

THE NEW COUPON BOOK SUBSCRIPTIONS



THE NEW COUPON BOOK SUBSCRIPTIONS

- + **1 - The current coupon books**
- + **2 - The new coupon book subscriptions**
- + **3 - What are the benefits and differences?**



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



Multiple one-way auto tickets bundled



Discounted rate



Most subject to expiration date



Coupon returned to book upon cancellation

THE NEW COUPON BOOK SUBSCRIPTIONS

- + 1 - The current coupon books
- + 2 - **The new coupon book subscriptions**
- + 3 - What are the benefits and differences?



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



Multiple one-way auto ticket subscription



Discounted rate



Most subject to expiration date



Ticket credited to subscription on cancellation

THE NEW COUPON BOOK SUBSCRIPTIONS

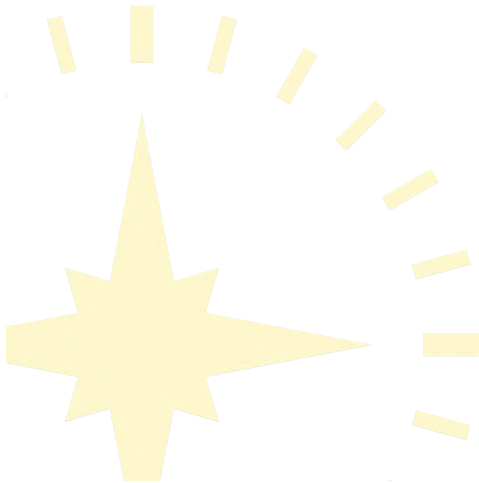
- + 1 - The current coupon books
- + 2 - The new coupon book subscriptions
- + 3 - **What are the benefits and differences?**

Benefits for new coupon subscriptions:

- + Maintains benefits from the old system

Differences:

- + Different name



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THE NEW GIFT CARDS



THE NEW GIFT CARDS

- + 1 - The current gift cards
- + 2 - The new gift cards
- + 3 - What are the benefits and differences?



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**Any amount
of money at
the time of
purchase**



**Physical
cards only**



**No digital
options**



**Carries
remaining
balance**

THE NEW GIFT CARDS

- + 1 - The current gift cards
- + 2 - **The new gift cards**
- + 3 - What are the benefits and differences?



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**Increments
of \$5, \$10,
\$25, or \$100**



**Digital cards
only (can be
printed at
home)**



**Digital
options and
flexibility**



**Carries
remaining
balance**

THE NEW GIFT CARDS

- + **1** - The current gift cards
- + **2** - The new gift cards
- + **3** - **What are the benefits and differences?**

Benefits of the new gift cards:

- + No more physical cards to keep track of
- + Can easily send gifts electronically

Differences:

- + Physical gift cards require home printing



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THE NEW FURLOUGH FARE POLICY



THE NEW FURLOUGH FARE POLICY



TRUE NORTH
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CURRENT POLICY



Active service card



**Traveling at their
own expense**



In uniform



**If not in uniform,
has written orders**

NEW POLICY



Active service card

THE NEW MOTORCYCLE POLICIES

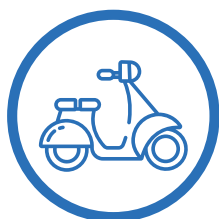


THE NEW MOTORCYCLE POLICIES



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

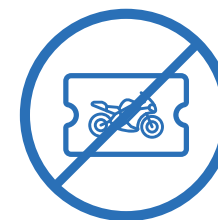
CURRENT POLICIES



Multiple types of vehicles qualify

Multi-island excursion fare

NEW POLICIES



One type of motorcycle

Motorcycles over 4' wide are considered cars

No multi-island excursion fare

THE NEW COMMERCIAL PRESEASON BOOKING PROCESS



THE NEW COMMERCIAL PRESEASON BOOKING PROCESS



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

- + **1 - The current commercial preseason booking process**
- + **2 - The new commercial preseason booking process**
- + **3 - What are the benefits and differences?**



First choice: Desired trip is available and booked



Second choice: If desired trip unavailable, shipper requests any trip the same day or nearest available. Nearest trip is booked, and they are wait listed for their first choice/desired trip.



John B. Shipper

DESIRED TRIP

JULY

14
9:15 a.m.
HY to NT

SOLD OUT

BOOKED TRIP

JULY

17
2:45 p.m.
HY to NT

TRIP WAIT LISTS
RANGE: All trips July 14-17 before 3:00 p.m.

JULY	JULY	JULY	JULY
14 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)	15 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)	16 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)	17 9:15 a.m. HY to NT SOLD OUT (WAITLIST OPTION)
JULY	JULY	JULY	JULY
14 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)	15 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)	16 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)	17 12:00 p.m. HY to NT SOLD OUT (WAITLIST OPTION)
JULY	JULY	JULY	JULY
14 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)	15 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)	16 2:45 p.m. HY to NT SOLD OUT (WAITLIST OPTION)	17 2:45 p.m. HY to NT

THE NEW COMMERCIAL PRESEASON BOOKING PROCESS



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

- + 1 - The current commercial preseason booking process
- + 2 - **The new commercial preseason booking process**
- + 3 - What are the benefits and differences?



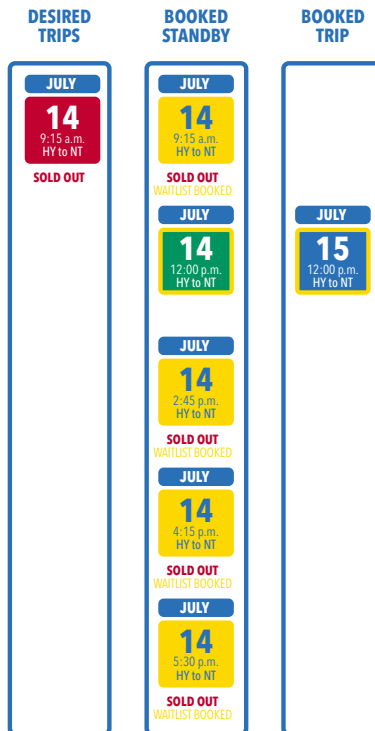
First choice: Desired trip is available and booked



Second choice: If desired trip unavailable, shipper gets a standby ticket the same day as first choice or nearest available and wait listed for their desired trip. Then, they are also booked on the nearest available trip.



John B. Shipper



THE NEW COMMERCIAL PRESEASON BOOKING PROCESS



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

- + **1** - The current commercial preseason booking process
- + **2** - The new commercial preseason booking process
- + **3** - **What are the benefits and differences?**

Benefits for new preseason booking process:

- + Clearer preseason process for shippers
- + Less churn in the reservation system

Differences:

- + Different name
- + Standby wait list is limited to five positions
- + Different process for submitting



THE NEW COMMERCIAL NO-SHOW POLICY



THE NEW COMMERCIAL NO-SHOW POLICY



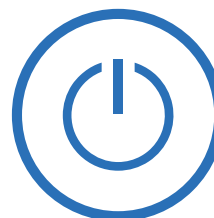
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CURRENT POLICY:



No notification, no refund

(terminal manager may waive in extenuating circumstances)



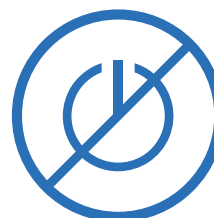
With no notice, can standby for trips the same day

NEW POLICY:



No notification, or arrival after gate closing, no refund

(terminal manager may waive in extenuating circumstances)



With no notice, cannot be reused for same day or future standby

THE NEW COMMERCIAL NO-SHOW POLICY

+ What are the benefits and differences?

Benefits for the new no-show policy:

- + Customers encouraged to give notice if they can't make their trip
- + Customers encouraged to change their trip if they can't make it
- + Better deck space utilization and fewer empty spaces on trips

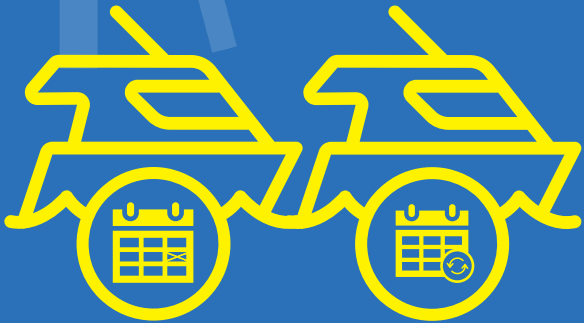
Differences:

- + Less trip flexibility
- + Change management: gate closure is now the departure time and no-show deadline



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STRATEGY + TECHNOLOGY INITIATIVE

THE NEW COMMERCIAL CANCELLATION AND CHANGE POLICIES



THE NEW COMMERCIAL CANCELLATION AND CHANGE POLICY

- + **1** - The current commercial cancellation and change policies
- + **2** - The new commercial cancellation and change policies
- + **3** - What are the benefits and differences?



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



John B. Shipper

All vehicles 20' and over must cancel, change, or pend by 9 a.m. the calendar day prior to the scheduled reservation time to avoid a fee

All changes must be made at least one hour prior to scheduled reservation time.

The first change is free of charge.

Email with time stamp accepted for canceling trips.

Can alter reservations online or by phone when the office is open.

THE NEW COMMERCIAL CANCELLATION AND CHANGE POLICY

- + 1 - The current commercial cancellation and change policies
- + 2 - **The new commercial cancellation and change policies**
- + 3 - What are the benefits and differences?



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE



John B. Shipper

No pending of reservations

Cancel less than 24 hours before departure: No refund

Cancel 24 hours or more before departure: Full refund
(Cancellations will count towards next season's bulks)

Change less than 24 hours before departure: 10% fee

Change 24 hours or more before departure: \$10 fee

Can alter reservations online or by phone when the office is open.

Email with time stamp no longer accepted for canceling trips.

THE NEW COMMERCIAL CANCELLATION AND CHANGE POLICY

- + **1** - The current cancellation and change policies
- + **2** - The new cancellation and change policies
- + **3** - **What are the benefits and differences?**

The Steamship Authority

TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

Benefits for the new no-show policy:

- + Customers encouraged to give notice if they can't make their trip
- + Customers encouraged to change their trip if they can't make it
- + Better deck space utilization and fewer empty spaces on trips

Differences:

- + Less trip flexibility
- + Change management: gate closure is now the departure time and no-show deadline

THE NEW COMMERCIAL RESERVATION TRANSFER POLICY



THE NEW COMMERCIAL RESERVATION TRANSFER POLICY



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

- + **1 - The current commercial reservation transfer policy**
- + **2 - The new commercial reservation transfer policy**
- + **3 - What are the benefits and differences?**



John B. Shipper

Bulk freight reservations are generally non-transferable.

Reservations are transferable only between companies on **a pre-approved shippers list.**

The recipient must be carrying similar commodities, unless no vehicles are on wait list, standby, or Blue Line for that trip.

For transfers after noon the day before departure, the "no wait list" condition is based on the wait list status when the SSA stopped processing wait list requests for that trip.

The original shipper remains financially responsible for the use the reservation, including any discrepancies.

THE NEW COMMERCIAL RESERVATION TRANSFER POLICY



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

- + 1 - The current commercial reservation transfer policy
- + 2 - **The new commercial reservation transfer policy**
- + 3 - What are the benefits and differences?



**John B.
Shipper**

Bulk freight reservations are non-transferable, with one exception.

Reservations are transferable only between companies on a **pre-approved hazardous goods billing transfer list**

The recipient must be carrying similar commodities, unless no vehicles are on wait list, standby, or blueline for that trip.

The original shipper remains financially responsible for the use the reservation, including any discrepancies.

THE NEW COMMERCIAL RESERVATION TRANSFER POLICY



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

- + **1** - The current commercial reservation transfer policy
- + **2** - The new commercial reservation transfer policy
- + **3** - **What are the benefits and differences?**

Benefits for the new transfer policy:

- + Formalizes the transfer process for transfers
- + Better organization and planning
- + More fair for all shippers and passengers
- + More efficient use of deck space

Differences:

- + Transfers for approved hazardous shippers only
- + Stricter enforcement
- + Subject to the change policy

THE NEW BULK RESERVATION SMOOTHING POLICY



THE NEW COMMERCIAL SMOOTHING POLICY



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STRATEGY + TECHNOLOGY INITIATIVE

CURRENT POLICY:



May request **110%** of used reservations from the same schedule of the prior year



All commodities, except hazardous are smoothed

NEW POLICY:



May request **100%** of used reservations from the same schedule of the prior year



All commodities are smoothed, including hazardous



Hazardous get the highest of their previous three bulks from the same season

UPDATES TO COMMERCIAL COMMODITIES



UPDATES TO COMMERCIAL COMMODITIES

- + **1 - The current commodities**
- + **2 - The new commodities**
- + **3 - What are the benefits and differences?**



#	Commodity
1	U.S. Mail
2	Hazardous Materials
3	Hazardous Materials (infrequent shippers)
4	Trash / Septage / Odious
5	Multistop Food to Nantucket / 6+ stops (frequent) - 3 or more days per week
6	Multistop Food to Nantucket / 6+ stops (infrequent) - 1-2 days per week
7	Food to MV & NT (frequent) - 3+ days per week
8	Food to MV & NT (infrequent) - 1-2 days per week
9	Common Carriers
10	General Shippers (frequent)
11	General Shippers (infrequent)
12	Late Submissions

UPDATES TO COMMERCIAL COMMODITIES

- + **1** - The current commodities
- + **2** - **The new commodities**
- + **3** - What are the benefits and differences?



TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

#	Commodity
1	U.S. Mail
2	Hazardous Materials
3	Trash / Septage / Odious / Hay
4	Medical Priority
5	Multistop Food to Nantucket / 6+ stops (frequent) - 3 or more days per week
6	Multistop Food to Nantucket / 6+ stops (infrequent) - 1-2 days per week
7	Food to MV & NT (frequent) - 3+ days per week
8	Food to MV & NT (infrequent) - 1-2 days per week
9	Common Carriers
10	General Shippers (frequent)
11	General Shippers (infrequent)
12	Late Submissions
13	Buses/Coaches

UPDATES TO COMMERCIAL COMMODITIES

- + **1** - The current commodities
- + **2** - The new commodities
- + **3** - **What are the benefits and differences?**

*The
Steamship
Authority*

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Benefits of the updates:

- + Priority for essential medical goods
- + Simplified bulk process
 - + Tour buses now included in bulks
 - + One hazardous commodity
 - + Hay included in trash commodity instead of booking as an exception

Differences:

- + Possible commodity change for shippers
- + Minor changes to prioritization
- + Medical has their own commodity, increasing chances for bookings

UPDATES TO THE STEEL TREAD VEHICLE POLICY (COMMERCIAL)



UPDATES TO THE STEEL TREAD VEHICLE POLICY



TRUE NORTH
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CURRENT POLICY:



No steel treaded vehicle requirement



Case-by-case depending on the terminal

NEW POLICY:



All steel treaded vehicles must be on a trailer



Direct loading of steel treaded vehicles onto the vessel deck is strictly prohibited

NEXT STEPS

STEPS

- + Share feedback from public sessions with the Board
- + Assess possible strategic implementations
- + Amend draft policies where appropriate
- + Board reviews draft policy changes and asks for further updates or approves
- + Development team continues system configurations

RESOURCES AND FEEDBACK

- + www.steamshipauthority.com/TrueNorth
- + truenorth@steamshipauthority.com





Fleet Disposition Analysis

Evaluation of M/V Governor, M/V Sankaty & M/V Nantucket



Steamship Authority | General Manager's Office | April 2026

This Analysis Addresses Four Questions



Annual Cost

What does it cost to retain each vessel annually?



Remaining Life

How much useful life does each vessel have remaining?



Spare Vessel Risk

What is the risk of reducing from two spare vessels to one?



Service Efficient Comparison

What are the capabilities and capacities of the three vessels?

Annual Cost to Retain Each Vessel

Governor

\$582,696

Est. 2026 carrying cost

Maintenance \$351,000

Insurance \$134,196

Docking \$97,500

Utilization (2025) ~90 days

Sankaty

\$558,744

Est. 2026 carrying cost

Maintenance \$385,200

Insurance \$173,544

Docking —

Utilization (2025) ~219 days

Nantucket

\$690,024

Est. 2026 carrying cost

Maintenance \$433,000

Insurance \$257,024

Docking —

Utilization (2025) Full service

Costs are similar across all three vessels — operational flexibility is the key differentiator.

Remaining Useful Life

Governor

Built 1954

End of life

- Well beyond intended service life
- Major systems including steering gear are obsolete

Sankaty

Built 1981

Serviceable

- Originally an offshore supply vessel, converted to ferry service
- Survey indicates several remaining years of useful life

Nantucket

Built 1974

Long-term asset

- **Double**-ended ferry design with significantly greater capacity
- **Designed for long**-term fleet service

The Governor is the only vessel that is clearly beyond its useful service life. Sankaty and Nantucket both have remaining operational years.

Risk of Reducing to One Spare Vessel

Five Key Risks

- 1 Unexpected simultaneous service issues
- 2 Overlapping dry dock periods
- 3 Weather-related service disruptions
- 4 Loss of surge capacity at peak season

Which vessel should be the spare?

Operational Value	Governor	Sankaty
Route coverage	WH-VH only	All routes
Truck capacity	5 trucks	8 trucks
Weather tolerance	Lower	Higher
Fleet risk if lost	Moderate	High

Sankaty provides all-route coverage and greater freight flexibility — Governor as sole spare significantly elevates service risk.

Service Efficiency Comparison

Vessel	Fuel Efficiency	Speed	Trucks	Vehicles	Passengers	Routes
Governor	8.8 gal/mile	16 kts	5	45	250	Woods Hole - Vineyard Haven only
Sankaty	7.4 gal/mile	12.5 kts	8	40	292	All routes
Nantucket	9.9 gal/mile	15 kts	5	50	800	All routes

The Governor’s service limitation to Vineyard Haven is a critical operational constraint — it cannot serve Oak Bluffs or Nantucket under any circumstance.

Number of Operating Days

		Operating Days		
	Year	Martha's Vinyard	Nantucket	Total
GOVERNOR	2023	158		158
	2024	88		88
	2025	90		90
	Total	336		336
	Average	112		112
	Year	Martha's Vinyard	Nantucket	Total
SANKATY	2023	78	84	162
	2024	148	93	241
	2025	93	126	219
	Total	319	303	622
	Average	106	101	207

The Governor's service limitation to Vineyard Haven is a critical operational constraint — it cannot serve Oak Bluffs or Nantucket under any circumstance.

Cost Allocation Comparison

		Fixed Costs		
	Year	GOVERNOR		SANKATY
	2022	\$ 816,793		\$ 961,968
	2023	\$ 2,216,868		\$ 1,317,331
	2024	\$ 1,259,233		\$ 1,048,490
	2025	\$ 728,947		\$ 854,707
4-Year Average		\$ 1,255,460		\$ 1,045,624
Martha's Vineyard	Number	Cost per unit		Cost per unit
Passengers	2,409,471	\$ 0.52		\$ 0.43
Vehicles	550,516	\$ 2.28		\$ 1.90
Martha's Vineyard and Nantucket	Number	Cost per unit		Cost per unit
Passengers	2,958,355	\$ 0.42		\$ 0.35
Vehicles	674,442	\$ 1.86		\$ 1.55

The Governor's service limitation to Vineyard Haven is a critical operational constraint — it cannot serve Oak Bluffs or Nantucket under any circumstance.

Overall Comparative Summary

Factor	Governor	Sankaty	Nantucket
Est. Annual Cost (2026)	\$582,696	\$558,744	\$690,024
Utilization (2025)	Low (~90 days)	Moderate (~219 days)	Full service
Route Flexibility	One route only Fair weather only	All routes Most weather	All routes Most weather
Remaining Life	Very limited	Moderate	Moderate
Strategic Role	Spare	Spare	Core fleet vessel

Governor's route limitation and end-of-life status are the decisive factors in this analysis.

Recommendation

1

Retain M/V Nantucket

Core operating vessel — highest capacity, all-route capable, essential to fleet reliability.

2

Retain M/V Sankaty

Primary spare vessel — all-route coverage, strong freight capacity, higher weather tolerance.

3

Dispose of M/V Governor

Route-limited to Woods Hole-Vineyard Haven, well beyond service life, least operational value as spare.

Item 4.b

Oak Bluffs Terminal Preparation for Service – May
14 Opening Day

To be discussed



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Steamship Authority Joint Board and Port Council Committees

To be continued:

IT Executive Steering Committee

- Peter Jeffery – Falmouth Board Member – Committee Chair
- Rob Ranney – Nantucket Board Member
- John Cahill – Vineyard Haven Port Council Member
- Gordon Carr – New Bedford Port Council Member
- Eric Dawicki – Fairhaven Port Council Member

To be created:

Capital Projects (Steamship 2050) Committee

- Rob Munier – Falmouth Port Council Member – Committee Chair (proposed)
- Bob Jones – Hyannis Board Member
- Nat Lowell – Nantucket Port Council Member
- Vacant – Board Member
- Vacant – Port Council Member

Governance Committee

- Ted Gavin – Dukes County Board Member – Committee Chair (proposed)
- Vacant – Board Member
- Vacant – Port Council Member
- Vacant – Port Council Member
- Vacant – Port Council Member

STAFF SUMMARY

Date: May 1, 2026

File# SO-2026-01



TO:		FOR:		FROM:
X	General Manager		Vote	Dept.: Operations
				Author: Alison A. Fletcher
X	Board Members	X	Information	Subject: Preliminary Draft of the Proposed 2027 Operating Schedules

PURPOSE:

To present the staff’s preliminary draft of the proposed 2027 Operating Schedules for discussion purposes only.

BACKGROUND:

The proposed 2027 operating schedules from January 6, 2027, to March 30, 2027, would start one day later and end one day later than the 2026 schedule for both Martha’s Vineyard and Nantucket routes. The 2027 Martha’s Vineyard and Nantucket operating schedules would be essentially the same as 2026 with the exception of the assigned vessels and the start and end dates of the schedules.

Winter Schedule

2026 Dates	Martha's Vineyard Route Vessels			Nantucket Route Vessels		
1/5 - 1/10	Island Home	Martha's Vineyard	Aquinnah	1/5 - 1/10	Nantucket	Woods Hole
1/11 - 2/24	Nantucket	Martha's Vineyard	Aquinnah	1/11 - 3/29	Eagle	Barnstable
2/25 - 3/29	Woods Hole	Martha's Vineyard	Aquinnah			
2027 Dates	Martha's Vineyard Route Vessels			Nantucket Route Vessels		
1/6-2/22	Aquinnah	Martha's Vineyard	Nantucket	1/6-3/30	Eagle	Barnstable
2/23-3/30	Aquinnah	Martha's Vineyard	Island Home			

The proposed 2027 operating schedules from January 6th to March 30th would start one day later and end one day later than in 2026 for both the Martha’s Vineyard and Nantucket routes. The Martha’s Vineyard route would see no changes to the trip times, quantity of trips, vessel crewing during the January 6th to March 30th schedule. The *M/V Martha’s Vineyard* would be triple-crewed and operate up to seven round trips per day departing at 6:00 a.m. from Vineyard Haven. The *M/V Aquinnah* would be triple crewed and operate up to seven round trips per day, and the *M/V Island Home* would operate up to seven round trips daily from February 23rd to March 30th. The *M/V Nantucket* will operate in place of the *M/V Island Home* from January 6th to February 22nd. The 5:30am departure may be added back to the schedule depending on the slip construction in Vineyard Haven.

The Nantucket route for 2027 would see no changes to the trip times, quantity of trips, vessel crewing or the assigned vessels during the period of January 6th to March 30th. The *M/V Eagle* would be

triple-crewed and operate up to three round trips per day from January 6th to March 30th. The *M/V Barnstable* would be triple-crewed and operate up to three round trips Monday through Saturday with optional service of up to three round trips on Sunday.

Spring Schedule

2026 Dates	Martha's Vineyard Route Vessels			Nantucket Route Vessels			
3/30 - 5/13	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Woods Hole</i>	3/30 - 5/13	<i>Eagle</i>	<i>Barnstable</i>	<i>Aquinnah</i>
2027 Dates	Martha's Vineyard Route Vessels			Nantucket Route Vessels			
3/31-5/11	<i>Woods Hole</i>	<i>Martha's Vineyard</i>	<i>Island Home</i>	3/31-5/17	<i>Eagle</i>	<i>Monomoy</i>	<i>Barnstable</i>
5/12-5/17	<i>Woods Hole</i>	<i>Nantucket</i>	<i>Island Home</i>				

The proposed 2027 operating schedules from March 31st to May 15th would start one day later and end four days later than in 2026 for both the Martha’s Vineyard and Nantucket routes. The Martha’s Vineyard route would see no changes to the trip times, quantity of trips, vessel crewing or the assigned vessels during this period. The *M/V Island Home* and *M/V Martha’s Vineyard* would both be triple-crewed and operate up to seven round trips per day and the *M/V Woods Hole* would be triple-crewed and operate up to seven round trips per day. The 5:30am departure may be added back to the schedule depending on the slip construction in Vineyard Haven.

The Nantucket route during this schedule would see no changes to the trip times, quantity of trips, vessel crewing during the March 31st to May 17th schedule. The *M/V Eagle*, and *M/V Monomoy* would again be triple crewed and operate up to three round trips daily for the entire schedule. The *M/V Barnstable* will operate Monday to Friday three round trips.

Late Spring Schedule

2026 Dates	Martha's Vineyard Route Vessels				Nantucket Route Vessels			
5/14 - 5/19	<i>Island Home</i>	<i>Nantucket</i>	<i>Aquinnah</i>	<i>Governor</i>	5/14 - 5/25	<i>Eagle</i>	<i>Woods Hole</i>	<i>Monomoy</i>
5/20 - 6/03	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Aquinnah</i>	<i>Governor</i>	5/26 - 6/3	<i>Nantucket</i>	<i>Woods Hole</i>	<i>Monomoy</i>
6/04 - 6/15	<i>Nantucket</i>	<i>Martha's Vineyard</i>	<i>Aquinnah</i>	<i>Governor</i>	6/4 - 6/18	<i>Eagle</i>	<i>Woods Hole</i>	<i>Monomoy</i>
6/16 - 6/18	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Aquinnah</i>	<i>Governor</i>				
2027 Dates	Martha's Vineyard Route Vessels				Nantucket Route Vessels			
5/18-5/26	<i>Barnstable</i>	<i>Nantucket</i>	<i>Island Home</i>	<i>Monomoy</i>	5/18-6/1	<i>Eagle</i>	<i>Woods Hole</i>	<i>Sankaty</i>
5/27-6/10	<i>Barnstable</i>	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Monomoy</i>	6/2-6/10	<i>Nantucket</i>	<i>Woods Hole</i>	<i>Sankaty</i>
6/11-6/16	<i>Barnstable</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Monomoy</i>	6/11-6/16	<i>Eagle</i>	<i>Woods Hole</i>	<i>Sankaty</i>

The proposed 2027 operating schedules from May 18th to June 16th would start four days later and end two days earlier than in 2026 for both the Martha’s Vineyard and Nantucket routes. The Martha’s Vineyard route would see no changes to the trip times, quantity of trips, vessel crewing or the assigned vessels during the May 18th to June 16th schedule. The *M/V Monomoy* would be triple-crewed and operate up to seven round trips per day starting with the 5:30 a.m. departure from Woods Hole. The *M/V Island Home* would be triple-crewed and operate seven round trips per day, and the *M/V Martha’s Vineyard* would operate seven round trips daily from May 27th to June 16th. The *M/V Nantucket* will operate in place of the *M/V Martha’s Vineyard* from May 18th to May 26th and in place of the *M/V Island Home* from June 11th to June 16th. while the *M/V Martha’s Vineyard* and the *M/V Island Home* are in repair for

a “spruce up”. The *M/V Woods Hole* would be triple crewed and operate up to seven round trips per day starting with the 5:30 a.m. departure from Vineyard Haven from May 18th to June 16th.

