed in the middle of March, at which point the exterior envelope will be complete
- The exterior terrace concrete is scheduled to be complete by the middle of March
- The exterior terrace finishes are scheduled to begin in the middle of March
- The mechanical, electrical, plumbing and fire protection finishes and fixtures are scheduled to be completed by the end of March
- The Tel/Data room is scheduled to be complete by the beginning of April
- Building Commissioning is scheduled to start at the beginning of April
- Interior finishes are scheduled to be complete by the end of April
- Building furniture and equipment install is scheduled to begin by the end of April
- The Contractor is continuing to accelerate to maintain the construction schedule

Utility Building

- The BDA system is scheduled to be completed and tested at the beginning of March
- Owner handover is expected by the middle of March



CAPITAL EXPENDITURE STATUS REPORT
as of March 4, 2026

Project: Woods Hole Terminal Reconstruction - Utility & Terminal Buildings Construction

| | <u>Budget</u> | <u>Payments Made to Date</u> | <u>Outstanding Commitments and Allowances</u> | <u>Current Estimate</u> | <u>Change from Budget</u> |
|---|-------------------|------------------------------|---|-------------------------|---------------------------|
| <u>Design & Engineering - Const Admin</u> | 2,535,353 | 2,046,032 | 643,276 | 2,689,308 | 153,955 |
| <u>General Construction</u> | 32,134,531 | 25,639,651 | 8,065,424 | 33,705,075 | 1,570,544 |
| <u>Owner Supplied Materials</u> | - | 487,671 | (487,671) | - | - |
| <u>SSA Personnel - 3 Years</u> | 583,274 | 475,512 | 107,763 | 583,274 | - |
| <u>Allowance for Contingencies</u> | 3,907,500 | - | - | - | (3,907,500) |
| <u>Total Amount</u> | <u>39,160,658</u> | <u>28,648,865</u> | <u>8,328,792</u> | <u>36,977,657</u> | <u>(2,183,001)</u> |



End of report



TRUE NORTH STATUS SUMMARY 3-12-2026

Recent Progress:

- Working through solution design
- Town halls (NT, MV, Mainland, two topic-based town halls)
- Public feedback on proposed policy changes

Upcoming Key Activities:

- Refine & approve E-Dea solution design
- Board to vote on first round policies
- Share second round of draft policies with Board & Port Council
- Share procurement plan with Board & Port Council

Business Decisions – in process:

- Procurements (integration & infrastructure)
- Finalize policy changes
- Create data migration plan
- Terminal Operations Flow
- Testing
- Identify training resource
- Approve R1 Release Plan

Key Risks, Issues & Suggested Resolution(s):

- Resource capacity (IT & Ops)
- Current policies unclear/undocumented (policy vs configuration)
- Change fatigue
- Staff training

Key Milestone Legend:
Green On track; will complete as planned
Yellow Planned delivery at risk
Red Will miss planned delivery

