



# Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

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**Revised May 18, 2026 2:50 PM**  
**Posted May 15, 2026 9:20 AM**

## STEAMSHIP AUTHORITY

**Tuesday, May 19, 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, (301) 715-8592.

## AGENDA

### Item No. 1. Approval of Minutes

Minutes of the Authority's April 21, 2026, Meeting in Public Session

### Item No. 2. Port Council's Report on Their May 5, 2026, Meeting

### Item No. 3. Treasurer/Comptroller's Report

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

- a) Results of Operations – Business Summary for the Month of March 2026
- b) Proposed Draft of the 2027 Budget Policy Statement
- c) RSM Audit Review

### Item No. 4. General Manager's Report

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

- a) Engineering and Maintenance Project Updates
- b) Woods Hole Terminal Reconstruction Project Status
- c) Reservation System Replacement Project Status
  - i) Project Timeline Revision
  - ii) Phase II Policies Approval

**Item No. 5. Procurement**

- a) Request for Authorization to Execute “Professional Services Agreement for the Preseason Phase II Integration with the Authority’s New Reservation System,” with IntraSystems, LLC
- b) Request for Authorization to Execute a “Professional Services Agreement for Project Management Office (PMO) Support Operational Transformation and Stakeholder Alignment (May-June 2026)”
- c) Request for Authorization to Approve PO00050212 for the Overhaul of MTU 12V4000M70 Engine Including Parts, Labor Machining and Dynamometer Testing for the *M/V Iyanough*

**Item No. 6. Old/New Business**

- a) Fleet Disposition – Potential Sale of M/V Governor
- b) Board Goals & Action Items for 2026 –Capital Projects Committee and Governance Committee
- c) Draft of the 2027 Operating Schedule
- d) Update on Licensing of a Freight Truck Transportation Service between New Bedford and Nantucket with Offshore Tug & Transportation
- e) Freight Vessel Conversion Project Review
- f) Installation of an Air Monitor Device at the Vineyard Haven Terminal
- g) Installation of a Sea Level Sensor at the Vineyard Haven Terminal
- h) Public Relations, Advertising & Marketing Services Request for Qualifications (RFQ)

**No. 7. Public Comment**

**MEETING IN EXECUTIVE SESSION TO FOLLOW (See Next Page)**

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**STEAMSHIP AUTHORITY  
Tuesday, May 19, 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 April 21, 2026, Meeting in Executive Session

**Item No. 2. Security**

- a) To discuss the procurement and deployment of software, hardware and related services from IntraSystems, LLC and the strategies with respect thereto
- b) Consideration of a Memorandum of Understanding with the Barnstable County Sheriff's Department

**Item No. 3. Real Estate**

- a) To consider the purchase, lease, or value of real property in Hyannis, Massachusetts
- b) To consider the purchase, lease or value of real property in Falmouth, Massachusetts
- c) To consider the purchase, lease or value of real property in Yarmouth, Massachusetts

# Business Summary March 2026

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WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP  
AUTHORITY

Board Meeting – May 19, 2026



# Financial Snapshot

	March	2026 Actual vs. Budget		YTD	2026 Actual vs. Budget	
<b>Revenues &amp; Income</b>						
Operating Revenues	\$7,025,728	-\$465,220	▼	\$18,494,973	-\$919,233	▼
Other Income	499,598	-1,488,384	▼	1,964,024	-1,480,652	▼
Total Revenue	7,525,326	-1,953,604	▼	20,458,997	-2,399,885	▼
<b>Expenses &amp; Deductions</b>						
Operating Expenses	13,320,033	104,782	▲	35,956,288	-3,113,017	▼
Income Deductions	182,336	-4,178	▼	687,191	56,270	▲
Total Expenses	\$13,502,369	\$100,604	▲	\$36,643,479	-\$3,056,747	▼
<b>Net Operating Income/Loss</b>	<b>-\$5,977,043</b>	<b>-\$2,054,208</b>	<b>▼</b>	<b>-\$16,184,482</b>	<b>\$656,862</b>	<b>▲</b>

## Operating Revenues – March 2026 vs. Budget

		Monthly Variance vs. Budget	Monthly % Difference vs. Budget			YTD Variance vs. Budget	YTD % Difference vs. Budget
<b>Waterline Revenues</b>							
Automobile Revenue	▼	-\$139,319	-10.3%		▼	-\$314,443	-9.1%
Freight Revenue	▼	-82,469	-2.2%		▼	-360,635	-3.7%
Passenger Revenue	▼	-238,850	-14.2%		▼	-482,399	-11.2%
Misc. Voyage Revenue	▼	-6,569	-22.3%		▼	-12,389	-16.5%
Term. Oper. Revenue	▲	55,452	17.8%		▲	265,505	26.9%
Parking Revenue	▼	-34,748	-12.3%		▼	-71,860	-10.4%
Rent Revenue	▼	-18,717	-14.1%		▲	56,988	22.4%
<b>Total Operating Revenue</b>	▼	-\$465,220	-6.2%		▼	-\$919,233	-4.7%
<b>Total Other Income</b>	▼	-\$1,488,384	-74.9%		▼	-\$1,480,652	-43.0%
<b>Total Operating &amp; Other</b>	▼	-\$1,953,604	-20.6%		▼	-\$2,399,885	-10.5%

## Operating Expenses – March 2026 vs. Budget

		Monthly Variance vs. Budget	Monthly % Difference vs. Budget			YTD Variance vs. Budget	YTD % Difference vs. Budget
<b>Operating Expenses</b>							
Maintenance	▲	\$956,908	25.3%		▼	-\$1,658,679	-14.1%
Depreciation & Amortization	▼	-166,276	-11.0%		▼	-302,252	-6.9%
Vessel Operations	▼	-286,349	-11.6%		▼	-695,560	-9.7%
Terminal Operations	▲	72,465	6.1%		▲	443,072	12.8%
Traffic Expense	▲	63,395	27.8%		▼	-12,281	-1.9%
General Expense	▼	-445,060	-14.2%		▼	-692,576	-7.7%
Insurance	▼	-15,709	-3.1%		▼	-17,308	-1.1%
Rents Expense	▼	-81,351	-67.8%		▼	-104,339	-46.7%
Payroll Taxes	▲	6,760	2.5%		▼	-73,091	-8.3%
<b>Total Operating Expenses</b>	▲	<b>\$104,782</b>	<b>0.8%</b>		▼	<b>-\$3,113,017</b>	<b>-8.0%</b>
<b>Total Other Expenses</b>	▼	<b>-\$4,178</b>	<b>-2.2%</b>		▲	<b>\$56,270</b>	<b>8.9%</b>
<b>Total Operating &amp; Other</b>	▲	<b>\$100,604</b>	<b>0.8%</b>		▼	<b>-\$3,056,747</b>	<b>-7.7%</b>

# 2026 Vessel Occupancy and Distribution

	March 2026		2026 YTD		2025 YTD	
	MV	NT	MV	NT	MV	NT
DECK SPACE USAGE						
EXCURSION FARE VEHICLES	41.5%	21.9%	43.3%	23.6%	41.9%	23.1%
STANDARD FARE VEHICLES	26.0%	13.7%	25.4%	13.3%	26.4%	13.0%
TOTAL PASSENGER VEHICLES	67.5%	35.6%	68.7%	36.9%	68.4%	36.1%
TOTAL FREIGHT VEHICLES	32.5%	64.4%	31.3%	63.1%	31.6%	63.9%
TOTAL VESSEL OCCUPANCY	77.9%	89.2%	71.9%	82.9%	72.7%	81.9%

# 2026 Vehicle Revenue Comparison

	March 2026		2026 YTD		2025	
	MV	NT	MV	NT	MV	NT
EXCURSION FARE VEHICLES	\$19.72	\$58.32	\$19.66	\$58.03	\$18.98	\$55.94
STANDARD FARE VEHICLES	\$76.20	\$209.13	\$76.05	\$208.30	\$72.27	\$199.33
TOTAL PASSENGER VEHICLES	\$41.50	\$116.34	\$40.51	\$112.22	\$39.60	\$107.58
COST Per PASSENGER VEHICLE	\$157.32	\$244.35	\$166.01	\$291.59	\$132.20	\$272,84
FREIGHT VEHICLES UNDER 55ft	\$190.35	\$376.25	\$189.99	\$374.27	\$179.99	\$356.21
FREIGHT VEHICLES OVER 55ft	\$437.42	\$774.84	\$444.51	\$787.38	\$413.93	\$732.84
TOTAL FREIGHT VEHICLES	\$267.32	\$593.32	\$271.99	\$601.21	\$252.50	\$567.44
COST Per FREIGHT VEHICLE	\$456.40	\$809.18	\$483.91	\$965.49	\$383,63	\$909.02
AVERAGE REVENUE / VEHICLE	\$73.68	\$284.99	\$71.85	\$278.81	\$68.89	\$266.96

# 2026 Cost of Service Coverage Comparison

	March 2026		2026 YTD		2025	
	MV	NT	MV	NT	MV	NT
STANDARD FARE AUTOS	47.2%	82.8%	44.5%	68.9%	53.2%	70.6%
EXCURSION FARE AUTOS	11.2%	22.4%	10.6%	18.6%	12.7%	19.1%
STANDARD FARE TRUCKS	51.8%	89.3%	49.3%	74.7%	58.8%	76.5%
EXCURSION FARE TRUCKS	17.2%	27.1%	16.2%	22.6%	19.8%	23.4%
TOTAL PASSENGER VEHICLES	26.4%	47.6%	24.4%	38.5%	30.0%	39.5%
TOTAL FREIGHT VEHICLES	58.6%	73.3%	56.2%	62.3%	65.8%	62.4%

## Passengers Carried – April 2026 vs. 2025

		Monthly Variance	Montly % Difference			YTD Variance	YTD % Difference
Martha's Vineyard Route	▼	-8,522	-5.2%		▼	-41,049	-8.0%
Nantucket Regular Ferry	▲	1,380	7.8%		▲	1,162	2.0%
Nantucket Fast Ferry	▲	2,297	9.9%		▲	280	1.0%
Nantucket Route Subtotal	▲	3,677	9.0%		▲	1,442	1.7%
<b>Total Passengers</b>	▼	-4,845	<b>-2.4%</b>		▼	-39,607	<b>-6.6%</b>

## Vehicles Carried – April 2026 vs. 2025

		Monthly Variance vs. 2026	Monthly % Difference vs. 2026			YTD Variance vs. 2026	YTD % Difference vs. 2026
<b>Martha's Vineyard Route</b>							
Standard Fare Autos	▼	-382	-3.0%		▼	-3,352	-9.2%
Standard Fare Trucks	▼	-580	-13.5%		▼	-1,103	-8.3%
Excursion Fare Autos	▲	20	0.1%		▼	-1,421	-2.6%
Excursion Fare Trucks	▼	-133	-3.1%		▼	-830	-5.1%
20 Feet & Over Trucks	▼	-204	-3.7%		▼	-1,343	-7.3%
<b>Total – Martha's Vineyard</b>	▼	<b>-1,279</b>	<b>-3.1%</b>		▼	<b>-8,049</b>	<b>-5.8%</b>
<b>Nantucket Route</b>							
Standard Fare Autos	▲	96	4.1%		▲	69	1.3%
Standard Fare Trucks	▲	133	12.4%		▲	185	5.5%
Excursion Fare Autos	▲	200	9.1%		▲	320	3.9%
Excursion Fare Trucks	▲	123	12.2%		▲	63	1.6%
20 Feet & Over Trucks	▲	103	3.0%		▼	-10	-0.1%
<b>Total – Nantucket</b>	▲	<b>655</b>	<b>6.5%</b>		▲	<b>627</b>	<b>2.0%</b>
<b>Total Vehicles</b>	▼	<b>-624</b>	<b>-1.2%</b>		▼	<b>-7,422</b>	<b>-4.3%</b>

# 2026 vs 2025 Advanced Bookings - Deckspace

	Martha's Vineyard Route			Nantucket Route		
	2025	2026	% Change	2025	2026	% Change
May 15-31	28,676	29,656	3.4%	10,706	10,536	-1.6%
June	46,955	47,393	0.9%	18,791	19,652	4.6%
July	50,977	52,773	3.5%	20,383	20,861	2.3%
August	52,824	53,238	0.8%	20,020	19,933	-0.4%
September	25,706	27,497	7.0%	14,238	14,501	1.8%
October 1-15	9,923	10,024	1.0%	5,763	5,814	0.9%
Total	215,061	220,581	2.6%	89,901	91,297	1.6%

# 2026 vs 2025 Advanced Bookings - Reservations

	Martha's Vineyard Route			Nantucket Route		
	2025	2026	% Change	2025	2026	% Change
May 15-31	20,777	21,671	4.3%	5,617	5,499	-2.1%
June	33,517	33,141	-1.1%	9,401	9,797	4.2%
July	36,991	38,188	3.2%	10,935	10,895	-0.4%
August	39,152	39,244	0.2%	10,995	10,740	-2.3%
September	13,940	15,060	8.0%	6,892	6,929	0.5%
October 1-15	4,323	4,281	-1.0%	2,284	2,228	-2.5%
Total	148,700	151,585	1.9%	46,124	46,088	-0.1%

# STAFF SUMMARY

Date: May 13, 2026

File# A-727



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Accounting & Finance
				Authors: Mark K. Rozum
X	Board Members		Information	Subject: 2027 Budget Policy Statement

**PURPOSE:**

To review and approve the proposed budget policy guidelines to be used in the preparation of the Authority's 2027 Operating Budget.

**BACKGROUND:**

The Management Staff are in the preliminary stages of developing next year's proposed operating budget. This includes the preparation of a vessel maintenance overhaul schedule and a tentative operating schedule.

Attached please find a copy of the proposed 2027 Budget Policy Statement. The proposed 2027 operating schedule and attached 2026-2031 vessel repair schedules will be used as the basis for estimating next year's cost of service.