The Nantucket route for 2027 would see no changes to the trip times, quantity of trips, and vessel crewing during the May 18th to June 16th schedule. The *M/V Eagle* would be triple-crewed and operate three round trips per day from May 18th to June 16th. The *M/V Woods Hole* would be triple-crewed and operate three round trips seven days a week. The *M/V Sankaty* would also be triple-crewed and operate three round trips per day Monday to Friday and two trips on Saturday and Sunday. The *M/V Nantucket* will run in place of the *M/V Eagle* for its “spruce up” period of June 2nd to June 10th.

Summer Schedule

2026 Dates	Martha's Vineyard Route Vessels						Nantucket Route Vessels		
6/19 - 9/10	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Aquinnah</i>		6/19 - 8/08	<i>Eagle</i>	<i>Monomoy</i>	<i>Woods Hole</i>
						8/09 - 09/10	<i>Eagle</i>	<i>Barnstable</i>	<i>Woods Hole</i>
2027 Dates	Martha's Vineyard Route Vessels						Nantucket Route Vessels		
6/17-7/19	<i>Barnstable</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Island Home</i>	<i>Sankaty</i>	6/17-9/8	<i>Eagle</i>	<i>Monomoy</i>	<i>Woods Hole</i>
7/20-9/8	<i>Aquinnah</i>	<i>Martha's Vineyard</i>	<i>Nantucket</i>	<i>Island Home</i>	<i>Sankaty</i>				

The proposed 2027 operating schedules from June 17th to September 8th would start two days earlier and end two days earlier than in 2026 for both the Martha’s Vineyard and Nantucket routes. The Martha’s Vineyard route would see one change which is the addition of the 5th boat. The *M/V Island Home* and *M/V Martha’s Vineyard* would both be triple crewed and operate seven trips per day and the *M/V Aquinnah* and *M/V Nantucket* would both be triple crewed and operate up to seven round trips per day. Th *M/V Sankaty* will be single crewed and operate three round trips a day Monday to Friday.

The Nantucket route would see no changes to the trip times, quantity of trips, vessel crewing or assigned vessels during the June 17th to September 8th schedule. Both the *M/V Eagle* and *M/V Woods Hole* would again be triple crewed and operate three round trips daily for the entire schedule. The *M/V Monomoy* would be triple-crewed and operate three round trips.

Late Summer Schedule

2026 Dates	Martha's Vineyard Route Vessels					Nantucket Route Vessels		
9/11 - 10/22	<i>Island Home</i>	<i>Nantucket</i>	<i>Aquinnah</i>	<i>Monomoy</i>	9/10 - 10/21	<i>Eagle</i>	<i>Barnstable</i>	<i>Woods Hole</i>
2027 Dates	Martha's Vineyard Route Vessels					Nantucket Route Vessels		
9/9-10/23	<i>Monomoy</i>	<i>Nantucket</i>	<i>Woods Hole</i>	<i>Island Home</i>	9/9-10/20	<i>Eagle</i>	<i>Barnstable</i>	<i>Sankaty</i>

The proposed 2027 operating schedules from September 9th to October 20th would start two days earlier and end two days earlier than in 2026 for both the Martha’s Vineyard and Nantucket routes. In 2027, from September 9th to October 20th , the *M/V Barnstable*, *M/V Monomoy*, *M/V Island Home*, and *M/V Nantucket* are scheduled to operate on the Martha’s Vineyard route and the *M/V Eagle*, *M/V Woods Hole* and *M/V Sankaty* are scheduled to operate on the Nantucket route. The Martha’s Vineyard and Nantucket routes would see no changes to the trip times, quantity of available trips, vessel crewing during this schedule. The Nantucket route would see no changes to the trip times, quantity of trips, and vessel crewing during the September 9th to October 20th schedule.

Fall Schedule

2026 Dates	Martha's Vineyard Route Vessels			Nantucket Route Vessels		
10/23 - 1/05	<i>Island Home</i>	<i>Martha's Vineyard</i>	<i>Aquinnah</i>	10/23 - 1/05	<i>Nantucket</i>	<i>Woods Hole</i>
2027 Dates	Martha's Vineyard Route Vessels			Nantucket Route Vessels		
10/27-11/22	<i>Nantucket</i>	<i>Island Home</i>	<i>Monomoy</i>	10/21-11/22	<i>Eagle</i>	<i>Woods Hole</i>
1/23-12/1	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Monomoy</i>	11/23-1/6/28	<i>Nantucket</i>	<i>Woods Hole</i>
12/2-1/6/28	<i>Martha's Vineyard</i>	<i>Island Home</i>	<i>Aquinnah</i>			

The proposed 2027 operating schedules from October 21st to January 6th, 2028, would be similar to the 2026 operating schedules for both the Martha’s Vineyard and Nantucket routes with the exception that they would start two days earlier and would end one day later. Both the Martha’s Vineyard and Nantucket routes would see no changes to the trip times, quantity of available trips or vessel crewing during this schedule. On the Martha’s Vineyard route, both the *M/V Martha’s Vineyard* and *M/V Island Home* would be triple crewed and operate seven round trips per day and the *M/V Monomoy* would be triple crewed and operate up to seven round trips per day.

On the Nantucket route, the *M/V Eagle* would be triple crewed and operate three round trips per day, for the *M/V Eagle*’s repair period the *M/V Nantucket* will operate in its place from November 23rd to January 6th. The *M/V Woods Hole* would also be triple-crewed and operate three round trips per day Monday through Friday and two round trips with an optional third round trip on Saturday and Sunday

Nantucket High-Speed Schedule

The proposed 2027 High-Speed Ferry Schedule for Nantucket would start one day later and end one day later than 2026. The proposed 2027 operating schedules *M/V Iyanough* from March 31st to May 17th would start one day later and end four days earlier than in 2026. The 2027 late spring, summer, and late summer schedule for the *M/V Iyanough* would start four days later and end two days later than in 2026. The 2027 fall schedule would start two days earlier and end one day later as 2027. There would be no changes to the trip’s times, quantity of available trips or vessel crewing for the 2027 *M/V Iyanough* Schedule.

RECOMMENDATION:

The staff is presenting this preliminary version of their proposed 2027 Operating Schedules for discussion purposes only.

Alison Fletcher
Director of Shoreside Operations

Mark A. Amundsen
Chief Operating Officer

APPROVED: _____
Alex Krska
General Manager

**2027
Martha's Vineyard**

01/06/2027 - 03/30/2027

	TRIP		LV VH	DUE VH		VESSEL	TRIP		LV VH	DUE VH
Daily						AQU	200	**	5:30 AM	6:15 AM
Daily						MAR	6		6:00 AM	6:45 AM
Daily	5	%	6:00 AM	6:45 AM		NAN/IHM	8		7:00 AM	7:45 AM
Mon-Sat	203	%	6:35 AM	7:20 AM	HAZ/M-Sat	AQU				
Mon-Sat						AQU	204	%	7:40 AM	8:25 AM
Daily	7		7:00 AM	7:45 AM		MAR	10		8:15 AM	9:00 AM
Daily	9		8:15 AM	9:00 AM		NAN/IHM	12		9:30 AM	10:15 AM
Daily	207		8:45 AM	9:30 AM	HAZ/M-F	AQU	208		9:55 AM	10:40 AM
Daily	11		9:30 AM	10:15 AM		MAR	14		10:45 AM	11:30 AM
Daily	13		10:45 AM	11:30 AM		NAN/IHM	16		12:00 PM	12:45 PM
Daily	211		11:10 AM	11:55 AM		AQU	212		12:25 PM	1:10 PM
Daily	15		12:00 PM	12:45 PM		MAR	18		1:15 PM	2:00 PM
Daily	17		1:15 PM	2:00 PM		NAN/IHM	20		2:30 PM	3:15 PM
Daily	215		1:40 PM	2:25 PM		AQU	216		2:55 PM	3:40 PM
Daily	19		2:30 PM	3:15 PM		MAR	22		3:45 PM	4:30 PM
Daily	21		3:45 PM	4:30 PM		NAN/IHM	24		5:00 PM	5:45 PM
Daily	219		4:10 PM	4:55 PM		AQU	220		5:25 PM	6:10 PM
Daily	23		5:00 PM	5:45 PM		MAR	26		6:15 PM	7:00 PM
Daily	25		6:15 PM	7:00 PM		NAN/IHM	28		7:15 PM	8:00 PM
	223	#	6:35 PM	7:20 PM		AQU				
						AQU	224	#	7:35 PM	8:20 PM
Daily	27		7:30 PM	8:15 PM		MAR	30		8:30 PM	9:15 PM
Daily	29		8:30 PM	9:15 PM		NAN/IHM	32		9:30 PM	10:15 PM
	227	**	8:45 PM	9:30 PM		AQU	228	**	9:45 PM	10:30 PM
Daily	31		9:45 PM	10:30 PM		MAR				

M/V Nantucket 01/06/2027 - 02/22/2027

M/V Island Home 02/23-2027 - 03/30/2027

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

% = Unscheduled trips on Sundays are available to operate if needed.

= Unscheduled trips available to operate, if needed.

** = Trip 200, 227 and 228 may be added back onto the schedule - dependent on slip construction in Vineyard Haven

M/V Martha's Vineyard

Operates 7 days a week from 6:00am - 10:30pm.

M/V Nantucket or Island Home

Operates 7 days a week from 6:00am - 10:15pm.

M/V Aquinnah

Operates Monday through Saturday from 5:30am to 8:20pm.

Operates Sunday from 8:45am to 6:10pm.

**2027
Martha's Vineyard**

03/31/2027 - 05/17/2027

	TRIP	LV WH	DUE VH	VESSEL	TRIP	LV VH	DUE WH
Mon-Sat				WH	200	**	5:30 AM
Daily				MAR/NAN	6		6:00 AM
Daily	5	6:00 AM	6:45 AM	IHM	8		7:00 AM
Mon-Sat	203	%	6:35 AM	7:20 AM HAZ/M-Sat	WH		
Mon-Sat				WH	204	%	7:40 AM
Daily	7	7:00 AM	7:45 AM	MAR/NAN	10		8:15 AM
Daily	9	8:15 AM	9:00 AM	IHM	12		9:30 AM
Daily	207	8:45 AM	9:30 AM	WH	208		10:40 AM
Daily	11	9:30 AM	10:15 AM	MAR/NAN	14		10:45 AM
Daily	13	10:45 AM	11:30 AM	IHM	16		12:00 PM
Daily	211	11:10 AM	11:55 AM	WH	212		12:25 PM
Daily	15	12:00 PM	12:45 PM	MAR/NAN	18		1:15 PM
Daily	17	1:15 PM	2:00 PM	IHM	20		2:30 PM
Daily	215	1:40 PM	2:25 PM	WH	216		2:55 PM
Daily	19	2:30 PM	3:15 PM	MAR/NAN	22		3:45 PM
Daily	21	3:45 PM	4:30 PM	IHM	24		5:00 PM
Daily	219	4:10 PM	4:55 PM	WH	220		5:25 PM
Daily	23	5:00 PM	5:45 PM	MAR/NAN	26		6:15 PM
Daily	25	6:15 PM	7:00 PM	IHM	28		7:15 PM
Sat-Sun	223	#	6:35 PM	7:20 PM	WH		
Sat-Sun				WH	224	#	7:35 PM
Daily	27	7:30 PM	8:15 PM	MAR/NAN	30		8:30 PM
Daily	29	8:30 PM	9:15 PM	IHM	32		9:30 PM
	227	**	8:45 PM	9:30 PM	WH	228	**
Daily	31	9:45 PM	10:30 PM	MAR/NAN			

M/V Martha's Vineyard 03/31/2027 - 05/11/2027

M/V Nantucket 05/12/2027 - 05/17/2027

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

% = Unscheduled trips on Sundays are available to operate if needed.

= Unscheduled trips on Saturday & Sundays available to operate, if needed.

** = Trip 200, 227 and 228 may be added back onto the schedule - dependent on slip construction in Vineyard Haven

M/V Martha's Vineyard or M/V Nantucket Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home Operates 7 days a week from 6:00am - 10:15pm.

M/V Woods Hole Operates Monday through Friday from 5:30am to 8:20pm.
Operates Saturday & Sunday from 5:30am to 10:30pm.