| Workstream | Status | Owner | Recent Action | Upcoming Action |
|---|--------|---------------|---|--|
| Reservation System | Yellow | Mark A | E-Dea presented R1 delivery plan E-Dea has begun system configuration | Finish solution design Approve R1 Delivery Plan |
| Data Migration | Green | Steve | Data workshop with E-Dea Drafted migration plan | Working internally and with Bookem vendor |
| Launch Readiness | Green | Alison | Refining R1/R2 and 30/60/90-day plans | Revisit following configuration discussions |
| Operations Redesign | Yellow | Mark A | Policies shared with IT Steering, Port Council, & Board | Update policies incorporating public feedback, vote in February; continue Nantucket standby & Blue Line redesign |
| Policies | Yellow | Mark A | Location-based Town Halls & shipper meetings & additional topic-based virtual town halls IT Steering voted to recommend Phase I policies | Finalize phase I policy changes; Phase II in spring Missed end-of-Feb deadline to approve Phase I policies; to be voted on at Mar Board meeting |
| Procurement | Green | Mark R | Shared procurement plan in previous meeting | Share updated procurement plan that includes budget (Feb IT Steering) |
| Website | Green | Mark A, Steve | Intrasystems started work on new website Defined work needed for new website | Website development & content update Finalize cutover/launch plan |
| Preseason Portal | Green | Mark A, Steve | Refined integration strategy with E-Dea Met with Intrasystems for standby/waitlist functionality 2/24 | Refine integration documentation & timeline |
| Payment Gateway | Green | Mark R, Steve | Incorporate integration into E-Dea solution design Approve Shift4 contract at 1.20.26 Board meeting | Work on integration with Shift4 |
| Business Central | Green | Mark R, Steve | Defined scope of integration Signed SOW with vendor & already working in sandbox | Finalize integration and reporting approach |
| Internal Infrastructure (Network, Software, & Hardware) | Green | Steve | Bid, site visits, Peggy hired clerk of the works (onsite PM), James has schedule → all of work minus OB in May; only outstanding is electrical | Hyannis electrical week of 2/23; 4 gang outlets for internal; internal electricians |
| External Infrastructure | Green | Steve | Revisited scope Confirming terminal infrastructure assessment Went through low voltage cabling; repair damage in OB and HY | Bid out necessary work, finalize Wi-Fi assessment, define RACI; RFP/RFQs ready in Apr, bid in May/June, install in July - any updates on Alvarado? Woods Hole Access Points discussion IT & Ops 2/2 |
| Data Warehouse & Reporting | Green | Steve | Reviewed Datamart approach with E-Dea | Define phased approach Schedule planning discussion with project team |
| Customer Comm & Training | Green | Mark A, Sean | Reviewed comms and training needs | Defining communication software/service needs Need to select a trainer |
| Change Management | Green | Mark A | Held 3 additional Town Halls and Shipper Meetings in Jan for policy, plus additional topic-based virtual Town Halls in Feb | Kick off beta testing group (spring) Public engagement sessions for additional policy changes (phase II) |
| Master Data | Yellow | Mark A | Started testing Master Data on March 2 Identified some E-Dea issues & have communicated them Shared initial results of the first round by Mar 6 | Finish first round of testing March 9 – share results E-Dea to fix problems to complete testing Meetings Wednesday for R1.1 requirements |
| Integrations | Green | Steve | IT sub team meetings for integration timelines & ownership | Finalize integration timelines & ownership |

POLICY PHASE II TIMELINE



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



- Town halls (MV, NT, virtual)
- Shipper meetings (MV, NT, mainland)
- Kick off user group sessions

- IT Steering
- Port Council
- Board

NEXT STEPS



- Board to vote on policy phase I
- Finalize solution design based on policy changes (project team)
- Schedule the next round of public engagement sessions for policy updates (project team)

STAFF SUMMARY

Date: March 12, 2026

File# GM-811



| TO: | | FOR: | | FROM: |
|-----|-----------------|------|-------------|--|
| X | General Manager | X | Vote | Dept.: General Manager Author: Terence G. Kenneally |
| X | Board Members | | Information | Subject: Request for a Limited Passenger License Agreement with Helen H Offshore Fishing Corp. |

PURPOSE:

To request approval of a limited passenger service license with Helen H Offshore Fishing Corp. (“Helen H”), which seeks to operate passenger ferry service between Oak Bluffs Marina and Nantucket Boat Basin for local island-based schools and their supporters to attend athletic, educational, and community events on either Martha’s Vineyard or Nantucket.

BACKGROUND:

At their meeting on October 23, 2025, the Members approved Helen H’s request for a one (1) day passenger service license operating ferry service between Oak Bluffs Marina and Nantucket Boat Basin to transport approximately eighty (80) Martha’s Vineyard residents who wished to attend high school sporting events on Nantucket on Saturday, October 25th. In exchange for the one-day license, Helen H paid a license fee of \$2.00 per passenger for each leg of the voyage. The license fee is consistent with the fees set forth within Hyannis Harbor Tours, Inc.’s (“Hy-Line”) license agreement for its interisland service between Oak Bluffs and Nantucket between late May and mid-October.

In December 2025, Helen H submitted a second license request “to operate a limited inter-island passenger route between Nantucket and Martha’s Vineyard under specific, non-competitive circumstances.” A copy of Helen H’s December 2025 letter is attached hereto as *Exhibit A*.