We expect to be in a position to review the preliminary 2027 Operating Budget with the Port Council and Board by the September meetings. A final draft of the proposed 2027 Operating Budget will be presented for the Board's review and approval at the Authority Meeting in October.

The Port Council at their May meeting voted to recommend that the proposed budget policy guidelines to be used in preparation of the Authority's 2027 Operating Budget be adopted as proposed.

**RECOMMENDATION:**

The Management Staff is requesting that the attached 2027 Budget Policy Statement be adopted as proposed.

Mark K. Rozum  
Treasurer/Comptroller

APPROVED:

Alex Kryska  
General Manager

Attachments

## 2027 BUDGET POLICY STATEMENT

### 2027 OPERATING BUDGET

The following guidelines are to be used in the preparation of the Authority's 2027 Operating Budget:

#### **Operating Revenues**

Projected Traffic Levels –Historically, operating revenues are based on the actual traffic statistics for the most recent twelve (12) month period. Traffic estimates and the corresponding estimated operating revenues for the 2027 budget will initially be based on actual traffic statistics for the most recent twelve (12) months and may be adjusted based on extraordinary developments.

Please find the attached graphs showing the total number of passengers, automobiles and trucks carried on a rolling twelve (12) month basis since January 2022. We also attached a graph showing the total number of cars parked for the comparable time.

#### **Operating Expenses**

Operating Schedule – The proposed 2027 Operating Budget will be based on the proposed 2027 operating schedules. The operating budget will incorporate any effects of the M/V Aquinnah, M/V Barnstable, and M/V Monomoy.

Maintenance and Repairs – The Authority's vessels, terminals, vehicles, and equipment shall be properly maintained to ensure the continuation of a safe and reliable transportation system.

Each of the Authority's vessels will be scheduled for an approximate- 6-week overhaul period, not including any required dry-dockings. All vessels will undergo their annual maintenance overhauls, including mandatory dry-dockings. (See attached 2026 – 2031 Repair Schedules.) Vessel repair costs will reflect the current market conditions, considering variables such as cost increases related to supply chain issues.

The vessels which have scheduled dry-dockings in 2027 are the *M/V Martha's Vineyard*, the *M/V Woods Hole*, the *M/V Governor*, the *M/V Iyanough*, the *M/V Aquinnah*, and the *M/V Monomoy*.

The Vineyard Haven Terminal is expected to have Phase II of decking repair work done in 2027. Pending a more thorough evaluation of the other facilities, no significant terminal repair projects are currently anticipated. Nevertheless, each of the Authority's terminals will continue to be properly maintained and the anticipated expenses to do so will be included in the 2027 maintenance budget.

External and internal audits will be conducted for compliance with maintaining the ISO 9001 Quality Management Certifications and the vessel Safety Management Certifications as part of maintaining the Authority's Safety Quality Management System.

Levels of Employment – The numbers of employees in the terminals, the parking lots and shuttle bus operations, and reservations are expected to stay essentially the same as originally budgeted in 2026. Existing job vacancies are expected to be filled when appropriate.

Vessel staffing will be in accordance with all applicable legal and contractual requirements considering anticipated service level demands. The Wiper-to-Oiler promotion training program, which has been developed these past couple of years, will be incorporated into vessel staffing levels. In addition, the ordinary seafarer to abled-bodied seafarer training, the abled-bodied seafarer to bosun or purser training, the pilot qualification training and captain qualification training programs will also be reflected in vessel staffing.

Staff is currently evaluating the benefits of adding project management and training positions compared to using third party contractors for these services. Staff will also be reviewing the current organization structure and positions.

Training – The Authority will continue to provide training for its employees at levels which ensure safe and efficient operations, including the “Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Basic Safety Training” for its vessel crews. This STCW training program began in the winter of 2006. Annually, some twenty to thirty (20-30) vessel crew members are trained in STCW so that the entire fleet personnel participate over a five (5) year period. This training includes 1) personal survival; 2) fire prevention and firefighting; 3) elementary first aid; 4) crowd control and crisis management; and 5) personal safety and social responsibilities.

The cost of customer service training, cyber security and computer training, discrimination prevention training and other appropriate courses, such as additional radar training, ECDIS training, Deck Officers and Chief Engineer vessel recency training, Purser and Bosun training, rescue boat training, automated external defibrillator (AED) training, safety and ergonomics training, Facility Security Officer (FSO) and Vessel Security Officer (VSO) training, Marine Evacuation Slide (MES) training, hoisting equipment training, Qualified Individual training, oil spill response training, hazardous materials (“HazMat”) handling, EMD and MTU engine maintenance training, Programmable Logic Controllers training and Bridge Resource Management, will also be included in the proposed 2027 Operating Budget. New Hire orientation and mentoring programs will also be included. Other areas of training in the 2027 budget will include costs associated with employees obtaining their CDL licenses and additional training for various computer software and programs including the new reservation system.

Staff will continue with the Training and Development (T&D) Expo training courses. Including both professional development and safety focused courses such as, Leadership fundamentals, Manager/Supervisor training, Confined Space, Fall Protection, Aerial Lift,

Personal Protective Equipment (PPE), Toxic and Hazardous Substances, Hazardous Waste Operations and Emergency Response (Hazwoper), Globally Harmonized System (GHS), Respirator Fit Testing/Training as well as OSHA 10 Certification training. Staff will continue with the well-received weeklong T&D Expos and will conduct two (2) T&D fairs next year.

Use of Information Systems Technologies – The 2027 budget will incorporate costs associated with the new reservation system. These include the associated costs for hosting, migration, and third-party software. Additionally, cost savings gained through efficiencies will be factored will be incorporated into the 2027 budget.

The Authority will continue to use information systems technologies to improve customer services and reduce operating costs where possible. Specifically, we will work to increase the Authority's presence on social media platforms and will be working in 2027 to implement the Steamship Authority's updated website, which will incorporate mobile ticketing capabilities for both traditional and high-speed services.

We will continue to evaluate technical enhancements to our website, which will allow us to integrate additional customer services features, with proper consideration and planning for necessary infrastructure improvements. The Authority will also continue to migrate services and applications to be hosted in the cloud to improve redundancy and efficiency.

Staff will continue to incorporate its training materials into the Learning Management System (LMS). The LMS is the Authority's central hub for delivering and managing its marine and shoreside training and assessment programs.

Health Care – The 2027 Operating Budget will reflect the continuation of employee contributions equal to 20% of the expected annual cost of each employee's medical coverage. In addition, any changes in coverage required by the Affordable Care Act will be reflected in the annual cost estimates.

Vessel Fuel Oil – Currently, the barrel price of crude oil is trading in the \$86 - \$98 range while a year ago at this same time crude oil was trading in the \$60 - \$65 range. During the last three months, crude oil has traded between \$75 and \$113 and during the last twelve months between \$57 and \$113. During preparation of the 2027 Operating Budget, the vessel fuel oil cost will reflect the then current forecast for oil prices or the Authority's hedge program cost cap including the hedging premium, whichever is lower. The Authority will continue to make fuel and energy conservation a priority in both land and sea operations. Towards that end, schedule modifications and trip consolidations will continue to be made when practical.

Pensions and Other Postemployment Benefits – The 2027 Operating Budget will incorporate any additional expenses that have to be recognized due to the required adoption of additional Governmental Accounting Standards as they relate to Other Postemployment Benefits.

Utilities – The Authority will continue to pursue not only energy conservation measures, but also opportunities to reduce the cost for electric supply charges. In addition, we will

continue to review telephone usage and calling plans to determine the prospects for any potential savings.

Debt Administration – The Authority has evaluated its debt requirements including but not limited to advance refunding of existing debt and currently does not foresee any additional opportunities for restructuring during 2027. However, if, after additional evaluation, conditions are favorable for doing so, we may pursue a restructuring.

Rents and Leases – The proposed 2027 Operating Budget will reflect changes in the negotiated or anticipated costs associated with leased properties used for the Authority's parking operations, reservation office and bus maintenance facility.

Insurance – As the Authority's marine and non-marine insurance policies are issued on a June 30<sup>th</sup> renewal basis, insurance expense for the first half of 2027 will be known. The Authority's insurance program is extended with the same carriers for an additional two-year period. An allowance will be made for any projected increase in insurance premiums for the policy year beginning July 1, 2027.

Advertising – While the Authority will continue to maintain the same types of advertising placements currently being used, we will re-evaluate on an annual basis the emphasis of the advertising program to determine the appropriate mix of media usage. These include, but are not limited to, billboards (Boston on I-93 southbound and, in past years, on I-195 in the Fall River area), television, radio, newspapers, magazines, internet, social media, visitor centers and regional Chamber of Commerce guidebooks. In general, the Authority has shifted its focus toward digital marketing strategies in recent years and anticipates continuing to do so in 2027. As in previous years, advertising will be focused on passengers and not vehicle traffic.

### **License Fee Income**

Projections will be made for anticipated license fee income from all licensed carriers, considering the most recent traffic expectations and changes in the licensed carriers' traffic patterns.

### **Fund Transfers and Use of Special Purpose Funds**

The Authority will maintain sufficient fund balances to meet the currently scheduled debt service requirements of \$1,581,325 due September 1, 2027, for interest and \$12,631,325 due March 1, 2028, for principal and interest.

In addition, the Authority will endeavor to fund next year's cash transfers to the Replacement Fund in an amount not less than this year's estimated transfer of approximately \$16,314,000 but not to exceed the Authority's projected depreciation expense for 2026, currently estimated at \$16,314,000.

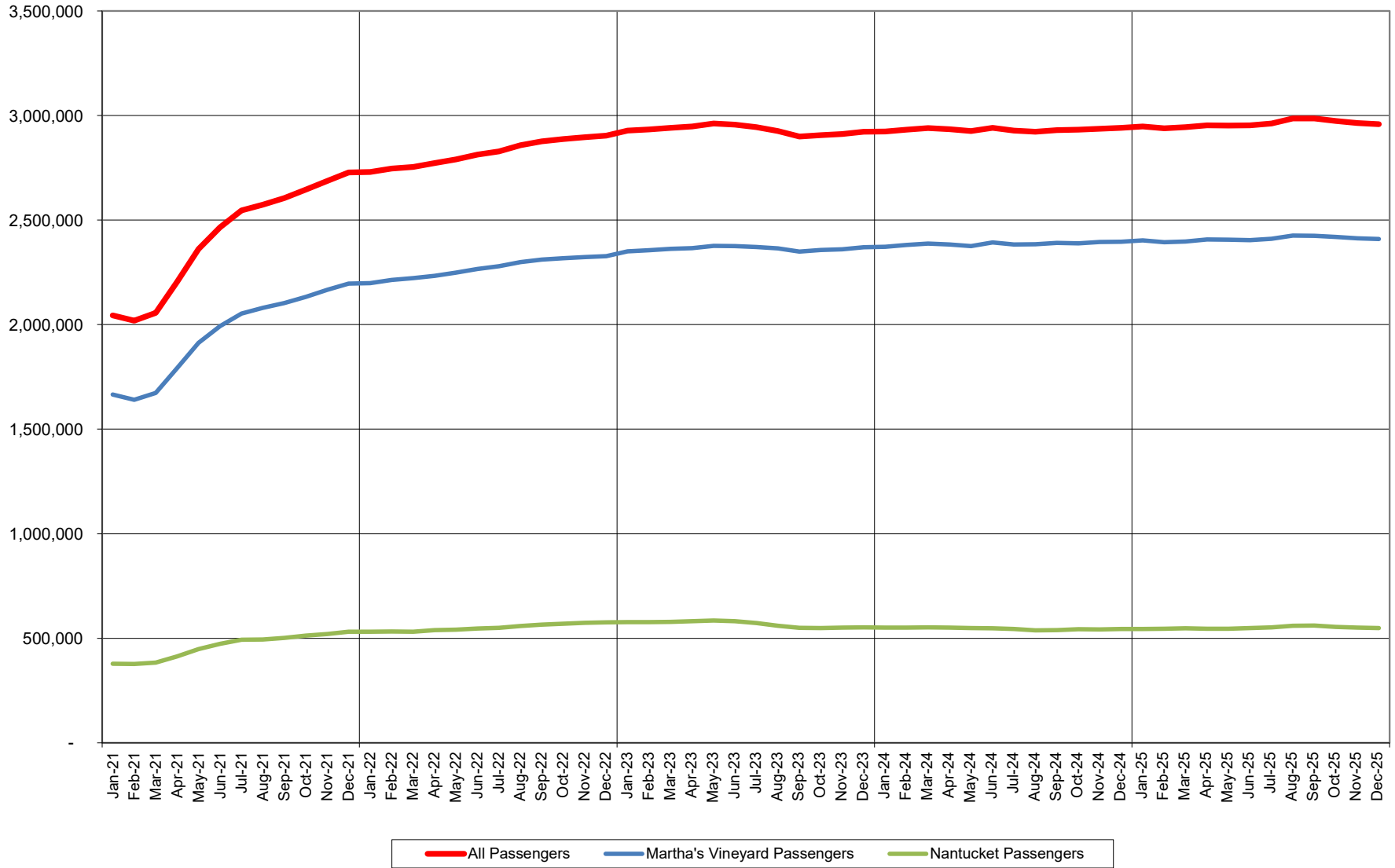
**Fares and Rates**

The staff will be making all efforts to minimize the need for any rate increases. As requested during the approval of the 2027 budget, staff will also be reviewing the excursion program and corresponding rates.