**2027
Martha's Vineyard**

05/18/2027 - 06/16/2027

TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily				BAR	200	5:30 AM		6:15 AM
Daily				NAN/MAR	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM	MON	202	6:35 AM		7:20 AM
Daily	5	6:00 AM	6:45 AM	IHM/NAN	8	7:00 AM		7:45 AM
Daily	203	6:35 AM	7:20 AM	HAZ/M-Sat	BAR	204	7:40 AM	8:25 AM
Daily	7	7:00 AM	7:45 AM	NAN/MAR	10	8:15 AM		9:00 AM
Daily	205	7:40 AM	8:25 AM	MON	206	8:45 AM		9:30 AM
Daily	9	8:15 AM	9:00 AM	IHM/NAN	12	9:30 AM		10:15 AM
Daily	207	8:45 AM	9:30 AM	BAR	208	9:55 AM		10:40 AM
Daily	11	9:30 AM	10:15 AM	NAN/MAR	14		10:45 AM	11:30 AM
Daily	209	9:55 AM	10:40 AM	MON	210	11:10 AM		11:55 AM
Daily	13	10:45 AM	11:30 AM	IHM/NAN	16	12:00 PM		12:45 PM
Daily	211	11:10 AM	11:55 AM	BAR	212		12:25 PM	1:10 PM
Daily	15	12:00 PM	12:45 PM	NAN/MAR	18		1:15 PM	2:00 PM
Daily	213	12:25 PM	1:10 PM	MON	214	1:40 PM		2:25 PM
Daily	17	1:15 PM	2:00 PM	IHM/NAN	20	2:30 PM		3:15 PM
Daily	215	1:40 PM	2:25 PM	BAR	216		2:55 PM	3:40 PM
Daily	19	2:30 PM	3:15 PM	NAN/MAR	22		3:45 PM	4:30 PM
Daily	217	2:55 PM	3:40 PM	MON	218	4:10 PM		4:55 PM
Daily	21	3:45 PM	4:30 PM	IHM/NAN	24	5:00 PM		5:45 PM
Daily	219	4:10 PM	4:55 PM	BAR	220		5:25 PM	6:10 PM
Daily	23	5:00 PM	5:45 PM	NAN/MAR	26		6:15 PM	7:00 PM
Daily	221	5:25 PM	6:10 PM	MON	222	6:35 PM		7:20 PM
Daily	25	6:15 PM	7:00 PM	IHM/NAN	28	7:15 PM		8:00 PM
Daily	223	6:35 PM	7:20 PM	BAR				
Daily	27	7:30 PM	8:15 PM	NAN/MAR	224	#	7:35 PM	8:20 PM
Daily	225	#	7:35 PM	8:20 PM	MON	226	#	8:45 PM
Daily	29	8:30 PM	9:15 PM	IHM/NAN	32	9:30 PM		10:15 PM
Daily	227	#	8:45 PM	9:30 PM	BAR			
Daily	31	9:45 PM	10:30 PM	NAN/MAR				

M/V Nantucket - 05/18/2027 - 05/26/2027

M/V Martha's Vineyard- 05/27/2027 -06/16/2027

M/V Island Home - 05/18/2027 - 06/10/2027

M/V Nantucket - 06/11/2027 - 06/16/2027

Bold indicates freight vessel - limited passenger capacity

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

= Unscheduled trips available to operate, if needed.

M/V Nantucket or
M/V Martha's Vineyard

Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home or
M/V Nantucket

Operates 7 days a week from 6:00am - 10:15pm.

M/V Barnstable

Operates 7 days a week from 5:30am - 7:20pm
and available to operate until 9:30pm, if needed.

M/V Monomoy

Operates 7 days a week from 5:30am - 7:20pm
and available to operate until 9:30pm, if needed.

**2027
Martha's Vineyard**

06/17/2027 - 09/08/2027

TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
				NAN	200	5:30 AM		6:15 AM
Daily				MAR	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM	BAR/AQU	202	6:35 AM		7:20 AM
Daily	5	6:00 AM	6:45 AM	IHM	8	7:00 AM		7:45 AM
Daily	203	6:35 AM		NAN	204		7:40 AM	8:25 AM
M-F	229	6:45 AM	7:30 AM	SAN	230	7:45 AM		8:30 AM
Daily	7	7:00 AM	7:45 AM	MAR	10	8:15 AM		9:00 AM
Daily	205	7:40 AM	8:25 AM	HAZ/M-Sat	BAR/AQU	206	8:45 AM	9:30 AM
Daily	9	8:15 AM	9:00 AM	IHM	12	9:30 AM		10:15 AM
Daily	207	8:45 AM		NAN	208		9:55 AM	10:40 AM
M-F	231	9:00 AM	9:45 AM	SAN	232	10:15 AM		11:00 AM
Daily	11	9:30 AM	10:15 AM	MAR	14	10:45 AM		11:30 AM
Daily	209	9:55 AM	10:40 AM	BAR/AQU	210	11:10 AM		11:55 AM
Daily	13	10:45 AM	11:30 AM	IHM	16	12:00 PM		12:45 PM
Daily	211	11:10 AM		NAN	212		12:25 PM	1:10 PM
M-F	233	11:30 AM	12:15 PM	SAN	232	12:45 PM		1:30 PM
Daily	15	12:00 PM	12:45 PM	MAR	18		1:15 PM	2:00 PM
Daily	213	12:25 PM	1:10 PM	BAR/AQU	214	1:40 PM		2:25 PM
Daily	17	1:15 PM	2:00 PM	IHM	20	2:30 PM		3:15 PM
Daily	215	1:40 PM		NAN	216		2:55 PM	3:40 PM
Daily	19	2:30 PM	3:15 PM	MAR	22		3:45 PM	4:30 PM
Daily	217	2:55 PM	3:40 PM	BAR/AQU	218	4:10 PM		4:55 PM
Daily	21	3:45 PM	4:30 PM	IHM	24	5:00 PM		5:45 PM
Daily	219	4:10 PM		NAN	220		5:25 PM	6:10 PM
Daily	23	5:00 PM	5:45 PM	MAR	26		6:15 PM	7:00 PM
Daily	221	5:25 PM	6:10 PM	BAR/AQU	222	6:35 PM		7:20 PM
Daily	25	6:15 PM	7:00 PM	IHM	28	7:15 PM		8:00 PM
F,S,S	223	6:35 PM		NAN	224		7:35 PM	8:20 PM
M-TH	223	6:35 PM	7:20 PM	NAN	224	**	7:35 PM	8:20 PM
Daily	27	7:30 PM		MAR	30		8:30 PM	9:15 PM
F,S,S	225	**	7:35 PM	8:20 PM	BAR/AQU	226	**	8:45 PM
Daily	29	8:30 PM	9:15 PM	IHM	32	9:30 PM		10:15 PM
F,S,S	227	**	8:45 PM	9:30 PM	NAN			
Daily	31	9:45 PM	10:30 PM	MAR				

M/V Barnstable 06/17/2027 - 07/19/2027

M/V Aquinnah 07/20/2027 - 09/08/2027

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

** = Unscheduled trips on Mon, Tues, Wed & Thurs that are available to operate, if needed.

M/V Martha's Vineyard

Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home

Operates 7 days a week from 6:00am - 10:15pm.

M/V Barnstable or M/V Aquinnah

Operates Monday through Thursday from 5:30am to 7:20pm, Friday through Sunday 5:30am to 9:30pm

M/V Nantucket

Operates Monday through Thursday from 5:30am to 7:20pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.

M/V Sankaty

Operates 5 days a week Monday through Friday from 6:45am to 1:30pm
dependent on 2026 activity

**2027
Martha's Vineyard**

09/09/2027 - 10/20/2027

TRIP	LV WH	DUE VH	DUE OB	VESSEL	TRIP	LV VH	LV OB	DUE WH
Daily				MON	200	5:30 AM		6:15 AM
Daily				NAN	6	6:00 AM		6:45 AM
Daily	201	5:30 AM	6:15 AM	BAR	202	6:35 AM		7:20 AM
Daily	5	6:00 AM	6:45 AM	IHM	8	7:00 AM		7:45 AM
Daily	203	6:35 AM	7:20 AM	HAZ/M-SAT	MON	204	7:40 AM	8:25 AM
Daily	7	7:00 AM	7:45 AM	NAN	10	8:15 AM		9:00 AM
Daily	205	7:40 AM	8:25 AM	BAR	206	8:45 AM		9:30 AM
Daily	9	8:15 AM	9:00 AM	IHM	12	9:30 AM		10:15 AM
Daily	207	8:45 AM	9:30 AM	MON	208	9:55 AM		10:40 AM
Daily	11	9:30 AM	10:15 AM	NAN	14	10:45 AM		11:30 AM
Daily	209	9:55 AM	10:40 AM	BAR	210	11:10 AM		11:55 AM
Daily	13	10:45 AM	11:30 AM	IHM	16	12:00 PM		12:45 PM
Daily	211	11:10 AM	11:55 AM	MON	212	12:25 PM		1:10 PM
Daily	15	12:00 PM	12:45 PM	NAN	18	1:15 PM		2:00 PM
Daily	213	12:25 PM	1:10 PM	BAR	214	1:40 PM		2:25 PM
Daily	17	1:15 PM	2:00 PM	IHM	20	2:30 PM		3:15 PM
Daily	215	1:40 PM	2:25 PM	MON	216	2:55 PM		3:40 PM
Daily	19	2:30 PM	3:15 PM	NAN	22	3:45 PM		4:30 PM
Daily	217	2:25 PM	3:10 PM	BAR	218	4:10 PM		4:55 PM
Daily	21	3:45 PM	4:30 PM	IHM	24	5:00 PM		5:45 PM
Daily	219	4:10 PM	4:55 PM	MON	220	5:25 PM		6:10 PM
Daily	23	5:00 PM	5:45 PM	NAN	26	6:15 PM		7:00 PM
Daily	221	5:25 PM	6:10 PM	BAR	222	6:35 PM		7:20 PM
Daily	25	6:15 PM	7:00 PM	IHM	28	7:15 PM		8:00 PM
Daily	223	6:35 PM	7:20 PM	MON				
F,S & S				MON	224	#	7:35 PM	8:20 PM
Daily	27	7:30 PM	8:15 PM	NAN	30	8:30 PM		9:15 PM
F,S & S	225	#	7:35 PM	8:20 PM	BAR	226	#	8:45 PM
Daily	29	8:30 PM	9:15 PM	IHM	32	9:30 PM		10:15 PM
F,S & S	227	#	8:45 PM	9:30 PM	MON			
Daily	31	9:45 PM	10:30 PM	NAN				

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

= Unscheduled trips available to operate, in needed (224 & 227 and 225 & 226)

M/V Nantucket

Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home

Operates 7 days a week from 6:00am - 10:15pm.

M/V Barnstable

Operates 7 days a week from 5:30am - 7:20 PM
and available to operate until 9:30 PM, if needed.

M/V Monomoy

Operates 7 days a week from 5:30am - 6:10pm
Operate until 9:30pm, on Friday, Saturday and Sunday, and if needed.

**2027
Martha's Vineyard**

10/21/2027 - 01/06/2028

TRIP	LV WH	DUE VH	VESSEL	TRIP	LV VH	DUE WH			
Mon-Sat			MON/AQU	200	**	5:30 AM	6:15 AM		
Daily			NAN/MAR	6	6:00 AM	6:45 AM			
Daily	5	6:00 AM	6:45 AM	IHM	8	7:00 AM	7:45 AM		
Daily	203	6:35 AM	7:20 AM HAZ/M-Sat	MON/AQU	204	7:40 AM	8:25 AM		
Daily	7	7:00 AM	7:45 AM	NAN/MAR	10	8:15 AM	9:00 AM		
Daily	9	8:15 AM	9:00 AM	IHM	12	9:30 AM	10:15 AM		
Daily	207	*	8:45 AM	9:30 AM HAZ/M-F	MON/AQU	208	9:55 AM	10:40 AM HAZ/M-Sat	
Daily	11	9:30 AM	10:15 AM	NAN/MAR	14	10:45 AM	11:30 AM		
Daily	13	10:45 AM	11:30 AM	IHM	16	12:00 PM	12:45 PM		
Daily	211	11:10 AM	11:55 AM	MON/AQU	212	*	12:25 PM	1:10 PM HAZ/M-F	
Daily	15	12:00 PM	12:45 PM	NAN/MAR	18	1:15 PM	2:00 PM		
Daily	17	1:15 PM	2:00 PM	IHM	20	2:30 PM	3:15 PM		
Daily	215	1:40 PM	2:25 PM	MON/AQU	216	2:55 PM	3:40 PM		
Daily	19	2:30 PM	3:15 PM	NAN/MAR	22	3:45 PM	4:30 PM		
Daily	21	3:45 PM	4:30 PM	IHM	24	5:00 PM	5:45 PM		
Daily	219	4:10 PM	4:55 PM	MON/AQU	220	5:25 PM	6:10 PM		
Daily	23	5:00 PM	5:45 PM	NAN/MAR	26	6:15 PM	7:00 PM		
Daily	25	6:15 PM	7:00 PM	IHM	28	7:15 PM	8:00 PM		
Daily	223	6:35 PM	7:20 PM	MON/AQU					
				MON/AQU	224	#	7:35 PM	8:20 PM	
Daily	27	7:30 PM	8:15 PM	NAN/MAR	30	8:30 PM	9:15 PM		
Daily	29	8:30 PM	9:15 PM	IHM	32	9:30 PM	10:15 PM		
	227	***	8:45 PM	9:30 PM	MON/AQU	228	#	9:45 PM	10:30 PM
Daily	31	9:45 PM	10:30 PM	NAN/MAR					

M/V Nantucket 10/21/2027 - 11/22/2027
M/V Monomoy 10/21/2027 - 12/01/2027

M/V Martha's Vineyard 11/23/2027- 01/06/2028
M/V Aquinnah 12/02/2027 - 01/06/2028

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

* = Trips 207 and 212 may operate as Hazardous on Monday through Friday, if needed.

= Unscheduled trips available to operate, if needed.

** = Trip 200,227 and 228 may be added back onto the schedule - dependent on slip construction in Vineyard Haven

M/V Monomoy will not operate on Thanksgiving Day (11/25/2027)

M/V Aquinnah will not operate on Christmas Day (12/25/2027)

M/V Aquinnah will not operate on New Years Day (01/01/2028)

M/V Martha's Vineyard or
M/V Nantucket

Operates 7 days a week from 6:00am - 10:30pm.

M/V Island Home

Operates 7 days a week from 6:00am - 10:15pm.

M/V Monomoy or
M/V Aquinnah

Operates Monday through Thursday & Saturday from 5:30am to 8:20pm,
Friday, Saturday & Sunday 5:30am to 9:30pm.