Following receipt of Helen H’s latest request, the Authority advised Helen H that their request would need to be vetted through the requirements of the Authority’s licensing policy including, but not limited, to publication of its request in local newspapers and conducting a hearing seeking public comments on the proposal. Currently, the Authority has arranged publication of Helen H’s request in local newspapers including scheduling a virtual public hearing to occur on Thursday, March 26, 2026 at 4:00 p.m. Staff have started to receive comments from the public concerning Helen H’s request. Copies of the comments received to date are attached hereto as *Exhibit B*.

On March 3, 2026, Helen H advised the Authority that the “high schools on Nantucket and Martha’s Vineyard” seek inter-island passenger service to events on Saturday, April 4, 2026 and Sunday, May 3, 2026 respectively.¹ April 4th falls after the Authority’s scheduled virtual public hearing concerning this license request on Thursday, March 26, 2026, but before the Authority’s scheduled port

¹ Helen H recently advised that their initial request incorrectly requested service to operate on Monday, May 4th instead of Sunday, May 3rd.

council meeting on April 7th and board meeting on Tuesday, April 21st. Accordingly, consideration to approve a one-day license to cover the proposed April 4th service is needed in advance of the completed review of the license request. In the interest of efficiency, staff are asking the Members to consider the service to both events on Saturday, April 4, 2026 and Sunday, May 3, 2026 in this staff summary.

ANALYSIS:

Section 5 of the Authority's Enabling Legislation states, in part:

...no person shall operate a vessel with a Coast Guard approved capacity rating in excess of forty passengers or a vessel of more than seventy-five gross tons for the carriage of passengers for hire by water between the mainland and the island of Martha's Vineyard or the island of Nantucket or between said islands unless licensed or permitted in writing to do so by the Authority....

According to their certificates of inspection from the USCG, the M/V CAPTAIN JOHN & SON (O.N. 584638) and the M/V CAPTAIN JOHN & SON II (O.N. 656719) have approved capacities of 149 persons onboard. Copies of the vessels' certificates of inspection are attached hereto as *Exhibit C*. If Helen H carries more than 100 passengers, then the Embarkation Fee Statute must be applied.²

Under the Authority's licensing policy, the Members should consider the following:

1. Whether public convenience and necessity require the proposed service.
2. Each request for a license shall be considered by the Authority on a case-by-case basis, although the Authority adopts reasonable policies, principles and standards to guide the exercise of its discretion in appraising the public interest.
3. Before any request for a license is considered by the Members, the management staff shall hold public hearings thereon after due notice is given to all interested parties and shall provide the Members with a comprehensive analysis as to whether, in the staff's opinion based upon the information received, public convenience and necessity require the proposed service.
4. Each license agreement entered into by the Authority shall specify the routes over which the licensee's vessels may operate, shall contain such terms and conditions as the Authority deems that public convenience and necessity require, shall be subject to revocation for cause, and shall be subject to revision at any time to the extent the Authority finds such action to be in the public interest.

Under the terms of Hy-Line's license agreement, it pays license fees to the Authority for its Oak Bluffs-Nantucket service. A copy of Hy-Line's approved 2026 "inter-island" service schedule is attached hereto as *Exhibit D*. Hy-Line has no objection to Helen H providing offseason inter-island service. See Hy-Line's recent email within *Exhibit B*.

² Section 11 of Chapter 55 of the Acts of 2003 (the "Act"), as amended by Sections 44-47 of Chapter 65 of the Acts of 2004 allows a port town to impose an embarkation fee "upon all passenger ferry trips, based upon the actual number of fee-paying passengers embarking on all departing ferry trips, excluding those ferry boats that are licensed to transport not more than 100 passengers, originating from a port located within such city or town, at a rate of \$.50 per passenger, per fare-paying departing trip."

Considering the above information, it is unlikely, without scheduling and conducting a special off-schedule board meeting, to complete the requisite review of Helen H’s license request before April 4, 2026 when it intends to provide inter-island passenger service to the islands’ high school students.

Furthermore, it is reasonable to question whether this license request is necessary because students, particularly student athletes, often travel between the islands via the mainland for various activities. It appears that the island residents seek the public convenience of traveling directly between the islands because the Authority and its current licensees do not provide inter-island service between mid-October and late-May.