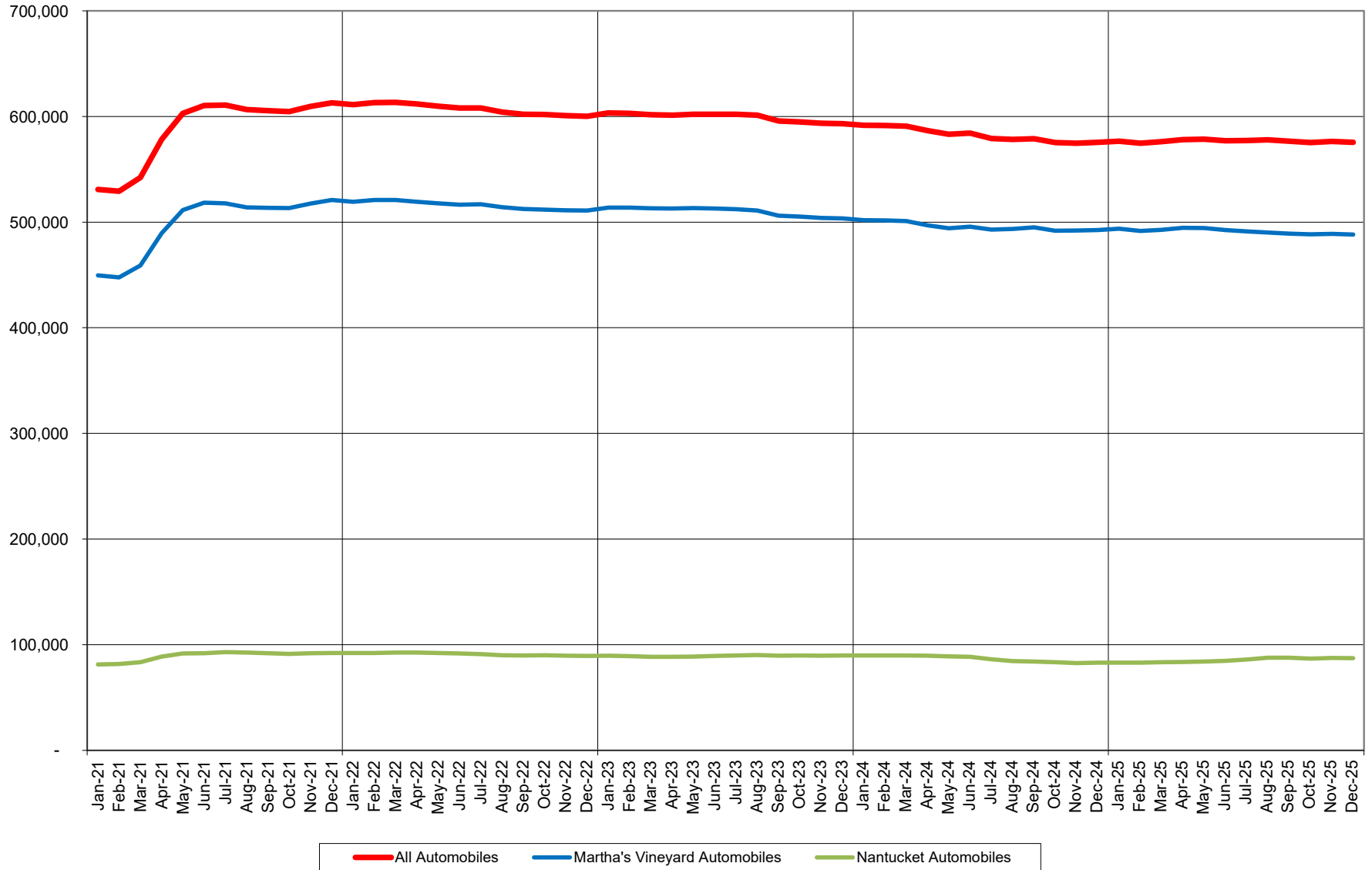
DRAFT

<u>ACTIVITY</u>	<u>RESPONSIBILITY</u>	<u>DUE DATE OR DEADLINE</u>
Review of proposed budget policy guidelines	Management Staff and Port Council	September 1 Port Council Meeting
Review and approval of proposed budget policy guidelines	Management Staff and Board Members	May 19 Board Meeting
Forward payroll worksheets to Department Heads (using number of employees by job classification)	Treasurer/Asst. Treasurer	May 15
Prepare preliminary operating and maintenance overhaul schedule, including proposed dates and vessels	Management Staff	May 22
Return completed payroll worksheets	Department Heads	June 12
Forward expense worksheets to Department Heads (using actual expenses from May 2025 through April 2026)	Treasurer/Asst. Treasurer	June 12
Return completed expense worksheets	Department Heads	17 July
Review preliminary operating budget, in discussion draft form, with Management Staff (Including revenue and expense allocations by route)	Treasurer and Management Staff	20 August
Review and discussion of preliminary operating budget and potential rate increases, if any	Management Staff and Port Council	September 1 Port Council Meeting
Submit preliminary operating budget and potential rate increases, if any, to the Authority Members for review and discussion	Treasurer	September 10
Review and discussion of preliminary operating budget and any potential rate increases	Management Staff and Board Members	September 15 Board Meeting
Budget Open House (Zoom)	Treasurer	September 16-18 TBD
Refine and revise, as needed, proposed operating budget and any proposed rate increases	Treasurer and Management Staff	September 24
Review and discussion of proposed operating budget and any proposed rate increases	Management Staff and Port Council	October 6 Port Council Meeting
Submit proposed operating budget and any proposed rate increases to the Authority Members for final review and approval	Treasurer	October 15
Final review and approval of the operating budget and any rate increases, if necessary,	Management Staff and Board Members	<b>October 20 Board Meeting</b>

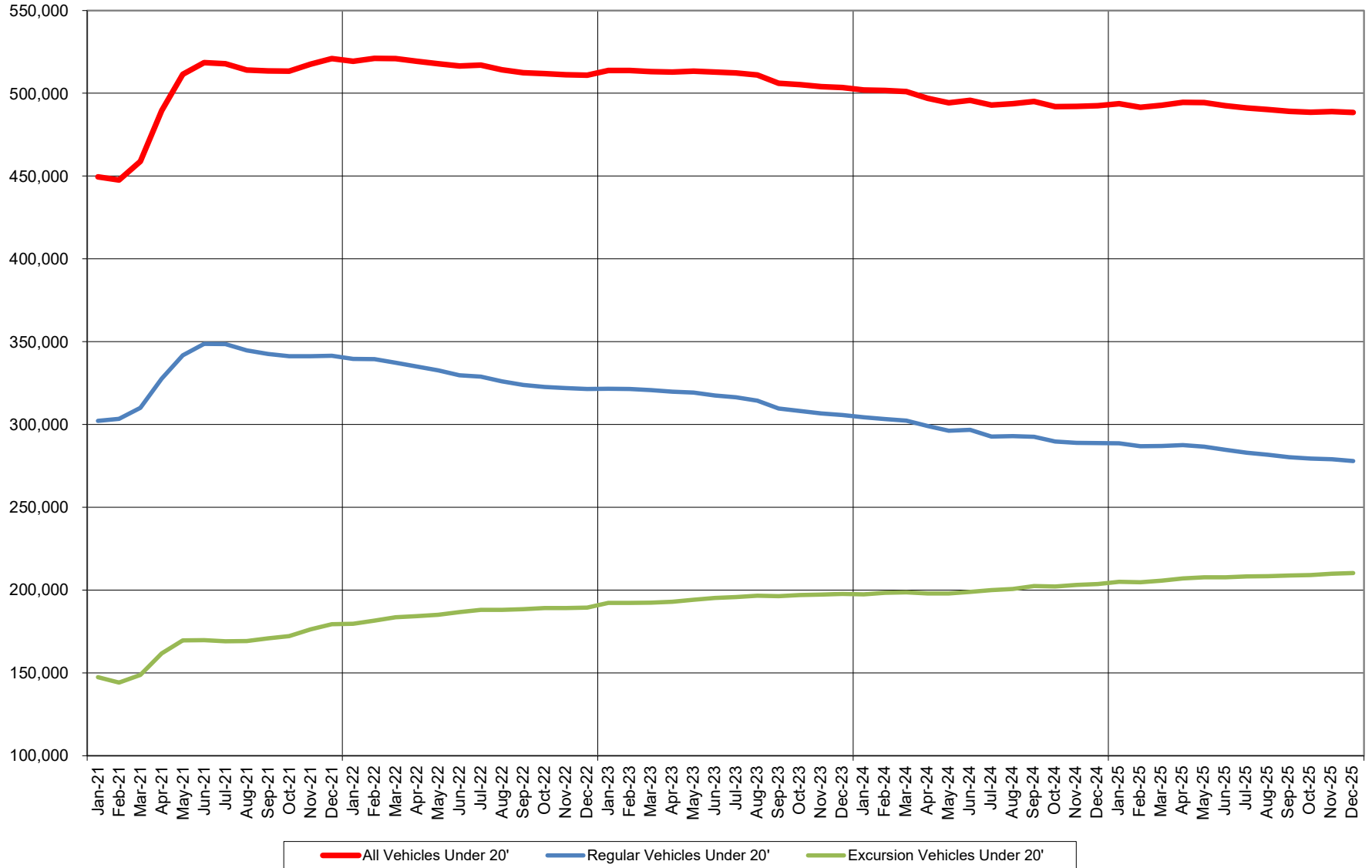
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority  
Total Passengers Carried to/from Martha's Vineyard and Nantucket - Based on a Rolling 12 Months**



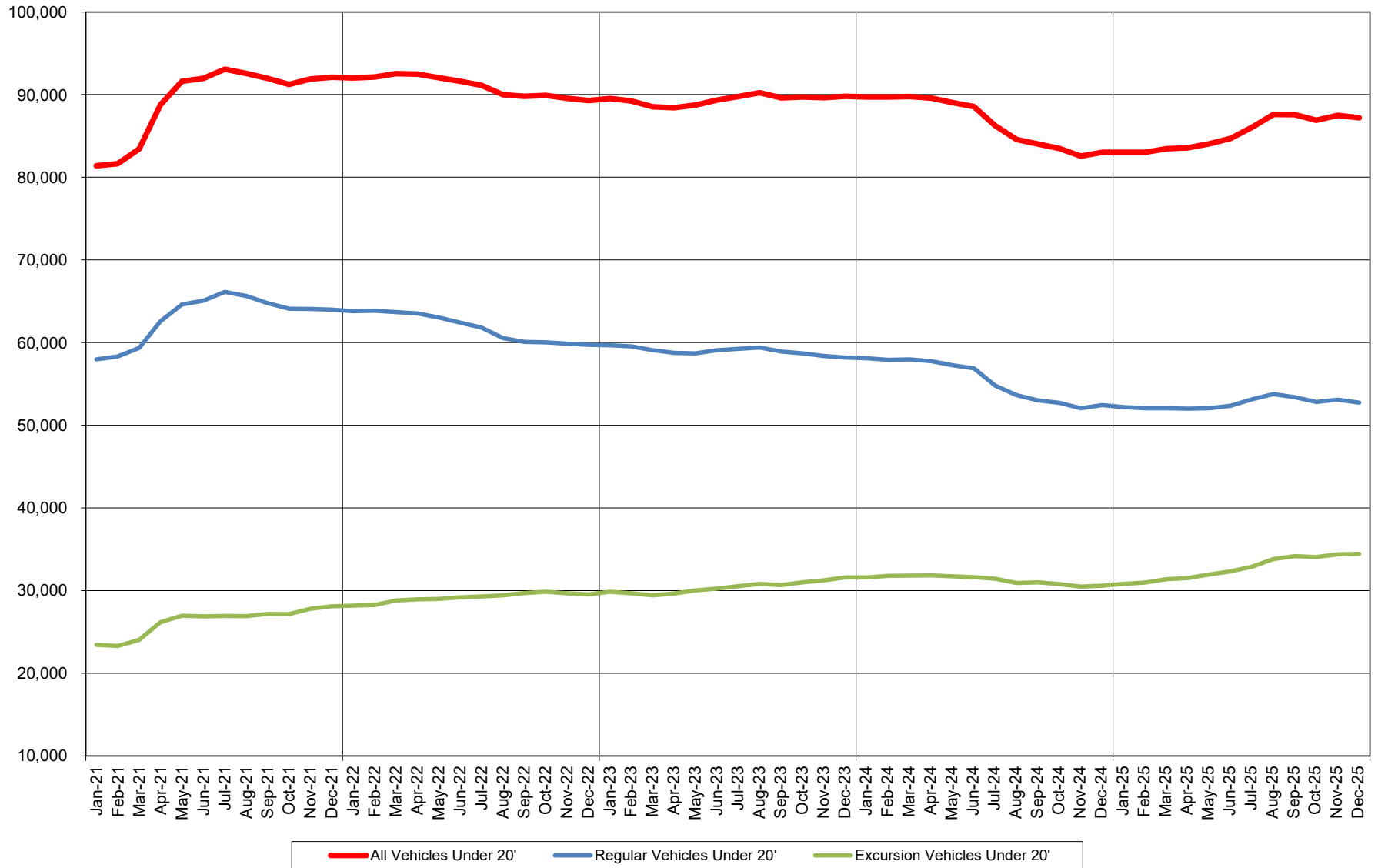
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority  
Total Vehicles Under 20' Carried to/from Martha's Vineyard and Nantucket - Based on a Rolling 12 Months**