**2027
Nantucket**

01/06/2027 - 03/30/2027

TRIP	LV HY	DUE NT	VESSEL	TRIP	LV NT	DUE HY
DAILY			EAG	102	6:30 AM	8:45 AM
DAILY	301	*	5:30 AM 7:45 AM HAZ M-Sat	BAR	302	* 8:00 AM 10:15 AM HAZ Tue-Thu
DAILY	103		9:15 AM 11:30 AM	EAG	106	12:00 PM 2:15 PM
DAILY	305	*	10:45 AM 1:00 PM HAZ Tue-Thu	BAR	306	* 1:30 PM 3:45 PM HAZ M-Sat
DAILY	107		2:45 PM 5:00 PM	EAG	110	5:30 PM 7:45 PM
DAILY	309	#	4:15 PM 6:30 PM	BAR	310	# 6:45 PM 9:00 PM
DAILY	111		8:00 PM 10:15 PM	EAG		

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

* Trips 301, 302, 305 & 306 are available to operate on Sunday, if needed.

Trips 309 & 310 are available to operate on Saturday and Sunday, if needed.

M/V Eagle

Operates 7 days a week from 6:30am to 10:15pm.

M/V Barnstable

Operates 7 days a week from 5:30am to 9:00pm

**2027
Nantucket**

03/31/2027 - 05/17/2027

TRIP	LV HY	DUE NT	VESSEL	TRIP	LV NT	DUE HY
DAILY			EAG	102	6:30 AM	8:45 AM
DAILY	301	* 5:30 AM 7:45 AM	HAZ/M-Fri	MON	302	8:00 AM 10:15 AM
Mon-Fri	303	6:30 AM 8:45 AM	BAR	304	9:15 AM 11:30 AM	
DAILY	103	9:15 AM 11:30 AM	EAG	106	12:00 PM	2:15 PM
DAILY	305	10:45 AM 1:00 PM	HAZ/Tue-Thu	MON	306	* 1:30 PM 3:45 PM
Mon-Fri	307	12:00 PM 2:15 PM	BAR	308	2:45 PM 5:00 PM	
DAILY	107	2:45 PM 5:00 PM	EAG	110	5:30 PM	7:45 PM
DAILY	309	4:15 PM 6:30 PM	MON	310	6:45 PM 9:00 PM	
Mon-Fri	109	5:30 PM 7:45 PM	BAR	112	8:00 PM 10:15 PM	
DAILY	111	8:00 PM 10:15 PM	EAG			

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

* Hazardous trips Monday - Friday From 3/31/27- 4/30/2027 and Hazardous Monday - Saturday on 5/1/2027 - 5/17/2027

M/V Eagle Operates 7 days a week from 6:30am to 10:15pm.

M/V Monomoy Operates 7 days a week from 5:30am to 9:30pm.

M/V Barnstable Operates Monday - Friday 6:30am to 5:00PM

**2027
Nantucket**

05/18/2027 - 06/16/2027

TRIP	LV HY	DUE NT	VESEL	TRIP	LV NT	DUE HY
DAILY			EAG/NAN/EAG	102	6:30 AM	8:45 AM
Mon - Sat 301	*#	5:30 AM 7:45 AM	HAZ/M-Sat WH	302	**#	8:00 AM 10:15 AM HAZ/Tue-Thu
DAILY 303		6:30 AM 8:45 AM	SAN	304		9:15 AM 11:30 AM
DAILY 103		9:15 AM 11:30 AM	EAG/NAN/EAG	106	12:00 PM	2:15 PM
DAILY 305	**	10:45 AM 1:00 PM	HAZ/Tue-Thu WH	306	*	1:30 PM 3:45 PM HAZ/M-Sat
DAILY 307		12:00 PM 2:15 PM	SAN	308		2:45 PM 5:00 PM
DAILY 107		2:45 PM 5:00 PM	EAG/NAN/EAG	110	5:30 PM	7:45 PM
Sun - Fri 309	%	4:15 PM 6:30 PM	WH	310	%	6:45 PM 9:00 PM
DAILY 311		5:30 PM 7:45 PM	SAN	312		8:00 PM 10:15 PM
DAILY 111		8:00 PM 10:15 PM	EAG/NAN/EAG			

M/V Eagle - 05/18/2027 - 06/01/2027 & 06/11/2027 - 06/16/2027

M/V Nantucket - 06/02/2027 - 06/10/2027

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

* Hazardous trips Monday - Saturday and non-hazardous when running on Sunday

** Hazardous trips Tuesday - Thursday and non-hazardous when running on Friday and Monday

Trips 301 & 302 are not scheduled to operate on Sundays, however these trips are available to operate, if needed.

% Trips 309 & 310 are not scheduled to operate on Saturdays, however these trips are available to operate, if needed.

M/V Eagle or
M/V Nantucket

Operates 7 days a week from 6:30am to 10:15pm.

M/V Woods Hole

Operates 7 days a week from 5:30am to 9:00pm.

M/V Sankaty

Operates 7 days a week from 6:30am to 10:15pm.

**2027
Nantucket**

06/17/2027 - 09/08/2027

TRIP	LV HY	DUE NT	VESEL	TRIP	LV NT	DUE HY			
DAILY			EAG	102	6:30 AM	8:45 AM			
DAILY	301	*	5:30 AM	7:45 AM HAZ/M-Sat	MON	302	**	8:00 AM	10:15 AM HAZ/Tue-Thu
DAILY	101		6:30 AM	8:45 AM	WH	104		9:15 AM	11:30 AM
DAILY	103		9:15 AM	11:30 AM	EAG	106		12:00 PM	2:15 PM
DAILY	305	**	10:45 AM	1:00 PM HAZ/Tue-Thu	MON	306	*	1:30 PM	3:45 PM HAZ/M-Sat
DAILY	105		12:00 PM	2:15 PM	WH	108		2:45 PM	5:00 PM
DAILY	107		2:45 PM	5:00 PM	EAG	110		5:30 PM	7:45 PM
DAILY	309		4:15 PM	6:30 PM	MON	310		6:45 PM	9:00 PM
DAILY	109		5:30 PM	7:45 PM	WH	112		8:00 PM	10:15 PM
DAILY	111		8:00 PM	10:15 PM	EAG				

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

* Hazardous trips Monday - Saturday and non-hazardous when running on Sundays

** Hazardous trips Tuesday - Thursday and non-hazardous when running on Friday to Monday

M/V Eagle

Operates 7 days a week from 6:30am to 10:15pm.

M/V Woods Hole

Operates 7 days a week from 6:30am to 10:15pm.

M/V Monomoy

Operates 7 days a week from 5:30am to 9:00pm.

**2027
Nantucket**

09/09/2027 - 10/20/2027

	TRIP	LV HY	DUE NT	VESSEL	TRIP	LV NT	DUE HY
	DAILY			EAG	102	6:30 AM	8:45 AM
	M-F 301	5:30 AM	7:45 AM HAZ/M-F	AQU	302	8:00 AM	10:15 AM HAZ/Tue-Thu
	DAILY 101	6:30 AM	8:45 AM	WH	104	9:15 AM	11:30 AM
	DAILY	103	9:15 AM 11:30 AM	EAG	106	12:00 PM	2:15 PM
	M-F 305	10:45 AM	1:00 PM HAZ/ Tue-Thu	AQU	306	1:30 PM	3:45 PM HAZ/M-F
	DAILY 105	12:00 PM	2:15 PM	WH	108	2:45 PM	5:00 PM
	DAILY	107	2:45 PM 5:00 PM	EAG	110	5:30 PM	7:45 PM
	M-F 309 *	4:15 PM	6:30 PM	AQU	310 *	6:45 PM	9:00 PM
	DAILY 109	5:30 PM	7:45 PM	WH	112	8:00 PM	10:15 PM
	DAILY	111	8:00 PM 10:15 PM	EAG			

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

* Optional trips that may be scheduled to operate as needed.

M/V Eagle

Operates 7 days a week from 6:30am to 10:15pm.

M/V Woods Hole

Operates 7 days a week from 6:30 am to 10:15 pm

M/V Aquinnah

Operates Monday - Friday from 5:30 am to 9:00 pm

**2027
Nantucket**

10/21/2027 - 01/06/2028

	TRIP		LV HY	DUE NT		VESSEL	TRIP		LV NT	DUE HY		
	DAILY					EAG/NAN	102		6:30 AM	8:45 AM		
	Mon - Sat	301	*#	5:30 AM	8:00 AM	HAZ/M-Sat	WH	302	**#	8:30 AM	10:45 AM	HAZ/Tue-Thur
	DAILY	103		9:15 AM	11:30 AM	EAG/NAN	106		12:00 PM	2:15 PM		
	DAILY	305	**	11:15 AM	1:30 PM	HAZ/Tue-Thu	WH	306	*	1:45 PM	4:00 PM	HAZ/M-Sat
	DAILY	107		2:45 PM	5:00 PM	EAG/NAN	110		5:30 PM	7:45 PM		
	Sun - Fri	309	%	4:30 PM	6:45 PM		WH	310	%	7:15 PM	9:30 PM	
	DAILY	111		8:00 PM	10:15 PM	EAG/NAN						

M/V Eagle 10/21/2027 - 11/22/2027

M/V Nantucket 11/23/2027 - 01/06/2028

Bold indicates freight vessel - limited passenger capacity.

Freight vessel trips will not appear on pocket schedules or color brochures.

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

Trips 301, 302, 305, 306, 309 & 310 will not operate on Thanksgiving (11/25/2027), Christmas Day (12/25/2027) and 01/01/2028

Trips 301 & 306 will not be hazardous on 12/04/2027

* Hazardous trips Monday - Saturday and non-hazardous when running on Sunday

** Hazardous trips Tuesday - Thursday and non-hazardous when running on Friday to Monday

Trips 301 & 302 are not scheduled to operate on Sundays, however these trips are available to operate, if needed.

% Trips 309 & 310 are not scheduled to operate on Saturdays, however these trips are available to operate, if needed.

M/V Eagle or
M/V Nantucket

Operates 7 days a week from 6:30am to 10:15pm.

M/V Woods Hole

Operates 7 days a week from 5:45am to 9:30pm.

**2027
Nantucket**

M/V IYANOUGH

03/31/2027 - 05/17/2027

	LV HY	DUE NT	TRIP	LV NT	DUE HY	TRIP
DAILY	8:15 AM	9:15 AM	403	9:30 AM	10:30 AM	404
DAILY	11:00 AM	12:00 PM	405	12:30 PM	1:30 PM	406
DAILY	2:00 PM	3:00 PM	407	3:30 PM	4:30 PM	408
DAILY	5:00 PM	6:00 PM	409	6:15 PM	7:15 PM	410
DOUBLE CREWED						

05/18/2027 - 10/20/2027

	LV HY	DUE NT	TRIP	LV NT	DUE HY	TRIP
DAILY	8:15 AM	9:15 AM	403	9:30 AM	10:30 AM	404
DAILY	11:00 AM	12:00 PM	405	12:30 PM	1:30 PM	406
DAILY	2:00 PM	3:00 PM	407	3:30 PM	4:30 PM	408
DAILY	5:00 PM	6:00 PM	409	6:15 PM	7:15 PM	410
DAILY	7:30 PM	8:30 PM	411	8:45 PM	9:45 PM	412
TRIPLE CREWED						

10/21/2027 - 01/06/2028

	LV HY	DUE NT	TRIP	LV NT	DUE HY	TRIP
DAILY	8:15 AM	9:15 AM	403	9:30 AM	10:30 AM	404
DAILY	11:00 AM	12:00 PM	405	12:30 PM	1:30 PM	406
DAILY	2:00 PM	3:00 PM	407	3:30 PM	4:30 PM	408
DAILY	5:00 PM	6:00 PM	409	6:15 PM	7:15 PM	410
DOUBLE CREWED						

During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

Item 4.e

Update on Licensing of a Freight Truck
Transportation Service between New Bedford and
Nantucket with Offshore Tug & Transportation

To be discussed

CAPITAL EXPENDITURE STATUS REPORT
as of April 28, 2026

Project: M/V Aquinnah, M/V Barnstable and M/V Monomoy

	<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>Vessel Acquisition</u>	17,483,332	17,483,332	-	17,483,332	-
<u>Design & Engineering</u>					
Original Contract (K & A)	200,000	200,000	-	200,000	-
Change Orders (K & A)	-	176,113	-	176,113	176,113
Anticipated Additional Costs	150,000	150,000	-	150,000	-
<u>Design & Engineering</u>	<u>350,000</u>	<u>526,113</u>	<u>-</u>	<u>526,113</u>	<u>176,113</u>
<u>General Construction</u>					
Original Contract - MV Aquinnah	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	4,532,254	-	4,532,254	4,532,254
Original Contract - MV Barnstable	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	3,913,320	-	3,913,320	3,913,320
Original Contract - MV Monomoy	17,000,000	17,000,000	-	17,000,000	-
Change Orders	-	4,664,067	121,015	4,785,082	4,785,082
Anticipated Additional Costs	-	-	-	-	-
Sub-Total	<u>44,410,316</u>	<u>57,519,957</u>	<u>121,015</u>	<u>57,640,972</u>	<u>13,230,656</u>
<u>Owner Supplied Materials</u>					
Original Contract	2,000,000	2,000,000	-	2,000,000	-
Change Orders	-	2,744,861	-	2,744,861	2,744,861
Anticipated Additional Costs	-	-	-	-	-
Original Contract - MV MON	2,500,000	2,500,000	-	2,500,000	-
Change Orders	-	438,404	-	438,404	438,404
Anticipated Additional Costs	-	-	-	-	-
<u>Owner Supplied Materials</u>	<u>4,500,000</u>	<u>7,683,265</u>	<u>-</u>	<u>7,683,265</u>	<u>3,183,265</u>
<u>SSA Personnel</u>					
Original Contract	800,000	800,000	(0)	800,000	-
Change Orders	-	1,582,023	-	1,582,023	1,582,023
Anticipated Additional Costs	-	-	-	-	-
Original Contract - MV MON	750,000	750,000	-	750,000	-
Change Orders	-	2,085,937	-	2,085,937	2,085,937
Anticipated Additional Costs	-	-	75,000	75,000	75,000
<u>SSA Personnel</u>	<u>1,550,000</u>	<u>5,217,960</u>	<u>75,000</u>	<u>5,292,960</u>	<u>3,742,960</u>
<u>Allowance for Contingencies</u>					
Design & Eng	0	87,500	-	-	(87,500)
Gen Construction	0	11,105,000	-	-	(11,105,000)
OFE	0	1,125,000	-	-	(1,125,000)
SSA Personnel	0	387,500	-	-	(387,500)
<u>Allowance for Contingencies</u>	<u>12,705,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(12,705,000)</u>
<u>Total Amount</u>	<u>80,998,648</u>	<u>88,430,627</u>	<u>196,015</u>	<u>88,626,641</u>	<u>7,627,993</u>