Because the Authority and its current licensees cannot accommodate the island residents’ requests and the license is limited in its duration to the offseason period before Hy-Line begins its inter-island service on May 22, 2026, staff is inclined to recommend the issuance of a limited license to Helen H so that it can provide passenger ferry service between Oak Bluffs Marina and Nantucket Boat Basin for local island-based schools and their supporters on April 4th and May 3rd respectively. In consideration of obtaining the license, Helen H should pay a license fee of \$2.00 per passenger for each passenger carried on each leg of the voyage consistent with the fees set forth within Hy-Line’s license agreement for its inter-island service between Oak Bluffs and Nantucket.

Whether or not Helen H should be considered for a license to provide offseason inter-island passenger service beyond May 2026 remains for consideration and discussion following receipt and review of additional public comments and conducting the hearing on Thursday, March 26, 2026 at 4:00 p.m.

At their meeting on March 10, 2026, the Port Council voted unanimously to recommend that the Members vote to approve Helen H’s request for a license to provide offseason inter-island service for the scheduled events on April 4th and May 3rd respectively. If the Members approve Helen H’s request for a license, staff will present Helen H with a license agreement substantially similar or the same as the draft agreement attached hereto as *Exhibit E*.

RECOMMENDATION:

For the reasons stated above, it is the staff’s opinion that that the Members vote to authorize the General Manager to enter into a license agreement with Helen H Offshore Fishing Corp. to allow it to provide inter-island passenger service for the islands’ high school students and their supporters to the scheduled events on April 4th and May 3rd in exchange for a license fee of \$2.00 per passenger for each leg of the voyages plus any applicable embarkation fees as detailed in this staff summary.