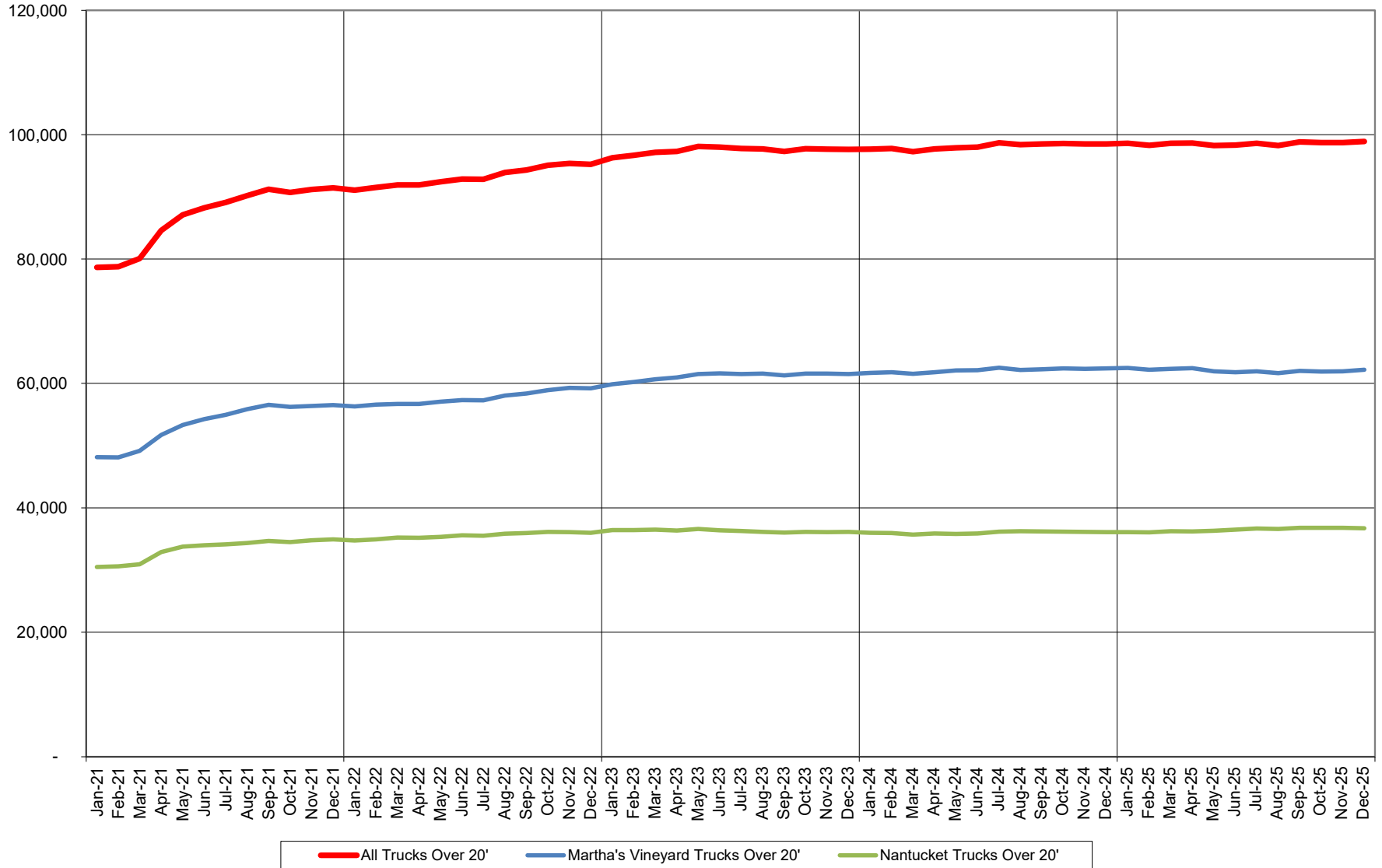
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**  
**Total Regular and Excursion Vehicles Under 20' Carried to/from Martha's Vineyard - Based on a Rolling 12 Months**



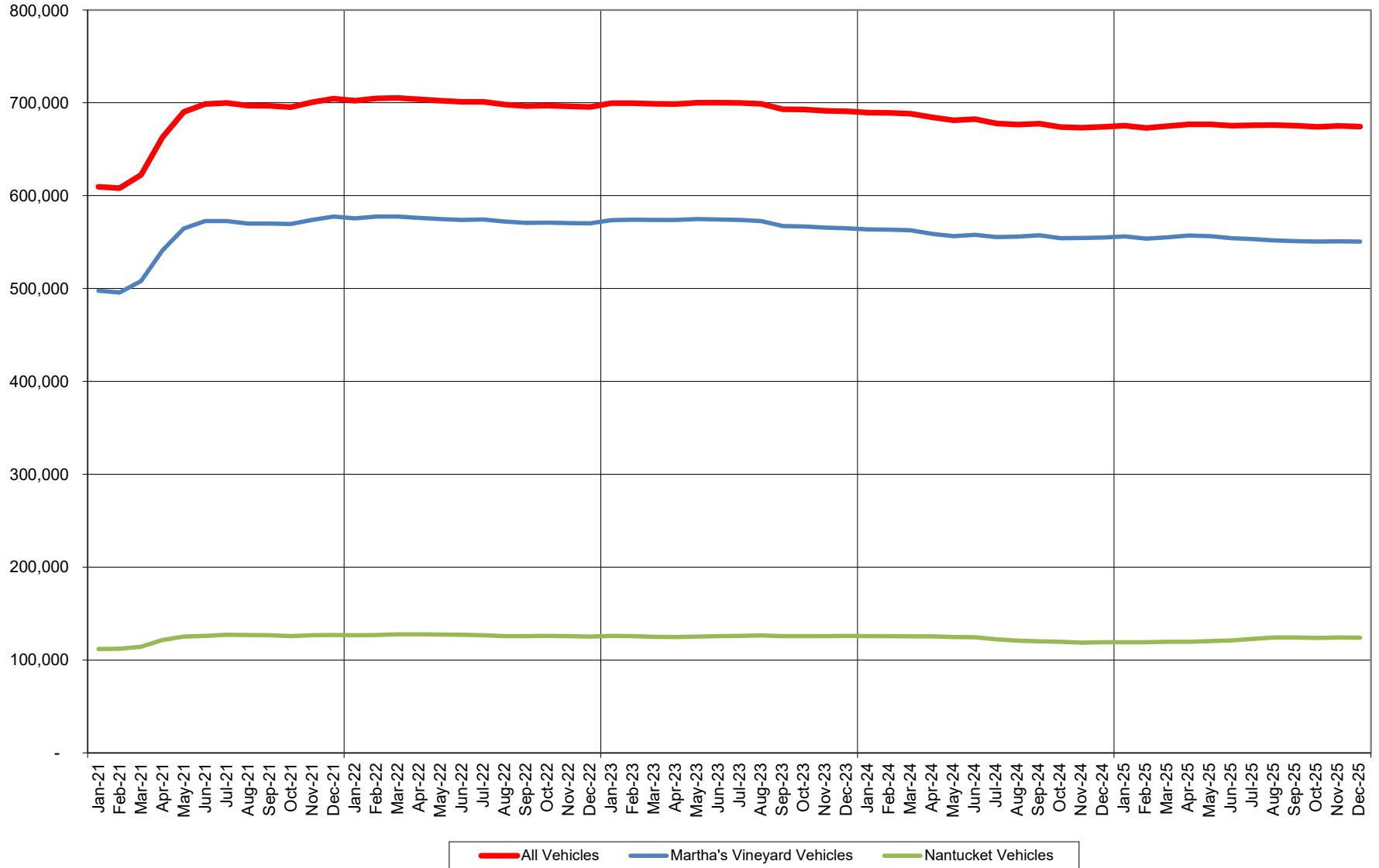
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority  
Total Regular and Excursion Vehicles Under 20' Carried to/from Nantucket - Based on a Rolling 12 Months**



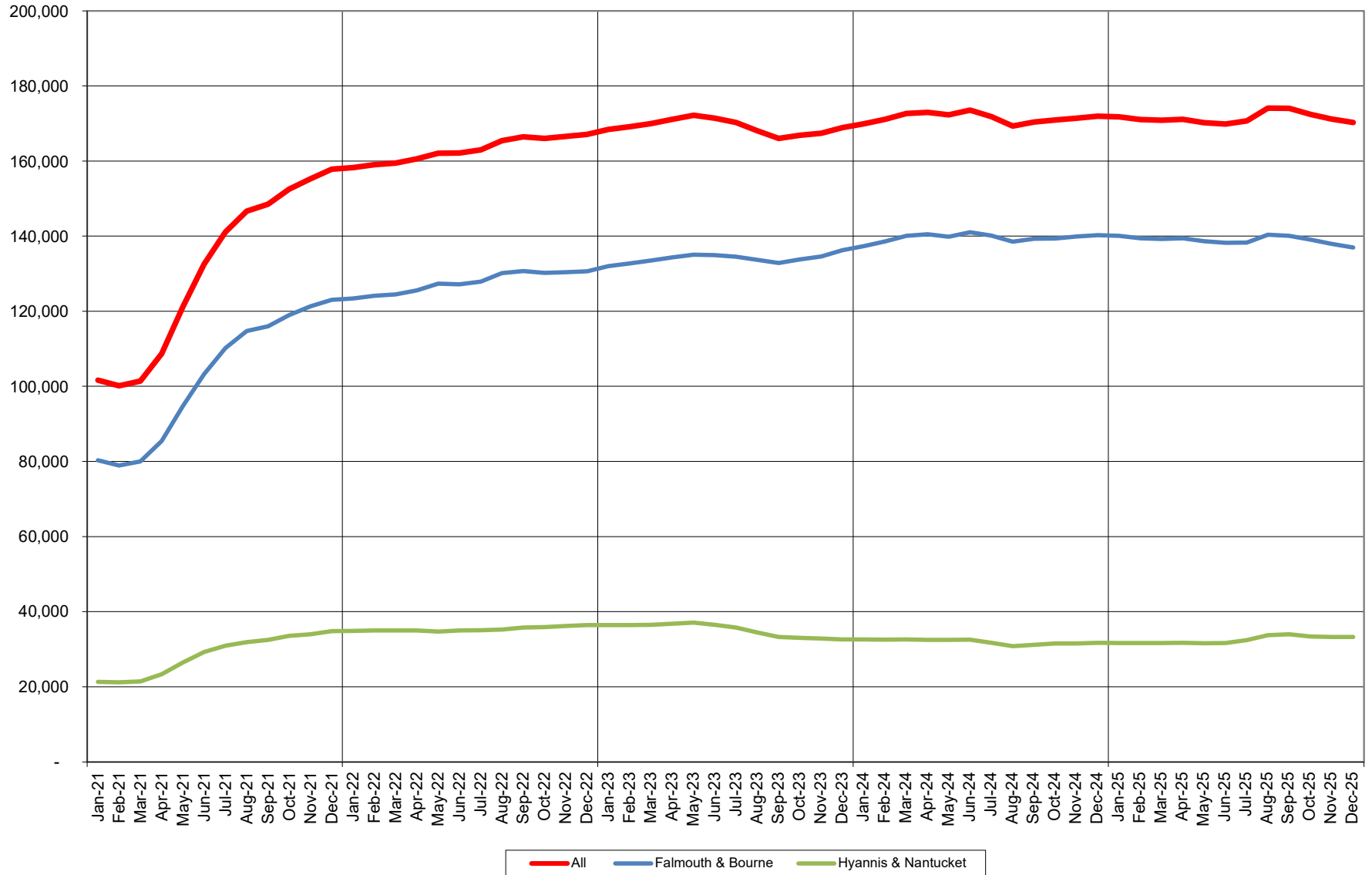
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority  
Total Trucks Over 20' Carried to/from Martha's Vineyard and Nantucket - Based on a Rolling 12 Months**



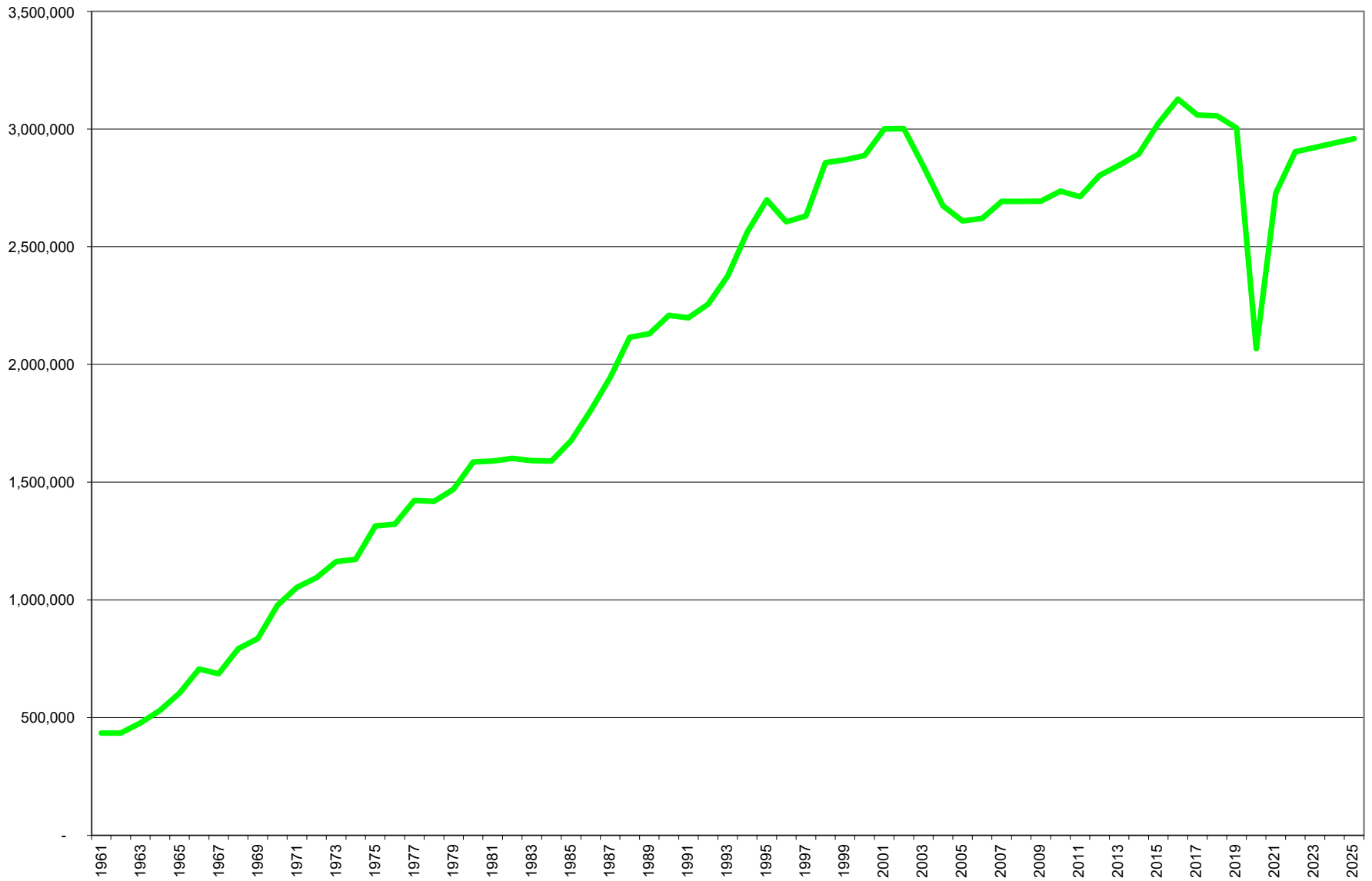
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**  
**Total Vehicles (Automobiles + Trucks) Carried to/from Martha's Vineyard and Nantucket - Based on a Rolling 12 Months**