M/V Aquinnah M/V Barnstable MV Monomoy Financial Snapshot

Project: M/V Aquinnah, M/V Barnstable and M/V Monomoy					
	Budget	Payments Made to Date	Outstanding Commitments and Allowances	Current Estimate	Change from Budget
Vessel Acquisition	17,483,332	17,483,332	-	17,483,332	-
Design & Engineering	350,000	526,113	23,887	550,000	200,000
General Construction					
Original Contract - MV Aquinnah	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	4,532,254	-	4,532,254	4,532,254
Original Contract - MV Barnstable	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	3,913,320	-	3,913,320	3,913,320
Original Contract - MV Monomoy	17,000,000	17,000,000	-	17,000,000	-
Change Orders		4,439,309	12,576	4,451,885	4,451,885
Anticipated Additional Costs			-	-	-
Sub-Total	44,410,316	57,295,199	12,576	57,307,775	12,897,459
Owner Supplied Materials	4,500,000	7,518,049	114,816	7,632,865	3,132,865
SSA Personnel	1,550,000	3,020,545	75,000	4,060,914	2,510,914
Allowance for Contingencies	12,705,000	-	-	-	(12,705,000)
Total Amount	80,998,648	85,843,237	226,279	87,034,886	6,036,238

M/V Aquinnah M/V Barnstable MV Monomoy Financial Snapshot

CAPITAL EXPENDITURE STATUS REPORT					
as of January 15, 2026					
Project: M/V Aquinnah, M/V Barnstable and M/V Monomoy					
	Budget	Payments Made to Date	Outstanding Commitments and Allowances	Current Estimate	Change from Budget
Vessel Acquisition	17,483,332	17,483,332	-	17,483,332	-
Design & Engineering	350,000	526,113	23,887	550,000	200,000
General Construction					
Original Contract - MV Aquinnah	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	4,532,254	-	4,532,254	4,532,254
Original Contract - MV Barnstable	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	3,913,320	-	3,913,320	3,913,320
Original Contract - MV Monomoy	17,000,000	17,000,000	-	17,000,000	-
Change Orders		4,535,082	250,000	4,785,082	4,785,082
Anticipated Additional Costs			-	-	-
Sub-Total	44,410,316	57,390,972	250,000	57,640,972	13,230,656
Owner Supplied Materials	4,500,000	7,573,300	54,038	7,627,338	3,127,338
SSA Personnel	1,550,000	3,052,459	43,086	4,060,914	2,510,914
Allowance for Contingencies	12,705,000	-	-	-	(12,705,000)
Total Amount	80,998,648	86,026,176	371,011	87,362,556	6,363,908

M/V Aquinnah M/V Barnstable MV Monomoy Financial Snapshot

CAPITAL EXPENDITURE STATUS REPORT					
as of January 30, 2026					
Project: M/V Aquinnah, M/V Barnstable and M/V Monomoy					
	Budget	Payments Made to Date	Outstanding Commitments and Allowances	Current Estimate	Change from Budget
Vessel Acquisition	17,483,332	17,483,332	-	17,483,332	-
Design & Engineering	350,000	526,113	23,887	550,000	200,000
General Construction					
Original Contract - MV Aquinnah	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	4,532,254	-	4,532,254	4,532,254
Original Contract - MV Barnstable	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	3,913,320	-	3,913,320	3,913,320
Original Contract - MV Monomoy	17,000,000	17,000,000	-	17,000,000	-
Change Orders	-	4,535,082	250,000	4,785,082	4,785,082
Anticipated Additional Costs	-	-	-	-	-
Sub-Total	44,410,316	57,390,972	250,000	57,640,972	13,230,656
Owner Supplied Materials	4,500,000	7,616,155	11,183	7,627,338	3,127,338
SSA Personnel	1,550,000	3,020,545	75,000	4,446,179	2,896,179
Allowance for Contingencies	12,705,000	-	-	-	(12,705,000)
Total Amount	80,998,648	86,037,117	360,070	87,747,821	6,749,173

CAPITAL EXPENDITURE STATUS REPORT
as of February 11, 2026

Project: *M/V Aquinnah, M/V Barnstable and M/V Monomoy*

	<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>Vessel Acquisition</u>	17,483,332	17,483,332	-	17,483,332	-
<u>Design & Engineering</u>	350,000	526,113	23,857	550,000	200,000
<u>General Construction</u>					
Original Contract - M/V Aquinnah	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	4,532,254	-	4,532,254	4,532,254
Original Contract - M/V Barnstable	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	3,913,320	-	3,913,320	3,913,320
Original Contract - M/V Monomoy	17,000,000	17,000,000	-	17,000,000	-
Change Orders	-	4,864,067	121,015	4,785,082	4,785,082
Anticipated Additional Costs	-	-	-	-	-
Sub-Total	<u>44,410,316</u>	<u>57,519,957</u>	<u>121,015</u>	<u>57,640,972</u>	<u>13,230,656</u>
<u>Owner Supplied Materials</u>	4,500,000	7,616,185	11,183	7,627,338	3,127,338
<u>SSA Personnel</u>	1,550,000	4,450,825	75,000	4,525,825	2,975,825
<u>Allowance for Contingencies</u>	12,705,000	-	-	-	(12,705,000)
<u>Total Amount</u>	<u>80,968,648</u>	<u>87,596,382</u>	<u>231,085</u>	<u>87,827,467</u>	<u>6,828,819</u>

CAPITAL EXPENDITURE STATUS REPORT
as of March 13, 2026
Project: *M/V Aquinnah, M/V Barnstable and M/V Monomoy*

	<u>Budget</u>	<u>Payments Made to Date</u>	<u>Outstanding Commitments and Allowances</u>	<u>Current Estimate</u>	<u>Change from Budget</u>
Vessel Acquisition	17,483,332	17,483,332	-	17,483,332	-
Design & Engineering	350,000	526,113	23,887	550,000	200,000
General Construction					
Original Contract - MV Aquinnah	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	4,532,254	-	4,532,254	4,532,254
Original Contract - MV Barnstable	13,705,158	13,705,158	-	13,705,158	-
Change Orders	-	3,913,320	-	3,913,320	3,913,320
Original Contract - MV Monomoy	17,000,000	17,000,000	-	17,000,000	-
Change Orders		4,664,067	121,015	4,785,082	4,785,082
Sub-Total	44,410,316	57,519,957	121,015	57,640,972	13,230,656
Owner Supplied Materials					
Original Contract	2,000,000	2,000,000	-	2,000,000	-
Change Orders		2,239,696		2,239,696	2,239,696
Original Contract - MV Monomoy	2,500,000	2,500,000	0	2,500,000	-
Change Orders		282			
Owner Supplied Materials	4,500,000	6,739,696	0	6,739,696	2,239,696
SSA Personnel					
Original Contract	800,000	800,000	(0)	800,000	-
Change Orders		1,582,023		1,582,023	1,582,023
Original Contract - MV Monomoy	750,000	750,000	-	750,000	-
Change Orders		1,811,339		1,811,339	1,811,339
Anticipated Additional Costs		-	75,000	75,000	75,000
SSA Personnel	1,550,000	4,943,362	75,000	5,018,362	3,468,362
Allowance for Contingencies					
Design & Eng	87,500			-	(87,500)
Gen Construction	11,105,000			-	(11,105,000)
OFE	1,125,000			-	(1,125,000)
SSA Personnel	387,500			-	(387,500)
Allowance for Contingencies	12,705,000	-	-	-	(12,705,000)
Total Amount	<u>80,998,648</u>	<u>87,212,459</u>	<u>219,902</u>	<u>87,432,362</u>	<u>6,433,714</u>

MV Monomoy Repair Highlights



04/07/2026

CAPITAL EXPENDITURE STATUS REPORT					
as of April 2, 2026					
Project: M/V Aquinnah, M/V Barnstable and M/V Monomoy					
	Budget	Payments Made to Date	Outstanding Commitments and Allowances	Current Estimate	Change from Budget
Vessel Acquisition	17,483,332	17,483,332	-	17,483,332	-
Design & Engineering	350,000	526,113	23,887	550,000	200,000
General Construction					
Original Contract - MV Aquinnah	13,705,158	13,705,158	-	13,705,158	-
Change Orders (see attached)	-	4,532,254	-	4,532,254	4,532,254
Original Contract - MV Barnstable	13,705,158	13,705,158	-	13,705,158	-
Change Orders (see attached)	-	3,913,320	-	3,913,320	3,913,320
Original Contract - MV Monomoy	17,000,000	17,000,000	-	17,000,000	-
Change Orders (see attached)	-	4,664,067	121,015	4,785,082	4,785,082
Anticipated Additional Costs	-	-	-	-	-
Sub-Total	44,410,316	57,519,957	121,015	57,640,972	13,230,656
Owner Supplied Materials					
Original Contract	2,000,000	2,000,000	-	2,000,000	-
Change Orders	-	2,239,696	-	2,239,696	2,239,696
Anticipated Additional Costs	-	-	-	-	-
Original Contract - MV MON	2,500,000	2,500,000	-	2,500,000	-
Change Orders	-	5,662	-	-	-
Anticipated Additional Costs	-	-	-	-	-
Owner Supplied Materials	4,500,000	6,739,696	-	6,739,696	2,239,696
SSA Personnel					
Original Contract	800,000	800,000	(0)	800,000	-
Change Orders	-	1,582,023	-	1,582,023	1,582,023
Anticipated Additional Costs	-	-	-	-	-
Original Contract - MV MON	750,000	750,000	-	750,000	-
Change Orders	-	1,871,375	-	1,871,375	1,871,375
Anticipated Additional Costs	-	-	75,000	75,000	75,000
SSA Personnel	1,550,000	5,003,399	75,000	5,078,398	3,528,398
Allowance for Contingencies					
Design & Eng	87,500	-	-	-	(87,500)
Gen Construction	11,105,000	-	-	-	(11,105,000)
OFE	1,125,000	-	-	-	(1,125,000)
SSA Personnel	387,500	-	-	-	(387,500)
Allowance for Contingencies	12,705,000	-	-	-	(12,705,000)
Total Amount	80,998,648	87,272,496	219,902	87,492,398	6,493,750

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY



Request for License: Air Monitor Installation
Martha's Vineyard Commission
Sakiko Isomichi, Climate Resilience Planner

April 29, 2026

Dear Mr. Kenneally,

Martha's Vineyard Commission requests the Steamship Authority a license to install an air monitor near the Vineyard Haven Terminal. The goal is to understand and inform public the levels of outdoor air pollution or fine particulate matter PM2.5.

Background

A few residents from Martha's Vineyard and Woods Hole requested the Martha's Vineyard Commission to install air monitors to understand levels of air pollution around the Vineyard Haven Terminal. Their central concern stems from the air pollution from the ferries based on personal experiences such as dizziness and nausea in the Woods Hole terminal.

Scope

Tisbury Conservation Commission, in collaboration with Martha's Vineyard Commission (MVC), is responsible for procurement, installation, maintenance, and any other handling of the equipment until it ceases to function or the host property owner wishes to discontinue. While the original request focuses on the pollution from the ferries, the air monitors will only identify the overall level of air pollution regardless of sources whether trucks, cars, ferries, or generators. The host property owners are asked to provide an electrical source and a 2.4GHz WiFi network.

Budget

\$0 for equipment; \$3 annually for electricity based on the current rates in Dukes County, MA.

Tisbury Conservation Commission has already secured the Mass Department of Environmental Protection grant and procured an air monitor called [PurpleAir sensors](#). The equipment is currently in the hands of Alison Fletcher at the Steamship Authority.

Timeline

April 2026 – December 2030.

This timeline is based on the average lifespan of the equipment.

Resources

- Purple air monitor map where the public can observe levels of air pollution nation-wide: <https://map.purpleair.com/air-quality-standards-us-epa-aqi?opt=%2F1%2F1p%2Fa10%2Fp604800%2Fc0&select=158163#17.77/41.522739/-70.664929>
- MassDEP identifies PM2.5 as a significant airborne pollutant that impacts public health. It is a mixture of solid particles and liquid droplets found in the air and is so small that it can be inhaled deep into the lungs and may even enter a person's bloodstream. Breathing PM2.5 may lead to adverse health effects such as aggravated asthma and other respiratory and cardio-pulmonary illnesses. <https://www.mass.gov/info-details/air-sensors-for-particulates>

Stakeholders

- Martha's Vineyard residents

Outcome

Publicly accessible information on PM 2.5 air pollution level at 2-minute, 5-minute, and 10-minute intervals.

Contact

For any question and concern, please contact Sakiko Isomichi:
isomichi@mvcommission.org
508-560-1525 (cell)

Thank you for your collaboration and consideration.