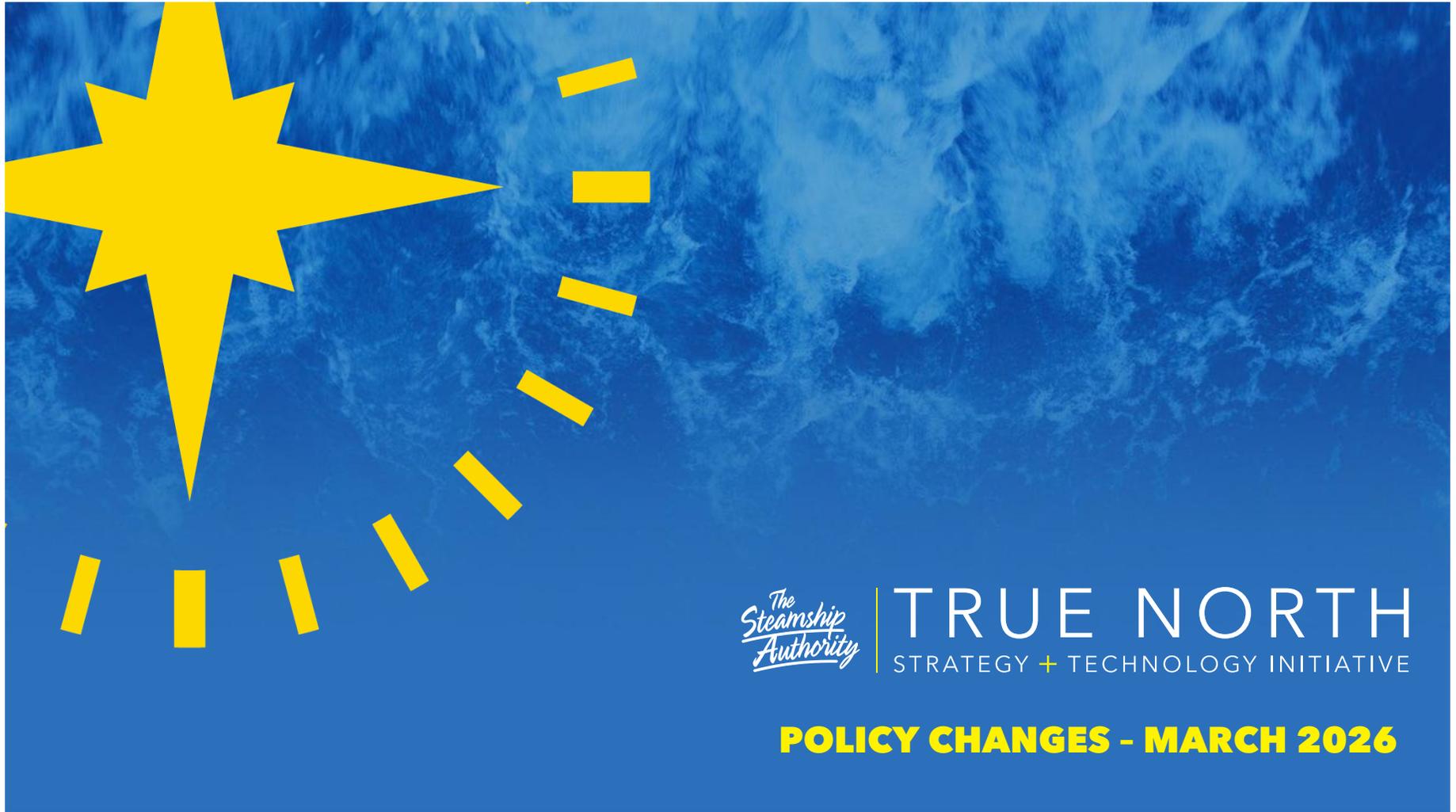
Terence G. Kenneally
General Counsel

APPROVED:



Alexander T. Kryska
General Manager

Attachments



PROPOSED POLICY UPDATES

Phase 1: February 2026 Meeting

- + **Deck space management** (linear feet)
- + **Waitlist** (specific picks, before and after)
- + **Standby** (purchase refundable standby)
- + **Transferable reservations** (must be named)
- + **Special programs stacking discounts** (one discount per product)
- + **Lottery process for Bulks** (simplified)

NOTE: All February policy changes have been shared with the public & shippers for feedback



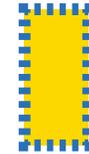
TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

NEW DECK SPACE USAGE

- + **Was** car equivalent units of 17 feet
- + **Will be** linear feet



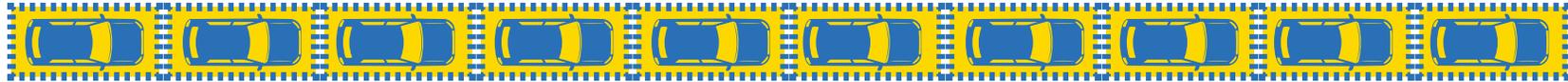
TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



**SSA LEGACY
SPACE
17 FEET**



**SEDAN
14 FEET**



Lane 3 Approximately 180'



Lane 3 Approximately 180'

With the new system's linear feet, more vehicles can be booked per lane.

THE NEW WAIT LIST

- + Was unlimited time span for wait list searches
- + Will be five trips before or after a booked trip



John B. Traveler

- BOOKED TRIP
- SOLD OUT TRIP
- BOOKED WAIT LIST
- WAIT LIST OPTION
- UNSELECTED OPTION

| DESIRED TRIPS | BOOKED TRIP | WAIT LISTS AVAILABLE | WAIT LISTS BOOKED |
|--|---|---|---|
| <div style="background-color: #C00000; color: white; padding: 2px; text-align: center;">JULY 14 9:15 a.m. HY to NT SOLD OUT</div> <div style="background-color: #C00000; color: white; padding: 2px; text-align: center;">JULY 14 12:00 p.m. HY to NT SOLD OUT</div> <div style="background-color: #C00000; color: white; padding: 2px; text-align: center;">JULY 14 2:45 p.m. HY to NT SOLD OUT</div> <div style="background-color: #C00000; color: white; padding: 2px; text-align: center;">JULY 14 4:15 p.m. HY to NT SOLD OUT</div> <div style="background-color: #C00000; color: white; padding: 2px; text-align: center;">JULY 14 5:30 p.m. HY to NT SOLD OUT</div> <div style="background-color: #C00000; color: white; padding: 2px; text-align: center;">JULY 14 8:00 p.m. HY to NT SOLD OUT</div> | <div style="background-color: #0070C0; color: white; padding: 2px; text-align: center;">JULY 15 12:00 p.m. HY to NT</div> | <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 15 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 16 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #0070C0; color: white; padding: 2px; text-align: center;">JULY 15 12:00 p.m. HY to NT</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 14 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 15 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 14 4:15 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 15 4:15 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 14 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 15 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 14 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFFACD; color: black; padding: 2px; text-align: center;">JULY 15 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> | <div style="background-color: #A9A9A9; color: black; padding: 2px; text-align: center;">JULY 15 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFD700; color: black; padding: 2px; text-align: center;">JULY 16 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #0070C0; color: white; padding: 2px; text-align: center;">JULY 15 12:00 p.m. HY to NT</div> <div style="background-color: #A9A9A9; color: black; padding: 2px; text-align: center;">JULY 14 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #A9A9A9; color: black; padding: 2px; text-align: center;">JULY 15 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFD700; color: black; padding: 2px; text-align: center;">JULY 14 4:15 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #A9A9A9; color: black; padding: 2px; text-align: center;">JULY 15 4:15 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFD700; color: black; padding: 2px; text-align: center;">JULY 14 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #A9A9A9; color: black; padding: 2px; text-align: center;">JULY 15 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #A9A9A9; color: black; padding: 2px; text-align: center;">JULY 14 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> <div style="background-color: #FFD700; color: black; padding: 2px; text-align: center;">JULY 15 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</div> |