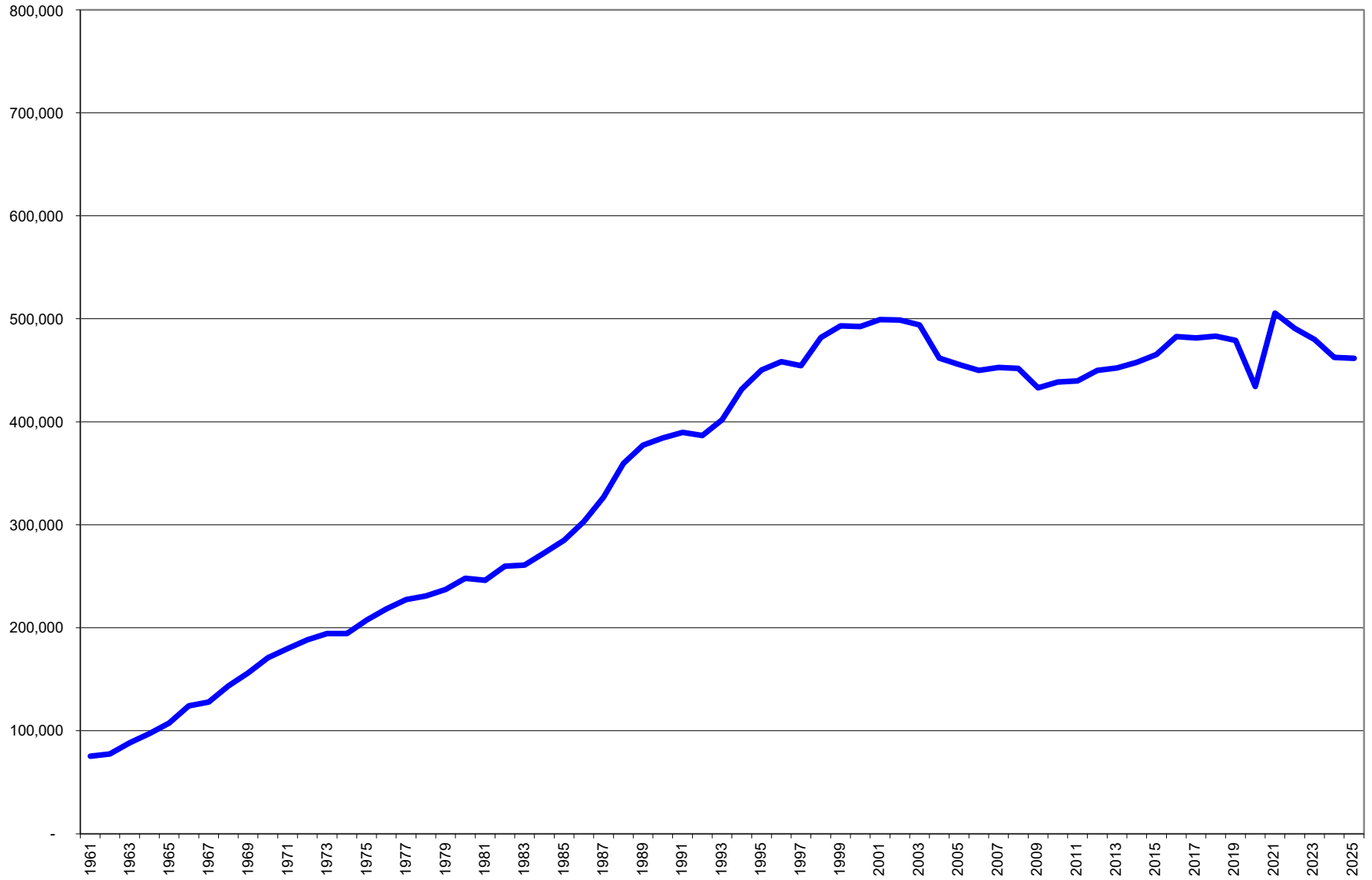
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority  
Total Daily Fee Cars Parked in Falmouth, Bourne and Hyannis, Nantucket - Based on a Rolling 12 Months**