Sakiko Isomichi

Climate Resilience Planner
Martha's Vineyard Commission



Commonwealth of Massachusetts Department of Environmental Protection

Address: 100 Cambridge Street, Suite 900, Boston, MA 02114

Phone: 617-292-5500

Maura T. Healey
Governor

Kim Driscoll
Lieutenant Governor

Rebecca Tepper
Secretary

Bonnie Heiple
Commissioner

PurpleAir Sensor Installation Quick Guide

October 15, 2025

Overview

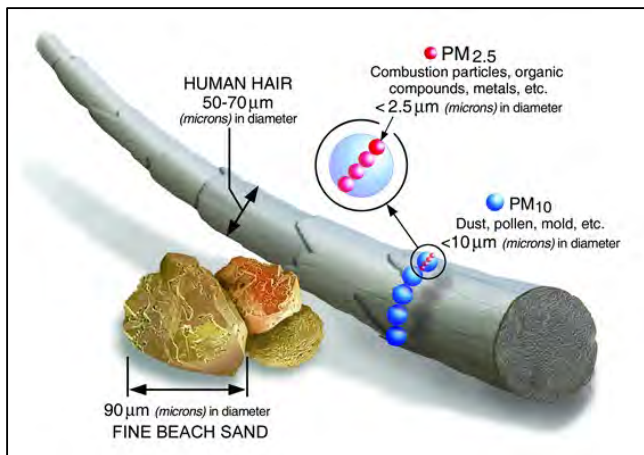
The Massachusetts Department of Environmental Protection (MassDEP) is providing PurpleAir sensors to organizations through a new grant program to measure levels of fine particulate matter (PM_{2.5}) in their communities' outdoor air for at least one year (grant program documents are posted on MassDEP's website at: <https://www.mass.gov/how-to/apply-for-a-massdep-air-sensor-grant>). PM_{2.5} is a mixture of solid particles and liquid droplets found in the air and be made up of hundreds of different chemicals. PM_{2.5} is so small that it can be inhaled deep into the lungs and may even enter a person's bloodstream.



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Numerous scientific studies have linked breathing PM_{2.5} to adverse health effects, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, increased respiratory symptoms, such as irritation



of the airways, coughing or difficulty breathing. People with heart or lung diseases, children, and older adults are the most likely to be affected by PM_{2.5} pollution exposure.

PurpleAir sensors are used to measure PM_{2.5} by a wide variety of governments, organizations, and citizens to monitor air quality. A detailed FAQ (<https://community.purpleair.com/c/faq/27>) and sensor startup guide (<https://community.purpleair.com/t/sensor-wifi-and-registration/182>) are available from the PurpleAir website. A few key questions are addressed below.

1. How do PurpleAir sensors work?

PurpleAir sensors use laser particle counters to count the number of particles by particle sizes 0.3, 0.5, 1, 2.5, 5, and 10 micrometers (μm), and use the count data to calculate mass concentrations of PM_{1.0}, PM_{2.5}, and PM₁₀ in micrometers per cubic meter (μg/m³). A laser counter uses a fan to draw a sample of air past a laser beam. Any particles in the air will reflect some light from the laser beam onto a detection plate, like dust shimmering in a sunbeam. The reflection is measured as a pulse by the detection plate, and the length of the pulse determines the size of the particle while the number of pulses determines the particle count. The PM_{1.0}, PM_{2.5}, and PM₁₀ mass concentrations are calculated from these particle counts.



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2. Is any maintenance required for PurpleAir sensors?

PurpleAir sensors generally do not require any maintenance. If needed, a vacuum cleaner can be used to clean out debris, insects, or spiders that may get into the bottom of the unit. More information on cleaning and troubleshooting can be found at: <https://community.purpleair.com/t/sensor-maintenance/1531>

3. Where can I find real-time air quality data for the sensors and other MassDEP monitors?

Once operating, real-time PM_{2.5} air quality data for PurpleAir sensors is available from the PurpleAir website and EPA's Airnow Fire and Smoke Map. EPA's Airnow Fire and Smoke Map also shows data from regulatory PM_{2.5} monitors that MassDEP operates. MassDEP's also displays data from all its monitors on its MassAir Online website. See the links below.

<https://www2.purpleair.com/>

<https://fire.airnow.gov/>

<http://eeaonline.eea.state.ma.us/dep/massair/web/#/pollution/map/max>

4. What is the process for installing a PurpleAir sensor?

PurpleAir Flex Installation and Setup

A PurpleAir sensor is easy to install and set-up and only needs access to an electrical outlet and a 2.4GHz WiFi connection. The PurpleAir sensor set-up involves four steps:

- 1) Register
- 2) Install
- 3) Plug in to electricity
- 4) Connect to WiFi



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Each step is detailed below and once complete, real-time PM2.5 concentrations will display on the PurpleAir Map. The PurpleAir Map is available at <https://www2.purpleair.com/>. This website is also a great resource for information and any questions you may have. The data also will display on EPA’s AirNow Fire and Smoke map at <https://fire.airnow.gov/>, where you can also see data from MassDEP’s full-scale regulatory PM_{2.5} monitors.

See also a step-by-step instructional video outlining registration, installation, and WiFi connection steps: <https://www.youtube.com/watch?v=GnW63BvCn4U>

Step 1 – Registration

The PurpleAir sensor must be registered so it will appear on the PurpleAir map. Registration can be completed before or after the sensor is deployed; however, it is easiest to register the sensor once a monitoring location is chosen but before it is deployed. You can complete the registration form at <https://www.purpleair.com/register>.

1. Enter the MAC ID # printed on the sensor label in the “Device-Id (MAC)” field.

Device-Id (MAC)*	Printed on the device label just above the bar code. Please include the colons (:)
<input type="password" value="xx:xx:xx:xx:xx:xx"/>	

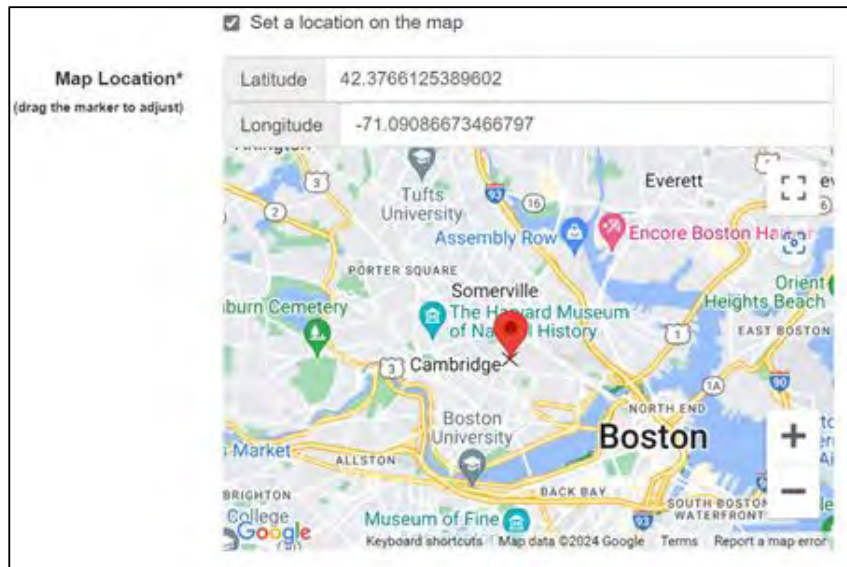
2. Enter air.sensor@mass.gov in the “Associated Email” field. It is important to click “Outside” next to “Installed” and “Public (everyone)” next to “Visibility” to meet the conditions for MassDEP’s grant program. Enter a descriptive location name exactly as you would like it to appear on the map.



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3. The sensor location (in latitude and longitude) can be populated by clicking “Allow” when asked to allow www.purpleair.com to access your location when you first go to the registration form. Drag the marker in the map to the actual location where the sensor will be deployed. **Ensure the red map marker is in the correct spot where the sensor will be deployed.**



4. Leave the “Onboard LED Options” as the default settings. The “Data Processor” fields are optional.



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5. Under “Device Owner Information” enter the organization’s contact email (as the grantee receiving the sensors from MassDEP) in the “Owner’s Name” and “Owner’s Email” fields. This contact person will receive a confirmation email once the sensor is registered. The “SMS Alert Phone Number” field is optional.
6. Check the box next to “I agree with the terms and conditions” and click the “Register” button. Detailed instructions are also available at: <https://www2.purpleair.com/pages/install#registration>.

Step 2 – Installation

- Choose an outdoor location that is convenient to reach, and accessible to both a power outlet and WiFi.
- The ideal locations are 7 to 30 feet above ground level, have at least 180° of unrestricted airflow, and are free of obstructions that may block the sensor inlet on the bottom of the unit.





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- As much as possible, mount away from vents, BBQs, smoking areas, and foliage.
- The unit can be in direct sunlight; however, partially shaded areas are preferred.
- The sensor has an attached mounting plate and comes with a screw and three zip ties; either can be used to secure the mounting plate to a surface or object (i.e., post, etc.). Install the sensor in the vertical position with the open end facing toward the ground. The housing is designed to protect the device from rain and snow while allowing free flow of air.





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- The sensor should be securely attached with cable ties (zip-ties), screws, or other means, to prevent wind from knocking it over. A "[drip loop](#)" on the power cord will prevent water from running down the wires and into the electronics. Check that the sensor bottom can be viewed and reached.



Step 3 – Plug in

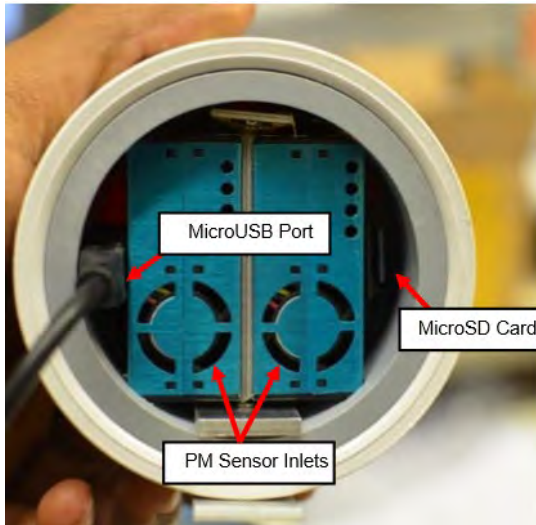
- Plug the power cord into a wall outlet or extension cord before attaching it to the PurpleAir.
- Attach the Micro USB Port to the unit (make this connection carefully, it is a little tight). Once it is powered, you should notice some flashing lights before a very dim red glow inside the sensor housing. If it is sunny, the lights can be difficult to see so you may have to cup your hands around the sensor as you peer inside. You may also notice a slight vibration once it is running.



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Step 4 - Connecting the PurpleAir to a WiFi Network

- Using a WiFi-enabled device (cell phone, tablet, or laptop), open the WiFi settings menu to connect to the sensor's network, **PurpleAir-XXXX**. The "XXXX" is the last 4 digits of the MAC ID # mentioned above that is written on the unit. It may take up to up to 10 minutes after the sensor is plugged in for this



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network to appear. Your device may display an error such as “Internet may not be available.” This is normal and you can proceed to the next step.

- Depending on your operating system or device, you may get a pop-up window or a message to sign into the network. If you receive a message to sign into the network, then press it to allow the pop-up window to appear. The pop-up window will list all available WiFi networks.
 - **Note:** If the pop-up window does not appear, then make sure you've selected the "PurpleAir-XXXX" network and wait a few minutes. If the pop-up still does not appear, then try opening a web browser and loading a webpage. If you are connected to the PurpleAir network, this will load the sensor interface with the WiFi settings for the sensor. Another option is to open a webpage and in the address bar, enter the default IP address for the sensor: <http://192.168.4.1/config>. If using an iPhone, a screen should automatically pop-up that allows you to connect the sensor to the desired WiFi network.
- The pop-up window will list available WiFi networks. Choose the WiFi network you would like the sensor to use, enter the password, and click save. Ensure the password is the correct password for the 2.4Ghz WiFi and is spelled correctly; entering an incorrect password will block connection. A hidden WiFi network can be entered by selecting the option at the bottom of the list.

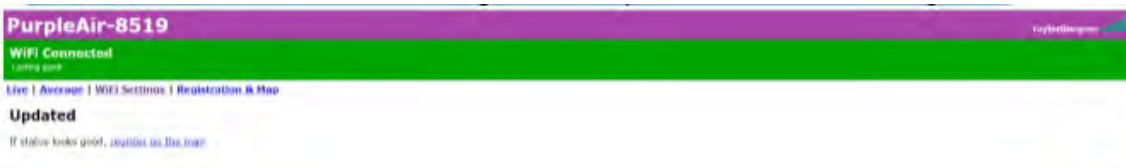


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- A “disconnected” message may appear first but within a minute or so, the connection should be a success and the status bar will turn green and indicate “WiFi Connected.”



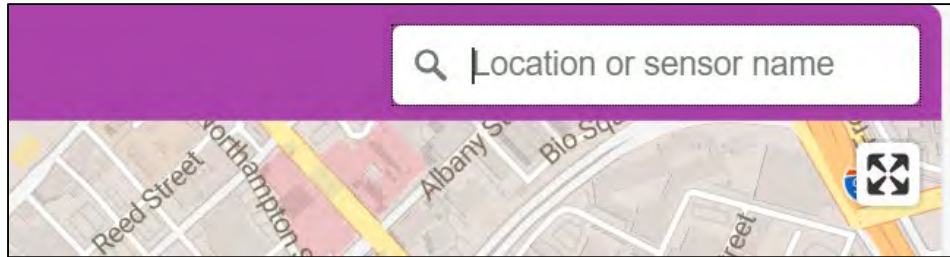
- Once your device is configured to your local WiFi network, it will no longer appear in the list of available networks - the fact that it has disappeared means that the sensor is successfully configured to WiFi. The sensor data should become visible in the PurpleAir map. If the PurpleAir network continues to show on the WiFi menu, double-check the password for your 2.4GHz WiFi network. This can be a different password than other bands or SSIDs if it is set up that way. You can check the password by logging in to the router.
- Go to <http://map.purpleair.com> to confirm successful registration and WiFi connection. The search icon is on the top right, and you can look by sensor name or city, state.