- + Need a reservation first
- + Customer can select up to five trips to add to a wait list
- + Customer can select when to leave a wait list, up to two hours before departure time

THE NEW STANDBY

- + **Was** using an open ticket or unused reservation
- + **Will be** purchasing a standby ticket



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



**Standby
ticket**



**Attached to
a specific
trip**



**Blue Line
still
available**



**SSA can
adjust standby
capacity**



**Travel not
guaranteed**

NOTE: Blue Line and Nantucket standby functionality under review in the new system

THE POWER OF WAIT LIST AND STANDBY TOGETHER



John B. Traveler

- BOOKED STANDBY
- SOLD OUT TRIP
- BOOKED WAIT LIST
- WAIT LIST OPTION
- UNSELECTED OPTION

| DESIRED TRIPS | BOOKED STANDBY | WAIT LISTS AVAILABLE | | WAIT LISTS BOOKED | |
|--|--|---|--|---|--|
| <p>JULY</p> <p>15 9:15 a.m. HY to NT SOLD OUT (STANDBY OPTION)</p> <p>JULY</p> <p>15 12:00 p.m. HY to NT SOLD OUT (STANDBY OPTION)</p> <p>JULY</p> <p>14 2:45 p.m. HY to NT SOLD OUT (STANDBY OPTION)</p> <p>JULY</p> <p>15 4:15 p.m. HY to NT SOLD OUT (STANDBY OPTION)</p> <p>JULY</p> <p>15 5:30 p.m. HY to NT SOLD OUT (STANDBY OPTION)</p> <p>JULY</p> <p>15 8:00 p.m. HY to NT SOLD OUT (STANDBY OPTION)</p> | <p>JULY</p> <p>15 4:15 p.m. HY to NT</p> | <p>JULY</p> <p>15 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 4:15 p.m. HY to NT</p> <p>JULY</p> <p>14 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>14 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> | <p>JULY</p> <p>16 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>16 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>16 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>16 4:15 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> | <p>JULY</p> <p>15 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 4:15 p.m. HY to NT</p> <p>JULY</p> <p>14 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>14 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> | <p>JULY</p> <p>16 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>16 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>16 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>16 4:15 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 5:30 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> <p>JULY</p> <p>15 8:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)</p> |

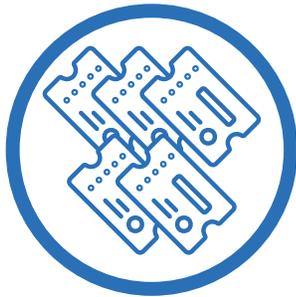
- + Customer can buy a standby ticket
- + Customer can then select up to five trips before or after the standby ticket to wait list
- + Customer can select when to leave a wait list, up to two hours before departure time

THE NEW TRANSFERABLE RESERVATIONS



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

- + **Was** three of five transferrable Head Start reservations could be transferred later
- + **Will be** all transferrable Head Start reservations must be booked directly at time of purchase



Five transferable reservations per customer



Transfer directly to a person



Transfer at time of purchase



Transfer once

ADDITIONAL POLICY CHANGES



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



Simplify special program discounts

One passenger and one vehicle discount can be applied per booking
Currently, users can stack discounts (e.g., excursion + medical discount for a vehicle)