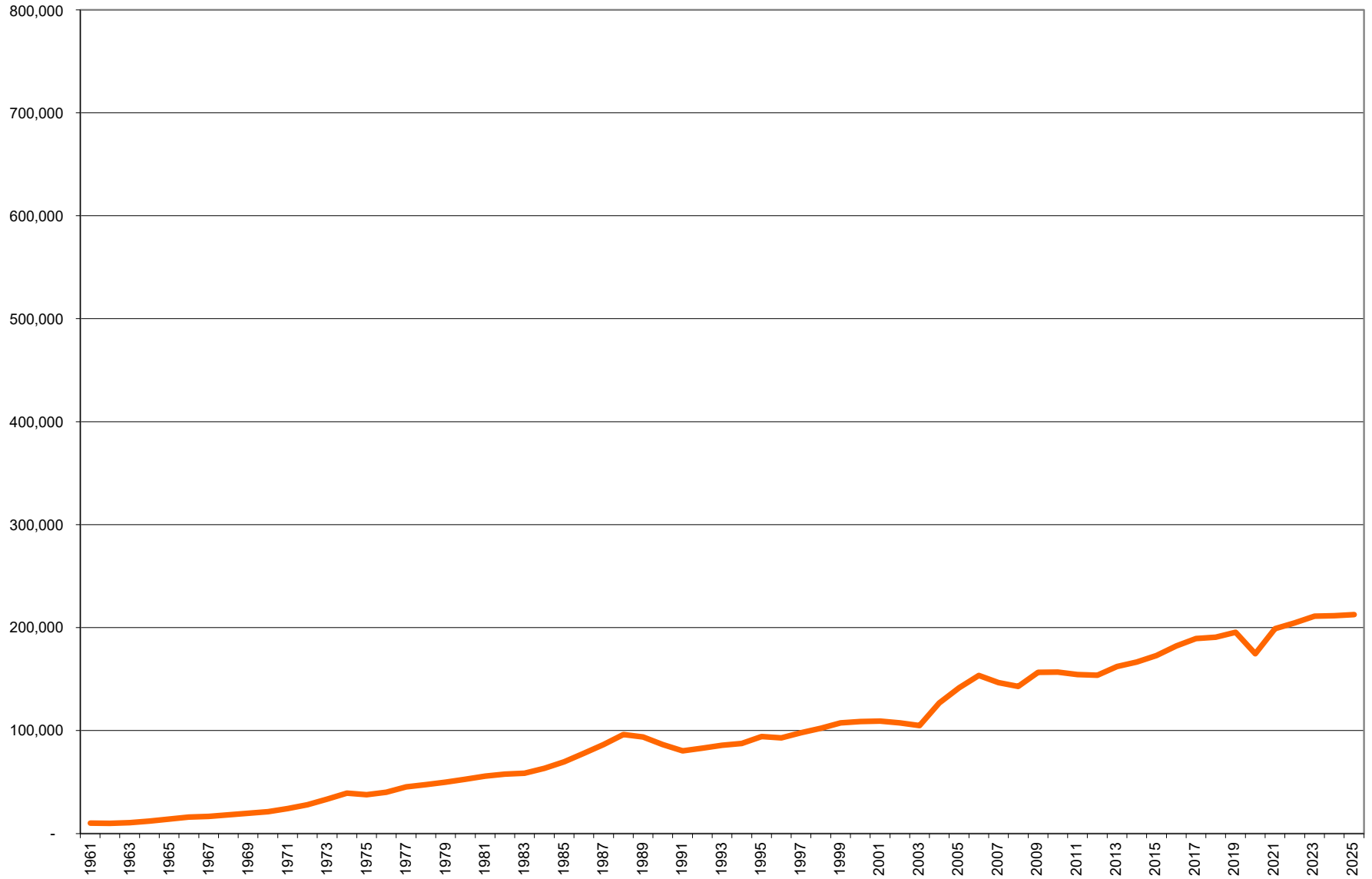
**PASSENGERS CARRIED 1961 - 2025**



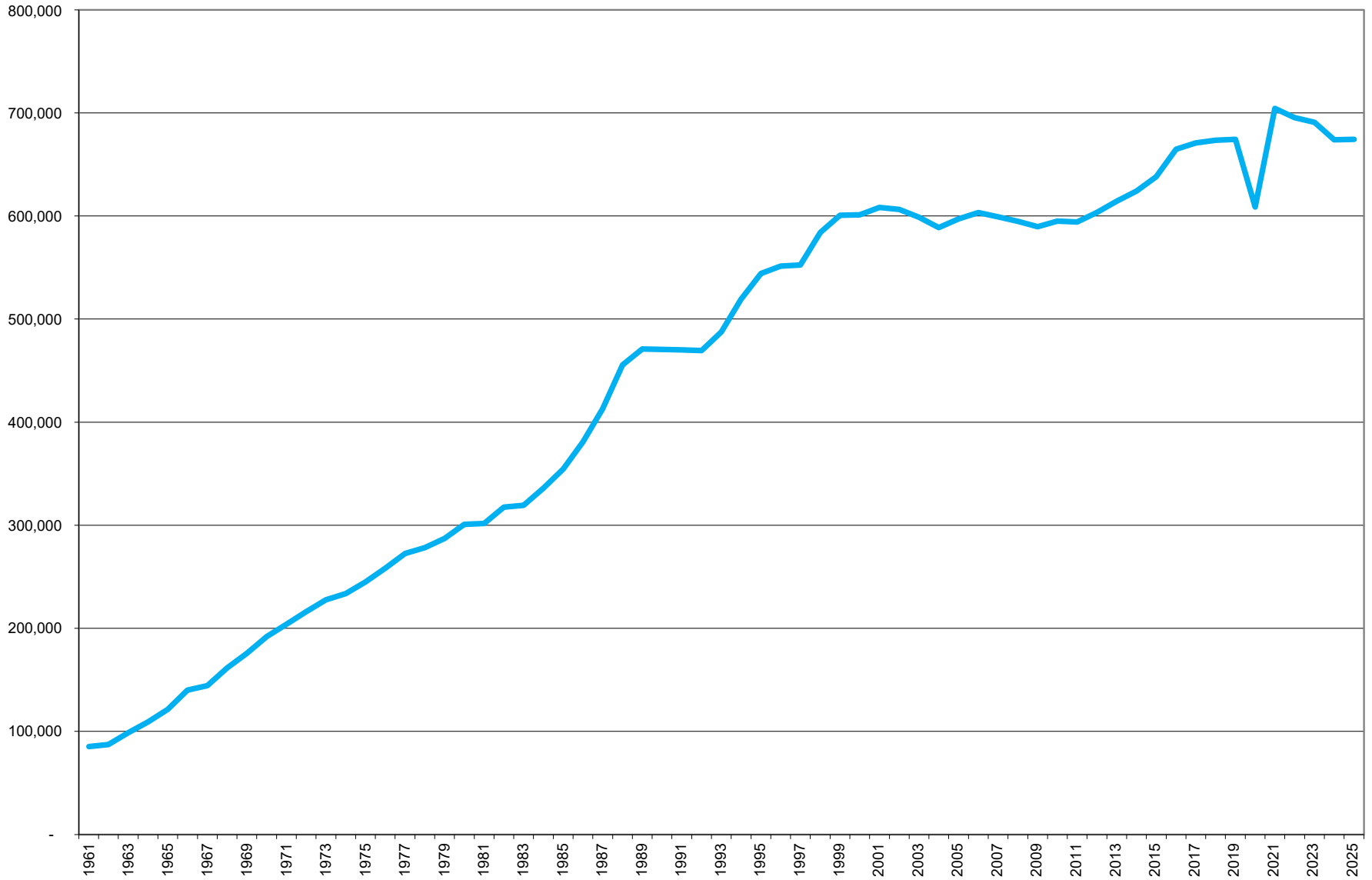
### AUTOMOBILES CARRIED 1961 - 2025



### TRUCKS CARRIED 1961 - 2025



**VEHICLES (Automobiles + Trucks) CARRIED 1961 - 2025**



May 2026 Board Meeting - Treasurer/Comptroller's Report

2026 - 2031 Repair Schedule as of 04/14/2026

VESSEL	COI Due	DRY-DOCK Due	DRY-DOCK		REPAIR		SPRUCE UP		STANDBY STATUS	
			START	FINISH	START	FINISH	START	FINISH	START	FINISH
<b>M/V EAGLE</b>	<b>01/08/2027</b>	<b>2027</b>								
(prior dry dock 12-09-2022)					12/01/2025	01/10/2026				
(last dry dock 12-18-2024)		2026	10/23/2026	12/09/2026	12/10/2026	01/05/2027	05/26/2026	06/03/2026		
(Required by 12-31-2027)		&			11/23/2027	01/06/2028	06/02/2027	06/10/2027		
Year Built (Keel Laid)	1987						06/02/2028	06/10/2028		
Year Acquired/In Service	1987	2028	10/21/2028	12/10/2028	12/11/2028	01/09/2029	05/31/2029	06/05/2029		
Age as of 2026	39	&			11/21/2029	01/10/2030				
Age as of 2027	40						05/29/2030	06/06/2030		
Age as of 2028	41	2030	10/23/2030	12/06/2030	12/07/2030	01/05/2031				
<b>M/V ISLAND HOME</b>	<b>03/26/2027</b>	<b>2029</b>								
(prior dry dock 02-28-2024)		2026	01/11/2026	02/24/2026	02/25/2026	03/29/2026	06/04/2026	06/15/2026		
(last dry dock 03-02-2026)		&			01/06/2027	02/22/2027				
(Required by 02-28-2029)		2028	01/07/2028	02/20/2028	02/21/2028	03/24/2028	06/11/2027	06/16/2027		
Year Built (Keel Laid)	2005						06/11/2028	06/19/2028		
Year Acquired/In Service	2007	&			01/10/2029	02/26/2029	06/06/2029	06/17/2029		
Age as of 2026	20	2030	01/11/2030	02/24/2030	02/25/2030	03/29/2030				
Age as of 2027	21						06/07/2030	06/18/2030		
Age as of 2028	22	&			01/06/2031	02/22/2031				
<b>M/V MARTHA'S VINEYARD</b>	<b>11/18/2026</b>	<b>2028</b>					05/14/2026	05/19/2026		
(prior dry dock 10-18-2023)					09/11/2026	10/22/2026				
(last dry dock 10-20-2025)							05/12/2027	05/26/2027		
(Required by 10-31-2028)		2027	09/09/2027	10/20/2027	10/21/2027	11/22/2027	05/15/2028	05/20/2028		
Year Built (Keel Laid)	1992	&			09/06/2028	10/20/2028	05/13/2029	05/21/2029		
Year Acquired/In Service	1993	2029	09/10/2029	10/21/2029	10/22/2029	11/23/2029	05/14/2030	05/22/2030		
Age as of 2026	33	&			09/08/2030	10/22/2030	05/12/2031	05/20/2031		
Age as of 2027	34									
Age as of 2028	35									
<b>M/V NANTUCKET</b>	<b>05/12/2026</b>	<b>2027</b>								
(prior dry dock 04-21-2022)		2026	02/25/2026	03/29/2026	03/30/2026	05/13/2026			05/20/2026	05/25/2026
(last dry dock 04-02-2024)		&			03/31/2027	05/11/2027			06/16/2026	06/18/2026
(Required by 04-30-2027)		2028	02/21/2028	03/24/2028	03/25/2028	05/17/2028				
Year Built (Keel Laid)	1973									
Year Acquired/In Service	1974	&			03/20/2029	05/12/2029				
Age as of 2026	52	2030	02/25/2030	04/10/2030	04/11/2030	05/13/2030				
Age as of 2027	53									
Age as of 2028	54	&			03/31/2031	05/20/2031				

May 2026 Board Meeting - Treasurer/Comptroller's Report

2026 - 2031 Repair Schedule as of 04/14/2026

VESSEL	COI Due	DRY-DOCK Due	DRY-DOCK		REPAIR		SPRUCE UP		STANDBY STATUS		
			START	FINISH	START	FINISH	START	FINISH	START	FINISH	
<b>M/V WOODS HOLE</b>  (prior dry dock 02-16-2023) (last dry dock 02-14-2025) (Required by 02-28-2028)  Year Built (Keel Laid) 2015 Year Acquired/In Service 2016  Age as of 2026 11 Age as of 2027 12 Age as of 2028 13	03/24/2027	2028			01/11/2026	02/24/2026					
		2027	01/06/2027	02/16/2027	02/17/2027	03/15/2027					
		&			01/07/2028	02/23/2028					
		2029	01/10/2029	02/23/2029	02/24/2029	03/22/2029					
		&			01/11/2030	02/24/2030					
		2031	01/09/2031	02/19/2031	02/20/2031	03/21/1931					
	<hr/>										
	<b>M/V GOVERNOR</b>  (prior dry dock 04-27-2023) (last dry dock 01-15-2025) (Required by 01-15-2028)  Year Built (Keel Laid) 1954 Year Acquired/In Service 1998  Age as of 2026 72 Age as of 2027 73 Age as of 2028 74	03/26/2027	2028			03/30/2026	05/07/2026			01/01/2026	03/29/2026
					10/23/2026	10/28/2026	Winterization		05/08/2026	05/13/2026	
		2027	02/17/2027	03/18/2027	03/19/2027	05/17/2027			05/14/2026	06/18/2026	
					10/21/2027	10/26/2027	Winterization		06/19/2026	10/22/2026	
		&			03/25/2028	05/17/2028			10/29/2026	12/31/2026	
					10/24/2028	10/29/2028	Winterization				
		2029	02/24/2029	03/28/2029	03/29/2029	05/12/2029					
		&			10/16/2029	10/21/2029	Winterization				
<hr/>											
<b>M/V IYANOUGH</b>  (prior dry dock 02-27-2024) (last dry dock 03-05-2026) (Required by 03-31-2028)  Year Built (Keel Laid) 2005 Year Acquired/In Service 2006  Age as of 2026 20 Age as of 2027 21 Age as of 2028 22	03/25/2031	2028									
		2026	01/05/2026	02/15/2026	02/16/2026	03/02/2026			Winterization & Dry Dock Storage		
					03/03/2026	03/29/2026	Engine Overhaul (#1 & #2)				
		2027	01/06/2027	02/16/2027	02/17/2027	03/03/2027			Winterization & Dry Dock Storage		
					03/04/2027	03/30/2027					
		2028	01/04/2028	02/14/2028	02/15/2028	02/29/2028			Winterization & Dry Dock Storage		
					03/01/2028	03/24/2028					
		2029	01/04/2029	02/14/2029	02/15/2029	03/01/2029			Winterization & Dry Dock Storage		
<hr/>											
				03/02/2029	03/28/2029	Engine Overhaul (#3 & #4)					
	2030	01/08/2030	02/18/2030	02/19/2030	03/02/2030			Winterization & Dry Dock Storage			
				03/03/2030	03/26/2030	Engine Overhaul (#1 & #2)					
	2031	01/06/2031	02/16/2031	02/17/2031	03/03/2031			Winterization & Dry Dock Storage			
				03/04/2031	03/30/2031	Engine Overhaul (#1 & #2)					

May 2026 Board Meeting - Treasurer/Comptroller's Report

2026 - 2031 Repair Schedule as of 04/14/2026

VESSEL	COI Due	DRY-DOCK Due	DRY-DOCK		REPAIR		SPRUCE UP		STANDBY STATUS	
			START	FINISH	START	FINISH	START	FINISH	START	FINISH
<b>M/V AQUINNAH</b> (aka Lode Star) (prior dry dock 02-25-2014) (last dry dock 04-16-2025) (Required by 04-30-2028)  Year Built (Keel Laid) 2009 Year Acquired/In Service 2022/2025  Age as of 2026 17 Age as of 2027 18 Age as of 2028 19	06/20/2026	2028								
		&			03/30/2026	06/03/2026				
		2027	05/18/2027	06/22/2027	06/23/2027	07/19/2027				
		&			05/12/2028	06/22/2028				
		2029	05/22/2029	06/29/2029	06/30/2029	07/26/2029				
					05/17/2030	06/27/2030				
<b>M/V BARNSTABLE</b> (aka North Star) (prior dry dock 09-09-2013) (last dry dock 10-29-2024) (Required by 10-31-2027)  Year Built (Keel Laid) 2008 Year Acquired/In Service 2022/2024  Age as of 2026 18 Age as of 2027 19 Age as of 2028 20	11/17/2026	2027								
		2026	06/10/2026	07/15/2026	07/16/2026	08/08/2026	01/01/2026	01/10/2026		
		&			07/20/2027	08/27/2027	06/04/2026	06/09/2026		
		2028	06/23/2028	08/03/2028	08/04/2028	09/05/2028	10/23/2026	12/31/2026		
		&			07/27/2029	09/03/2029				
		2030	06/28/2030	08/08/2030	08/09/2030	09/10/2030				
					07/23/2031	09/05/2031				
<b>M/V MONOMOY</b> (aka Shooting Star) (prior dry dock 07-16-2013) (last dry dock 12-16-2025) (Required by 12-31-2028)  Year Built (Keel Laid) 2009 Year Acquired/In Service 2022/2026  Age as of 2026 17 Age as of 2027 18 Age as of 2028 19	01/05/2027	2028			01/01/2026	04/16/2026		04/17/2026	05/13/2026	
					01/06/2027	02/13/2027		10/23/2026	12/31/2026	
		2027	12/02/2027	01/06/2028	01/07/2028	02/05/2028				
		&			01/04/2029	02/11/2029				
		2029	12/06/2029	01/10/2030	01/11/2030	02/09/2030				
<b>M/V SANKATY</b>  (prior dry dock 12-20-2021) (last dry dock 12-07-2023) (Required by 12-31-2026)  Year Built (Keel Laid) 1981 Year Acquired/In Service 1994  Age as of 2026 45 Age as of 2027 46 Age as of 2028 47	01/09/2027	2026						01/01/2026	03/29/2026	
		2025			12/01/2025	01/10/2026		05/14/2026	06/18/2026	
		&	12/10/2026	01/05/2027	01/06/2027	01/27/2027	06/19/2026	09/10/2026		
		2027	10/21/2027	12/01/2027	12/02/2027	01/06/2028	09/11/2026	11/21/2026		
		&			10/21/2028	11/19/2028	11/22/2026	12/31/2026		
		2029	10/22/2029	12/11/2029	12/12/2029	01/10/2030				
			2025	2026	2027	2028	2029	2030	2031	

# Woods Hole, Martha's Vineyard and Nantucket Steamship Authority



FY 2025 Audit Results  
Report to the Authority's Board Members

Issued April 30, 2026  
Presented May 19, 2026



Board Members of the Authority

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

We are pleased to present this report related to our December 31, 2025 audit of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority's (the Authority) financial statements and the Authority's internal control over financial reporting as of April 30, 2026. Our report shares the results of our audit work as required by professional standards alongside other meaningful insights, which we believe will help you in executing your oversight responsibility for the Authority's financial reporting process.

It will be our pleasure to respond to any questions you have regarding this report. We appreciate the opportunity to continue to be of service to the Authority.

*RSM VS LLP*

*This report is intended solely for the information and use of the Board Members and management, and is not intended to be, and should not be, used by anyone other than these specified parties.*



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# Executive summary

## Audit status

The 2025 audit is complete. We issued an unmodified opinion dated April 30, 2026 on the business-type activities and fiduciary activities.

## Significant changes to the planned audit strategy

There were no significant changes to the planned audit strategy communicated to the Authority's Board Members in our report dated January 9, 2026.

## Audit adjustments or uncorrected misstatements

During our audit, we identified audit adjustments and uncorrected misstatements as further described on p. 17-18.

## Deficiencies in internal control

We identified a significant deficiency related to information technology observations and a significant deficiency related to wage rate requirements within the single audit, as further described in [Appendix B](#).

Understand the client

Risk assessment

Further audit procedures

Evaluation

Delivery



REQUIRED COMMUNICATIONS

# Accounting policies and practices

The following required communications summarize our responsibilities regarding the financial statement audit as well as observations from our audit that are significant and relevant to your responsibility to oversee the financial reporting process.

Matter to Report	Yes	No
Our responsibilities	✓	We described our responsibilities under auditing standards generally accepted in the United States of America in our engagement letter dated November 4, 2025. Our audit of the financial statements does not relieve management or you of your responsibilities, which are also described in that letter.
Planned scope and timing of the audit	✓	We previously issued a separate communication dated January 6, 2026 regarding the planned scope and timing of our audit and identified significant risks.
<b>Accounting policies and practices</b>		
Preferability of accounting policies and practices	✓	Under accounting principles generally accepted in the United States of America, management may select among alternative accounting practices in certain circumstances.  In our view, in such circumstances, management has selected the preferable accounting practice.
Adoption of, or change in, accounting policies	✓	Management has the ultimate responsibility for the appropriateness of the accounting policies used by the Authority.  The Authority did not adopt any significant new accounting policies nor change any significant accounting policies during the current period.
Significant accounting policies	✓	We did not identify any significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.
Significant unusual transactions	✓	We did not identify any significant unusual transactions.



REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

## Valuation of Nonunion Pension Liabilities

### Accounting policy

The Nonunion pension estimate is accounted for under the guidance of GASB Statement No. 67, *Financial Reporting for Pension Plans*, and No. 68, *Accounting and Financial Reporting for Pensions*.

### Management’s estimation process

Management utilizes the services of third-party specialists to address the significant assumptions included in the valuation of these estimates. Management is ultimately responsible for reviewing these significant inputs for fairness and alignment with the applicable financial reporting frameworks.

### Basis for our conclusion on the reasonableness of the estimate

We independently test the pension plans’ inputs and assumptions to test reasonableness of the data used to calculate the pension liability. In addition, we utilized an internal actuarial specialist to perform a review of the current year actuarial report to evaluate reasonableness of methodologies and assumptions used. Based on the procedures performed, the estimates were deemed reasonable.

	2025	2024
Net pension liability	\$ 8,338,433	\$ 8,984,024





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

## Valuation of Nonunion Other Post Employment Benefits (OPEB) Liabilities

### Accounting policy

The OPEB estimate is accounted for under the guidance of GASB Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pensions*, and GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*.