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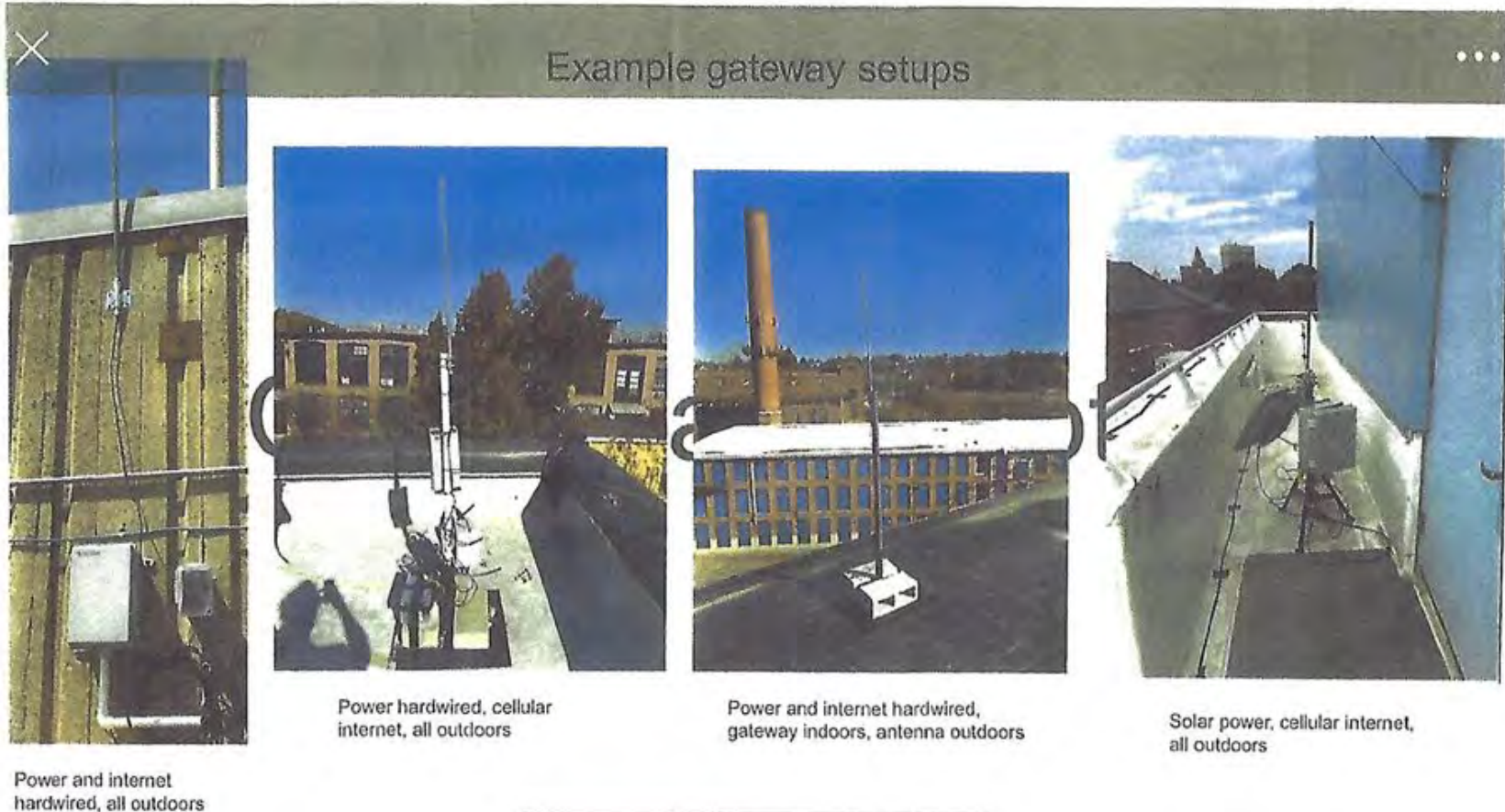
- For WiFi troubleshooting and information on network requirements, network encryption, and using a captive portal WiFi network, please see the below resources:

<https://community.purpleair.com/t/sensor-won-t-connect-to-your-wifi-network/133>

<https://community.purpleair.com/t/using-captive-portal-networks/132>

Exhibit

Electronic Sea Level Sensor





Vineyard Haven Harbor Sea Level Sensor Monitoring Project Request for SSA License Agreement

Summary:

Vineyard Lands For Our Community, Inc. (VLC), a 501c3 public charity and Massachusetts corporation, requests securing a license agreement from the Steamship Authority (SSA) for the purpose of installing and maintaining one *Electronic Sea Level Sensor* (“Sensor”) and one *Gateway Communication Hub* (“Hub”), both being electronic sensing devices connected to the internet designed, tested and constructed in collaboration with Brown University to gauge and record sea level changes over time. (“Sensor”, image shown in Exhibit.)

Background:

VLC is a public charity located at 59 Weaver Lane, Vineyard Haven, MA 02568 whose mission is to promote and advance conservation, public access, human gathering, education and scientific projects on the island of Martha’s Vineyard, Massachusetts.

VLC Contact: VLC c/o Philip Wallis, Exec. Dir., PO Box 724, Vineyard Haven MA 02568.
Email: pwallis@vineyardlands.org cell #: 610-246-3488

Brown University has designed and installed the *Sensor* technology across multiple towns throughout New England in concert with Woods Hole Oceanographic Institute (WHOI). Brown University technician(s) would be responsible for the installation of the Sensor and Hub, with the on-island assistance of Powers Electric, Inc.

Brown University Contact: Sol Cooperdock, Research Engineer & Technical Lead, Brown University
Email: sol_cooperdock@brown.edu cell #: 603-724-4044

The *Property Owner* (“Owner”) is the Steamship Authority, 228 Palmer Ave., Falmouth, MA 02540.

Requested Property Sensor installation locations (2): generally to be located at the SSA Vineyard Haven Ferry Terminal, Union and Water Streets, Vineyard Haven MA.

(Specific locations are to be finalized at such time as VLC and Brown University meet on site with SSA to specifically identify a mutually agreed upon location that best serves the technological, maintenance and safety requirements.)

- 1) Sensor – SSA Dinghy Dock or nearby location
- 2) Hub – SSA Vineyard Haven Ferry Terminal

Elements of LICENSE AGREEMENT to consider:

VLC seeks a License Agreement that it is mutually beneficial to locate a Sensor and Hub on the Property. VLC seeks the Owner to authorize VLC (with Brown University and Powers Electric, Inc.) to install, maintain and remove Sensor and Hub on the Property subject to the following conditions:

Network for Environmental Sensing and Technology (NEST)

Hyper-local Low-cost Water Level Sensor Network

NEST uses custom-built low-cost flood sensors that provide data approximately every 1 minute in near real time.

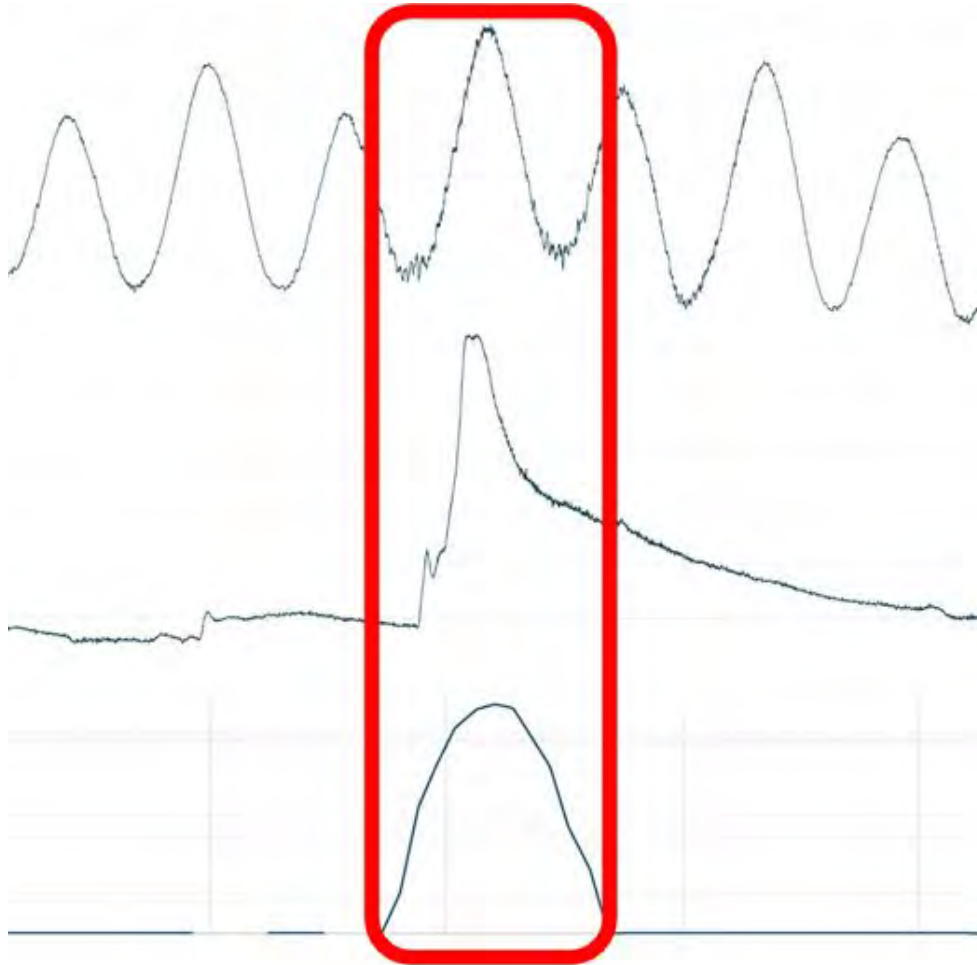


Figure 1: Example of a flood detection from a coastal (top), riverine (middle), and overland (bottom) sensor, red circle.

NEST represents an integration of novel, low-cost smart sensor technology with the Internet of Things (IoT), aimed at increasing the spatial and temporal resolution of flood monitoring and response. This network features an array of sensors, each interconnected via radio communication, facilitating the real-time collection and analysis of data. The primary objective of NEST is to offer a comprehensive suite of monitors to aid in the management and response to environmental hazards.

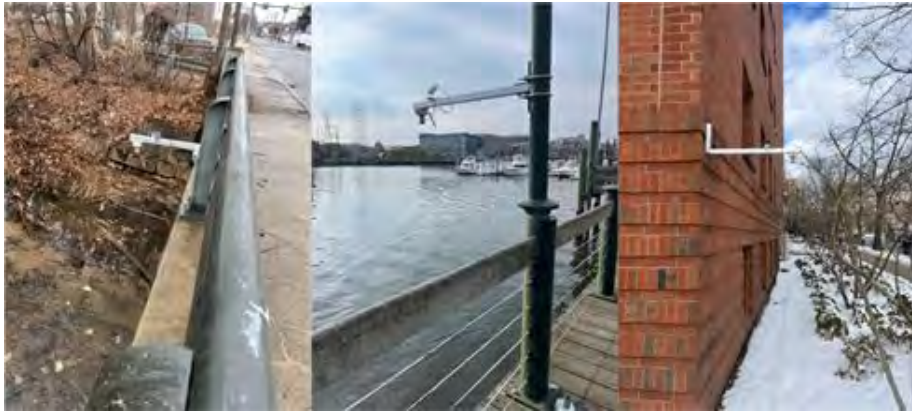


Figure 2: Example sensor installations for monitoring river (left), coastal (middle), and overland (right) flood risks.

Sensor communication and infrastructure needs

To keep costs low, each sensor sends data to a centralized communication gateway using a radio technology called LoRaWAN, which can transmit data 10+ miles line-of-sight. The gateway is directly connected to the internet and uploads the data to a network server. These gateways need a connection to the internet, which ideally is provided through hard-wired power and internet connections but can also be provided through a combination of hard-wired sources and solar power and/or cellular internet.

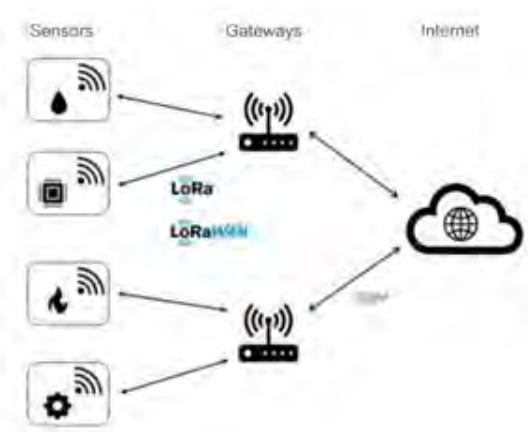


Figure 3: Example of gateway setups with hardwired power and internet (left), hardwired power and cellular internet (middle), solar power and cellular internet (right).

- 1) Final location and placement of one Sensor and one Hub and related equipment on the Property that will be mutually determined by the VLC representative and the Owner representative, subject to any and all local regulations.
- 2) VLC assumes all responsibility to install, maintain and remove Sensor at VLC's expense.
- 3) The Sensor and Hub shall remain at the Property locations from year to year, unless either party notifies the other that the Sensor and Hub shall be removed. Such notice shall be given to the Contact by mail or email within ninety (90) days of the date of Sensor and Hub removal ("Removal Date").
- 4) VLC seeks that the Owner and its agents provide a nonexclusive, and revocable license to enter upon the Property for the limited purpose of installing, inspecting, maintaining, repairing, and removing the Sensor and Hub. This license shall remain in effect until such Removal Date of the Sensor and Hub. VLC shall exercise the utmost care not to damage the Property and shall promptly restore any disturbed areas to their prior condition. VLC agrees to hold Owner harmless from any liability that arises as a result of VLC's use for these purposes.
- 5) VLC shall add the Owner and Property location to its insurance liability policy.