No deposit for commercial charge accounts

Updated cancellation fees will replace the function of the deposit (still working on the proposed cancellation fees; will incorporate shipper feedback)
Currently, there is a 10% deposit for charge accounts



Only passengers who book multiple medical reservations can delay payment

Customers must pay for reservations at the time of booking (unless booking multiple medical reservations at once)
Currently, customers booking via phone or at the terminal can request to delay payment until five days before travel



Simplifying the commercial shipper preseason lottery process

One deadline and one lottery
Currently, there is one deadline plus five additional lottery days for late applicants

PROPOSED POLICY UPDATES

Phase 2: Spring 2026

- + **Deposits for Bulks** (no deposit)
- + **Cancellation** (adjusting timing & fees)
- + **Change** (adjusting timing & fees)
- + **No-show** (adjusting penalties)
- + **Voucher** (refund or voucher instead of pending and open tickets)
- + **Motorcycle** (consolidate definitions)
- + **Bulk freight reservation smoothing** (100% instead of 110%, hazardous smoothing)
- + **Commercial reservation transfers** (hazardous shippers only)
- + **Commodities** (adding medical, removing infrequent hazardous)
- + **Steel-treaded vehicles** (trailer required)
- + **Towing/pushing services** (remove)
- + **Multi-island motorcycle excursion fare** (remove)
- + **Medical travel** (revise definitions)
- + **Allotments** (revising deck space management)
- + **Subscriptions** (new functionality and names for special programs and discounts)
- + **Furlough fare** (revised definition)
- + **Gift cards** (specific units, electronic)



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

Steamship Authority - General Manager Work Plan

PHASE 1: IMMEDIATE ACTIONS (0-90 DAYS)

1. Governance, Oversight & Role Clarity

| Task | Owner | Deadline | Deliverable | Metric |
|---|------------------|----------|--|----------------------|
| Conduct one-on-one meetings with senior and mid-level managers -Enhanced organizational chart and decision matrix | GM | 150 days | Written summary of role clarity findings | 100% completion |
| Document and publish updated decision-rights matrix (Board vs GM vs Management) -Reference by-laws & enabling act -1 to 2 page decision tree document | GM + Board Chair | 150 days | Formal Governance Authority Matrix | Board adoption |
| Establish Board reporting template (standardized format) -Formalize agenda | CFO + GM | 60 days | Monthly Board dashboard packet | Consistent reporting |
| Launch quarterly strategic review calendar - Revise/update Strategic Plan | GM | 150 days | Annual Board review calendar | Calendar approved |

2. Financial Controls, Planning & Transparency

| Task | Owner | Deadline | Deliverable | Metric |
|---|--------------|----------|--|----------------------|
| Conduct internal financial controls audit | CFO | 150 days | Controls Gap Assessment | Written findings |
| Establish approval thresholds matrix -Procurement review | CFO | 270 days | Delegation of Financial Authority policy | Board approval |
| Implement department-level reconciliation checklist | Finance Team | 150 days | Monthly reconciliation certification | 100% monthly signoff |
| Launch rolling 24-month financial forecast model | CFO | 270 days | Board-level multi-year forecast | Presented to Board |

PHASE 2: STRUCTURAL REFORMS (3–9 MONTHS)

3. Multi-Year Financial Plan Integration

| Task | Owner | Deadline | Deliverable | Metric |
|--|--------------|----------|--|----------------------|
| Align operating budget with capital plan | CFO + COO | 9 months | Integrated 5-Year Financial Plan | Board adoption |
| Integrate labor agreement cost projections | HR + Finance | 9 months | Workforce cost model | Included in forecast |
| Implement monthly variance reporting dashboard | CFO | 6 months | Variance report included in Board packet | Monthly tracking |

4. Strategic Planning & Operational Alignment

| Task | Owner | Deadline | Deliverable | Metric |
|---|-------------|-----------|--------------------------|----------------------|
| Develop comprehensive Board-approved Strategic Plan | GM | 12 months | 5-Year Strategic Plan | Board approval vote |
| Align fleet replacement plan to financial capacity | COO + CFO | 12 months | Fleet & Capital Forecast | Included in plan |
| Workforce development & succession plan | HR Director | 12 months | Workforce Plan | Published internally |
| Establish annual strategy review cycle | GM | 12 months | Annual update protocol | Review completed |