### Management’s estimation process

Management utilizes the services of third-party specialists to address the significant assumptions included in the valuation of these estimates. Management is ultimately responsible for reviewing these significant inputs for fairness and alignment with the applicable financial reporting frameworks.

### Basis for our conclusion on the reasonableness of the estimate

We independently test the OPEB plans’ inputs and assumptions to test reasonableness of the data used to calculate the OPEB liability. In addition, we utilized an internal actuarial specialist to perform a review of the current year actuarial report to evaluate reasonableness of methodologies and assumptions used. Based on the procedures performed, the estimates were deemed reasonable.

	2025	2024
Net OPEB liability	\$ 2,002,907	\$ 2,083,432





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

## Valuation of Investments – Pension Assets

### Accounting policy

Investments are reported at fair value.

### Management's estimation process

Annually management receives the actuarial valuation report prepared by Principal Financial Group. Once the report is received, the Authority reviews the valuation of investments for reasonableness and records year-end journal entries based on the actuarial valuation.

### Basis for our conclusion on the reasonableness of the estimate

The fair value of investments appears to be fairly stated in accordance with the applicable financial reporting frameworks. The engagement team did not identify any indications of management bias in the estimation process.

	2025	2024
Pension assets	\$45,739,166	\$40,645,334





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

## Deferred Revenue – Allowance for Penalty Revenue

### Accounting policy

Management established an allowance for penalty revenue in 2020 for those instances where customers end up utilizing their reservation after the Authority has already recorded it as penalty revenue. The Authority utilizes a percentage (5%) of the monthly past reservation journal for this allowance.

### Management’s estimation process

Management utilized historical knowledge to determine the 5% allowance level, noting a conservative amount was chosen.

### Basis for our conclusion on the reasonableness of the estimate

The allowance for penalty revenue appear to be fairly stated in accordance with the applicable financial reporting frameworks. The engagement team did not identify any indications of management bias in the estimation process.

	2025	2024
Allowance for doubtful accounts	\$ 288,140	\$ 365,902





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

**Grants Receivable – Allowance for Doubtful Accounts**

**Accounting policy**

Management does not keep an allowance for grants receivable.

**Management's estimation process**

Management believes that all the monies will be collected due to the nature of the grants and agreements.

**Basis for our conclusion on the reasonableness of the estimate**

The allowance for doubtful accounts estimates appear to be fairly valued in accordance with the applicable financial reporting frameworks. The engagement team did not identify any indications of management bias in the estimation process.

	2025	2024
Allowance for doubtful accounts	\$ -	\$ -





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

## Capital Asset Useful Lives

### Accounting policy

The Authority maintains a depreciation policy which outlines the service lives for various classifications of assets.

### Management's estimation process

Management utilizes historical data as well as industry standards to determine the appropriate estimated useful lives for various classes of depreciable assets.

### Basis for our conclusion on the reasonableness of the estimate

The useful lives of capital assets estimated by management appears to be reasonable and in line with industry standards and the financial reporting framework. The engagement team did not identify any indications of management bias in the estimation process.

	2025	2024
Depreciation	\$15,065,349	\$13,167,459





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

**Accrued Payroll – Allocation of Accrued Compensation for Financial Statement Presentation**

**Accounting policy**

The Authority reviewed previous leave taken to create a ratio to estimate the short-term vs. long-term. Union contracts drive pay for those groups during the year.

**Management’s estimation process**

Management’s policy is based on the formal sick and vacation leave policy which does not limit the amount of leave employees can accrue or take at any give time.

**Basis for our conclusion on the reasonableness of the estimate**

The accrued payroll estimated by management appears to be fairly valued in accordance with the applicable financial reporting frameworks. The engagement team did not identify any indications of management bias in the estimation process.

	2025	2024
Accrued vacation/sick liability – short-term	\$ 5,835,498	\$ 4,487,188
Accrued vacation/sick liability – long-term	\$ 1,707,890	\$ 1,605,732





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management’s current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

## Self Insurance Health Claims Accrual

### Accounting policy

The Authority accrues for the expected pre-December 2025 claims not received until 2026 by compiling a listing of actual claims for the previous three years. The Authority then weights the years (i.e. 2025 is given a weighting of 3, 2024 a weighting of 2, and 2023 a weighting of 1) to take into consideration of current trends related to the health insurance. Each of the three years is adjusted for inflation based on the CPI-medical figure issued by the US Bureau of Labor Statistics.

### Management’s estimation process

Management utilizes historical data as well as industry standards to perform the adjusted weighted average calculation described above.

### Basis for our conclusion on the reasonableness of the estimate

The risk financing and insurance estimates appear to be fairly valued in accordance with the applicable financial reporting frameworks. The engagement team did not identify any indications of management bias in the estimation process.

	2025	2024
Health claims accrual	\$ 114,891	\$ 165,421





REQUIRED COMMUNICATIONS

# Significant accounting estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events, and certain assumptions about future events.

**Incremental Borrowing Rate – Right-of-Use Asset and Lease Liability and Subscriptions-Based Information Technology Arrangements**

**Accounting policy**

The Authority measures the lease liability at the present value of payments expected to be made during the lease term. Management utilizes a lease analysis tool to determine if any new leases meet the definition of a lease under GASB 87, *Leases*. If it meets the definition, then the contract specifics are entered into the lease calculation tool. Specifics entered include lease commencement date, term, relevant addresses, payments, option periods, termination provisions, and discount rate. If the lease does not contain an explicit rate, the appropriate incremental borrowing rate that matches the lease term will be used.

The Authority utilized the methodology outlined above for the implementation of GASB 96, *Subscription-Based Information Technology Arrangements*.

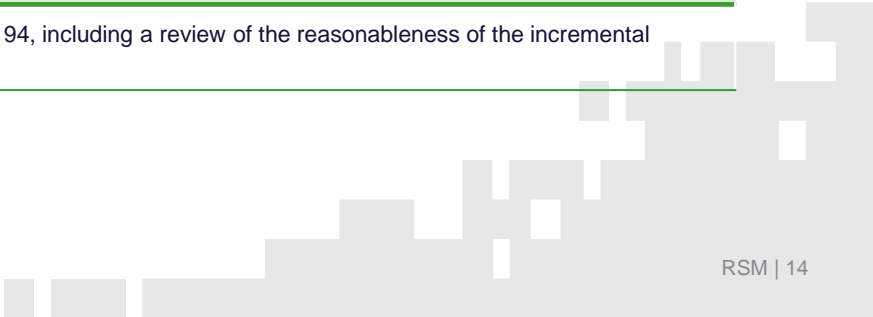
**Management's estimation process**

Management utilizes an incremental borrowing rate equivalent to the prime borrowing rates published by the Federal Reserve. Management has determined this rate to be proximate to the Authority's borrowing rate.

**Basis for our conclusion on the reasonableness of the estimate**

We performed a substantive test of details around the lease calculation and the implementation of GASB 94, including a review of the reasonableness of the incremental borrowing rate applied.

	2025	2024
Lease and SBITA liability	\$ 2,834,790	\$ 2,847,297





REQUIRED COMMUNICATIONS

# Reporting matters

**Matter to Report**

**Other information**

Required supplementary information and other reports

Below is the wording included in the auditor's report:

**Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, schedule of changes in net OPEB liability and related ratios, schedule of employer contributions OPEB, schedule of proportionate share of net pension liability, and schedule of required employer pension plan contributions be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated April 30, 2026, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.



REQUIRED COMMUNICATIONS

# Audit adjustments and uncorrected misstatements

## Audit adjustments

There were no audit adjustments made to the original trial balance presented to us to begin our audit.

## Uncorrected misstatements

Uncorrected misstatements were identified during the audit.

Uncorrected misstatements or matters underlying them could potentially cause future-period financial statements to be materially misstated, even if we have concluded that the uncorrected misstatements are immaterial to the financial statements under audit.





REQUIRED COMMUNICATIONS

# Uncorrected misstatements

We identified the following uncorrected misstatements that management has concluded are not, individually or in the aggregate, material to the financial statements. We agree with management's conclusion in that regard.

**Uncorrected Misstatements - BTA**

Description	Effect—Increase (Decrease)				
	Assets	Liabilities	Equity	Revenue	Expense
To reclass (factual and projected) deposits in transit that were not deposited until January 2026 to accounts receivable. Amount of factual \$201,604 and projected \$60,672 between asset classes.	\$ -	\$ -	\$ -	\$ -	\$ -
To record the factual cutoff error related to general and administrative expense testing	-	-	(1,020)	-	(1,020)
To record the projected cutoff error related to general and administrative expense testing	-	-	(294,742)	-	(294,742)
To record the factual contribution catchup related to pension	349,197	-	-	-	(349,197)
To record the factual cutoff error related to AP testing	140	(7,787)	-	-	(7,927)
To record the projected cutoff error related to AP testing	2,434	(135,375)	-	-	(137,809)
To record a decrease in the allowance for past reservations	-	(229,725)	-	229,725	-
To reverse the PY decrease in the allowance for past reservations	-	-	314,181	(314,181)	-
To reverse the PY factual contribution catchup related to pension	-	-	240,000	-	240,000
To reverse the PY factual cutoff error related to repairs and maintenance expense testing	-	-	5,815	-	5,815
To reverse the PY projected cutoff error related to repairs and maintenance expense testing	-	-	194,706	-	194,706
To reverse the PY passenger revenue recorded based on ticket seller cash receipts instead of used tickets at 12/31/2024.	-	-	(457,671)	457,671	-
<b>Total uncorrected misstatements</b>	<b>\$ 351,771</b>	<b>\$ (372,887)</b>	<b>\$ 1,269</b>	<b>\$ 373,215</b>	<b>\$ (350,174)</b>
<b>Cumulative equity misstatements</b>			<b>\$ 724,658</b>		



REQUIRED COMMUNICATIONS

# Uncorrected misstatements

We identified the following uncorrected misstatements that management has concluded are not, individually or in the aggregate, material to the financial statements. We agree with management's conclusion in that regard.

**Uncorrected Misstatements - FF**

Description	Effect—Increase (Decrease)				
	Assets	Liabilities	Equity	Revenue	Expense
To record the factual contribution catchup related to pension	\$ 102,812	\$ -	\$ -	\$ 102,812	\$ -
To reverse the prior year factual contribution catchup related to pension	-	-	240,000	(240,000)	-
<b>Total uncorrected misstatements</b>	<b>\$ 102,812</b>	<b>\$ -</b>	<b>\$ 240,000</b>	<b>\$ (137,188)</b>	<b>\$ -</b>
<b>Cumulative equity misstatements</b>			<b>\$ 102,812</b>		





## REQUIRED COMMUNICATIONS

# Internal control matters

The following deficiencies in internal control over financial reporting were identified during our audit:

### Significant deficiencies

- Inadequate segregation of duties due to inappropriate user access
- Inadequate controls related to Davis Bacon Act Wage Rate requirements

For additional details, see our letter attached as [Appendix B](#).





REQUIRED COMMUNICATIONS

# Single Audit

Major Program	Results
ALN 20.507 Federal Transit Cluster – Federal Transit Formula Grants	Finding No. 2025-002 – Significant Deficiency, Inadequate Controls Related to Davis Bacon Act Wage Rate Requirements





REQUIRED COMMUNICATIONS

# Observations about the audit process

Matter to Report	Yes	No
<b>Observations about the audit process</b>		
Significant issues discussed with management	✓	No significant issues arising from the audit were discussed or were the subject of correspondence with management.
Disagreements with management	✓	There were no disagreements with management.
Significant difficulties encountered in performing the audit	✓	We did not encounter any significant difficulties in dealing with management during the audit.
Consultations with other accountants	✓	We are not aware of any consultations management had with other accountants about accounting or auditing matters.
Significant matters that required consultation	✓	We did not encounter any difficult or contentious matters that required consultation outside our engagement team and that are, in our professional judgment, significant and relevant to your responsibility to oversee the financial reporting process.



# Independence

## Shared responsibilities: AICPA and GAO independence

The American Institute of Certified Public Accountants (AICPA) regularly emphasizes that auditor independence is a **joint responsibility** and is managed most effectively when management, audit committees (or their equivalents), and audit firms work together in considering compliance with AICPA and Government Accountability Office (GAO) independence rules. For RSM to fulfill its professional responsibility to maintain and monitor independence, management, the Authority's Board Members and RSM each play an important role.

### Our responsibilities

- AICPA and GAO rules require independence both of mind and in appearance when providing audit and other attestation services. RSM is to ensure that the AICPA and GAO's General Requirements for performing nonattest services are adhered to and included in all letters of engagement.
- Maintain a system of quality management over compliance with independence rules and firm policies.

### The Authority's responsibilities

- Timely inform RSM, before the effective date of transactions or other business changes, of the following:
  - New affiliates, directors, or officers.
  - Change in corporate structure impacting affiliates such as add-on acquisitions or exits.
- Provide necessary affiliate information such as new or updated investment structure charts, as well as financial information required to perform materiality calculations needed for making affiliate determinations.
- Understand and conclude on the permissibility, prior to the Authority and its affiliates, officers, directors, or persons in a decision-making capacity, engaging in business relationships with RSM.
- Not entering into relationships resulting in close family members of RSM covered persons, temporarily or permanently acting as an officer, director, or person in an accounting or financial reporting oversight role at the Authority.