PHASE 3: CULTURAL & ACCOUNTABILITY SHIFT (9–18 MONTHS)

5. Governance Maturity

| Task | Owner | Deadline | Deliverable | Metric |
|--|-------------|-----------|-------------------------------------|--------------------|
| Board governance training session -Recommend additional courses from IG website | Board Chair | 12 months | Governance workshop completed | Annual training |
| Adopt Board self-evaluation process | Board | 12 months | Annual Board evaluation tool | Completed annually |
| Develop and approve Board goals | Board | 12 months | Action items aligned with Strategic | Completed annually |

6. Transparency & Public Trust

| Task | Owner | Deadline | Deliverable | Metric |
|---|-------|-----------|-------------------------------|--------------------|
| Annual “State of the Authority” report -1 to 2 page executive summary | GM | 12 months | Public-facing annual report | Published annually |
| Establish IG follow-up progress tracker -Provide update on IG report response @ July board meeting | GM | 6 months | Public implementation tracker | Updated quarterly |

Agenda Item

4a)-

Discuss Eligibility
Requirements for the
MV Route Blue Line

To Be Discussed

Agenda Item

4b)-

Discuss Potential Digital
Advertising Options at
Terminals and Onboard
Vessels

To Be Discussed

Steamship Authority - 2026 Board Goals & Action Items

| Task | Owner | Deadline | Deliverable or Role | Metric |
|--|----------------------|----------|---|--|
| Begin all Board meetings with restatement of the <i>Enabling Act of the Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority</i> , and Vision and Organizational Mission set forth in the Strategic Plan Framework | Board Chair | 90 days | All Board decisions align with the purpose of the Enabling Act and Organizational Mission set forth in the Strategic Plan. | 100% completion |
| GM Performance Plan | Board Char & GM | 90 days | GM work plan with metrics/KPIs | Adopt at March 2026 Board Meeting |
| Review Board By-laws | Board | 150 days | Revise and update Board by-laws as necessary | Board adoption of any new by-laws by July 2026 Board meeting |
| Continue Board & Joint Port Council IT Executive Steering Committee | Board & Port Council | n/a | Oversees technology strategy, cybersecurity posture, data governance, and major IT investments. | |
| Create a Board & Joint Port Council Capital Projects (Steamship 2050) Steering Committee | Board & Port Council | 180 days | Oversees Authority's infrastructure strategy, infrastructure procuments, and major infrastructure investments. | |
| Creat a Joint Board & Port Council Governance Committee | | | Responsible for ensuring Board & Port Council pursuant to the Enbling Act, effectivelym, and in line with good governance practices. Maintains accountability, transperancy, and strong oversight & leadership. | |

| Task | Owner | Deadline | Deliverable or Role | Metric |
|--|----------------------|-----------|---|---|
| Review Authority's Procurement Policy | Board, GM, CFO, & GC | 270 days | Review and update as necessary Authority's procurement policy to ensure alignment with statutory mandates and public policy objectives, confirm that procurement rules support the Authority's mission, verify consistency with broader government procurement frameworks and best practices, ensure clear criteria for supplier selection, evaluation, and award decisions to reduce potential for favoritism or bias, safeguard value for public funds, review procedures to maximize value for money, including cost-effectiveness, lifecycle costs, and total cost of ownership, evaluate controls to prevent waste, fraud, and abuse, including segregation of duties and robust approval workflows, and enable cost predictability and budget discipline. | Board adoption of any revisions to procurement policy by September 2026 Board meeting |
| Board governance training | Board Chair | 12 months | Governance workshop completed; further training identified. | Annual training |
| Adopt Board self-evaluation process | Board | 12 months | Annual Board evaluation tool | Completed annually |
| Develop and approve Board goals | Board | 12 months | Action items aligned with Strategic Plan | Completed annually |
| Recommend that Port Council review its by-laws | Board & Port Council | 90 days | Port Council by-laws reflect its role under the Enabling Act and align with Organizational Mission set forth in the Strategic Plan | Port Council adoption of any new by-laws by July 2026 |