# ***Engineering and Maintenance Projects Updates***

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WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP  
AUTHORITY

BOARD MEETING MAY 19<sup>TH</sup>, 2026

# MV Nantucket in Dry Dock at Thames River Shipyard



05/19/2026

Item number	Sub Item Number	Item Description	Commence Date	% Complete
001		Dry Docking & Undocking	2/28/2026	100%
002 A		Hull & Internal - Inspection & Repair	3/1/2026	100%
002 B		UT Survey ( 1500 UT Shots) Add'l UT Shots:	3/3/2026	100%
003 A		Hull - Clean, Prepare, Paint	3/3/2026	100%
003 B		Hull - Replace Anodes ( 110 Anodes)	3/3/2026	100%
003 C		Commercial Blasting & Coating Application	3/3/2026	100%
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	100%
006 A		Shafts, Bearings, Seals & Couplings Inspections	3/3/2026	100%
006 B		Shafts - Removals, Transport, Repair & Re-Install	3/3/2026	100%
006 C		Shaft Couplings - Disassemble, Inspect, Rebuild & Other Services	3/3/2026	100%
006 D		Shaft Rubber Cutless Bearings, Removal & Re-Installation	3/3/2026	100%
006 E		Shaft Seal - Inspect, Disassemble	3/3/2026	100%
007		Propellers	3/3/2026	100%
008 A		Rudders Bearing Clearance Inspections	3/3/2026	100%
008 B		Rudders Bearing Replacement	3/3/2026	N/A
008 C		Rudders Removal and Replacement	3/3/2026	N/A
009		Hull Plating Replacements/Inserts	3/3/2026	100%
011		Technical Data and Reports		
012		Bow Thruster Inspection & Service	3/3/2026	100%
013		Piping Repairs (50 ft)	3/3/2026	100%
014		Bow & Stern Door Overhaul & Upper Hinge Line Bore	3/3/2026	100%
015		Reserved		
016		Epoxy Floor Covering Repairs	3/4/2026	100%
017		Gray Water Tank Replacement	3/3/2026	100%

## 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			
	CO01, CO02, CO03, CO04, CO05 Snack Bar, General Service Pump Inspection, Sewage Vent, Fire Main, Check Valves	\$ 25,801.50	
	CO06, CO07, CO09, CO10 HVAC Deck Plate, Snack Bar Decking, Snack Bar Deck UT's, Grey Water Deck Insert	\$ 46,600.00	
	CO11, CO12, CO13, CO14, CO15 Piping Cleaning, GS Pump Replacement, Repair Railings, Frame Repairs, Forepeak Steel Renewal-USCG	\$ 18,411.25	
	CO16, CO18, CO19, CO20 Sea Strainer OVHL, BT Heater Install, Oil Cooler Cleaning, Disposal of Fluids	\$ 37,987.50	
	CO21, CO22, CO23, CO24, CO25 Additional UT's, USCG Worklist Items	\$ 8,320.00	
	CO26, CO27, CO28, CO29, CO30 Crop and Renew of additional steel, Additional parts for sea strainer rebuild	\$ 17,609.00	
	CO31, CO32, CO33, CO34, CO35 Supply oils, Cran support to remove life rafts, additional fire main piping	\$ 87,767.00	
	CO36, CO37 Additional repair of piping, replacement of insulation	\$ 15,650.00	
	Total Change Orders & Credits	\$ 236,146.25	
	Grand Total	\$ 1,796,029.25	15%

# ***MV Aquinnah 2026 Repair Highlights April 14<sup>th</sup> – June 3<sup>rd</sup>***



05/19/2026

- Converting Engine Starters to Turbine Style – In Progress
- Servicing all Engines – In Progress
  - Inspections
  - Lube Oil and Filter Changes
- Installation of Shore Power Ammeter - Complete
- Annual Dive Survey – In Progress
- USCG COI Inspection – In Progress
  - Performing PSTP's
- LSA Certificate Renewals – In Progress
- Annual Cleaning and Painting – In Progress
- Company Sea Trial – June 1<sup>st</sup>

**WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY**

**4**

**MV Barnstable  
2026 Dry Dock  
Highlights at  
Thames River  
Shipyard  
June 10<sup>th</sup> – July 15<sup>th</sup>**



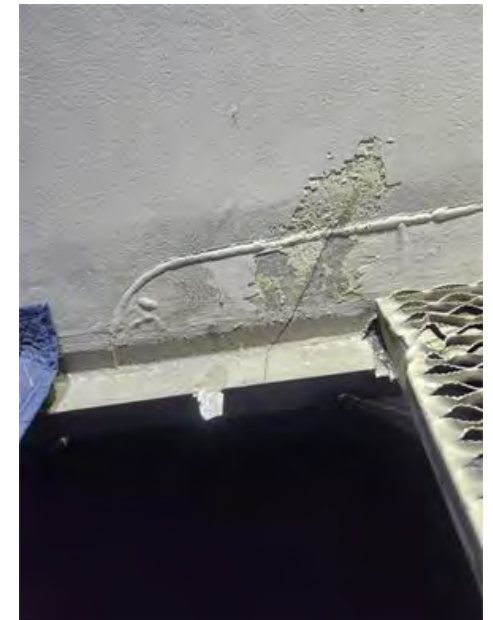
05/19/2026

Item number	Sub Item Number	Item Description
1		Dry Docking & Undocking
2A		Hull and Internals: Inspection & Repair
2B		UT Survey (1500 UT Shots)
3A		Hull: Clean, Prepare, Paint
3B		Replace Anodes (54)
3C		Commercial Blast (Keel to Rub Rail Guard)
4A		Temporary Services
4B		Slop Removal (2,500 Gallons)
5		Sea Valve Cleaning and Overhaul
6A		Shafts, Bearings, Seals & Couplings Inspections
6B		Shafts-Removal, Transport, Repair, Re-Install
6C		Shaft Couplings-Disassemble, Inspect, Rebuild, Re-Install
6D		Shaft Rubber Cutlass Bearings Removal and Reinstall
6E		Shaft Seal-Inspect, Disassemble, 5 yr Overhaul, Re-assemble, Install, Test
7		Port and Starboard Propeller Blade Removal, Inspections, Repairs, and Reinstall
8A		Rudder Bearing Clearance Inspection
8B		Rudder Bearing Replacement
8C		Rudder Removal and Replacement
8D		Rudders Re-Calibration
11		Technical Data and Reports
12		Bow & Stern Thruster Inspection & Service
15		Seachest Vent Modifications
16		Skeg Extension
17		Neptune 2 Installation

# ***MV Iyanough Unscheduled Repairs***



05/19/2026



**WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY**

**6**

# ***MV Iyanough Unscheduled Repairs***



05/19/2026

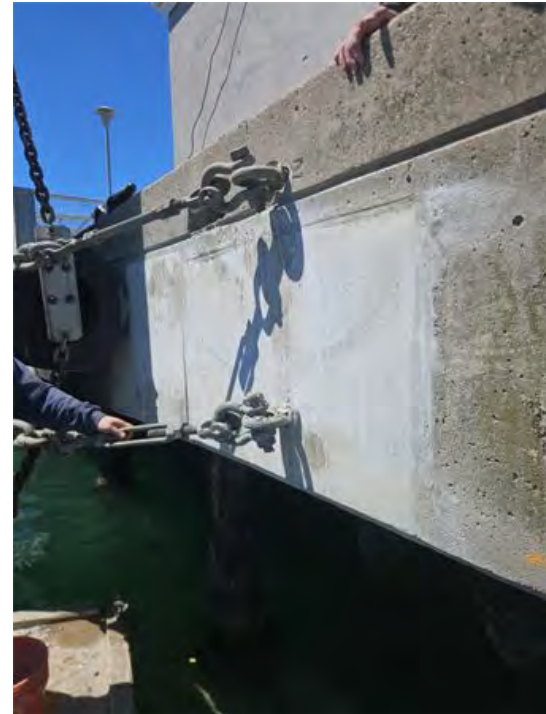


**WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY**

**7**

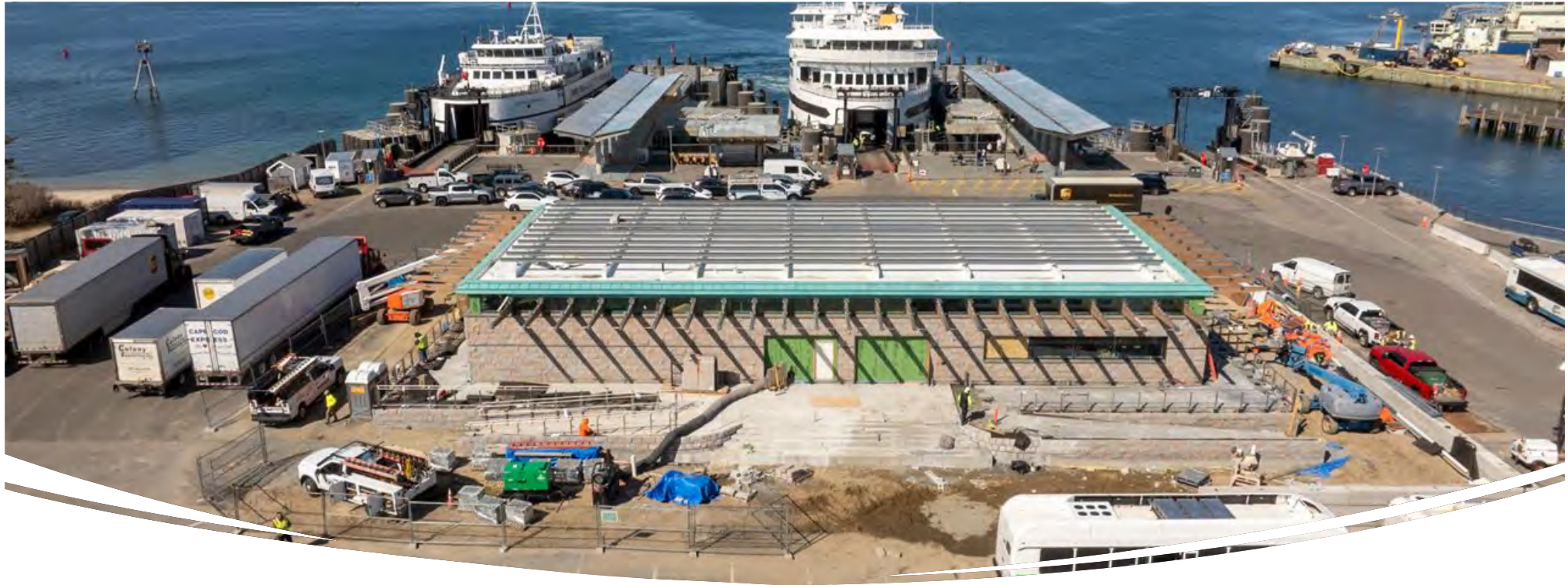
# ***Vineyard Haven Underdeck Concrete Repairs***

- 100% of the demolition work repairs ( 37 of 37) have been addressed.
- Began pouring concrete on April 10<sup>th</sup>.
  - 100% of the repair areas have been poured (37 of 37)
- Original Contract Price of \$911,000
- Change Orders
  - CO-01 – Rectify difference between defect area and repair area \$446,395
  - CO-02 – Additional 22 square feet of type B repair in way of defect areas 24,25,and 33 - \$33,000. – Demolition and pour is complete
  - CO-03 – Additional 6 square feet of type B repair in way of defect areas 14 and 15 - \$9,000. – Demolition and pour is complete.
  - CO-04 – Additional 16 square feet of type B repair in way of defect area 2 - \$24,000. - Demolition and pour is complete.
  - CO-05 – Additional 16.25 square feet of type F repair in way of defect area 37 - \$11,375. – Demolition is complete.
- Total with Change Orders \$1,434,770
- Budgeted \$1,900,000 – 25% under budget.



### *Vineyard Haven Underdeck Concrete Repairs*





Board Meeting May 2026

Photos: April 6, 2026, and July 2025 comparisons

*Presented by: Raeleen Bandini, ECC Project Manager 05/13/26*

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**Current Milestone Status:**

**Terminal Building**

- The exterior building envelope is complete
- The installation of exterior terrace pavers and guardrails is underway
- The installation of the exterior lift and slide door is nearing completion
- The installation of the exterior glass canopy is underway
- The installation of Mechanical, Electrical, Plumbing and Fire Protection finishes is nearing completion
- The startup and commissioning of Mechanical equipment has begun
- The installation of interior ceiling finishes is nearing completion
- The installation of stone flooring and wall cladding finishes is nearing completion
- Interior painting is underway



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## Upcoming Milestones:

### Terminal Building

- The Tel/Data room is scheduled to be completed by the middle of May
- The exterior terrace finishes are scheduled to be completed by the end of May
- The exterior door installation is scheduled to be completed at the middle of May
- Interior finishes are scheduled to be completed by the end of May
- Furniture installation is scheduled to begin by the beginning of June
- The contractor is continuing to accelerate to maintain the construction schedule



**CAPITAL EXPENDITURE STATUS REPORT**  
as of May 14, 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 &amp; Engineering - Const Admin</u>	2,535,353	2,198,178	491,130	2,689,308	153,955
<u>General Construction</u>	32,134,531	28,841,794	4,953,052	33,794,846	1,660,315
<u>Owner Supplied Materials</u>	-	574,426	-	574,426	574,426
<u>SSA Personnel - 3 Years</u>	583,274	551,304	31,970	583,274	-
<u>Allowance for Contingencies</u>	3,907,500	-	-	-	(3,907,500)
<u><b>Total Amount</b></u>	<u><b>39,160,658</b></u>	<u><b>32,165,702</b></u>	<u><b>5,476,152</b></u>	<u><b>37,641,854</b></u>	<u><b>(1,518,804)</b></u>



End of report: Photo circa July 2025



TRUE NORTH  
STRATEGY + TECHNOLOGY INITIATIVE

MAY 2026 BOARD

# TRUE NORTH STATUS SUMMARY 5-19-2026

## Recent Progress:

- Town halls (NT, MV, Mainland, two topic-based town halls)
- E-Dea onsite for week of May 11
- Testing second release
- Updated budget and procurement

## Upcoming Key Activities:

- Share updated release plan
- Share procurement plan with Board & Port Council
- Finalize outstanding SOWs & contracts
- E-Dea onsite for a week in June
- Kickoff Beta Group

## 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*

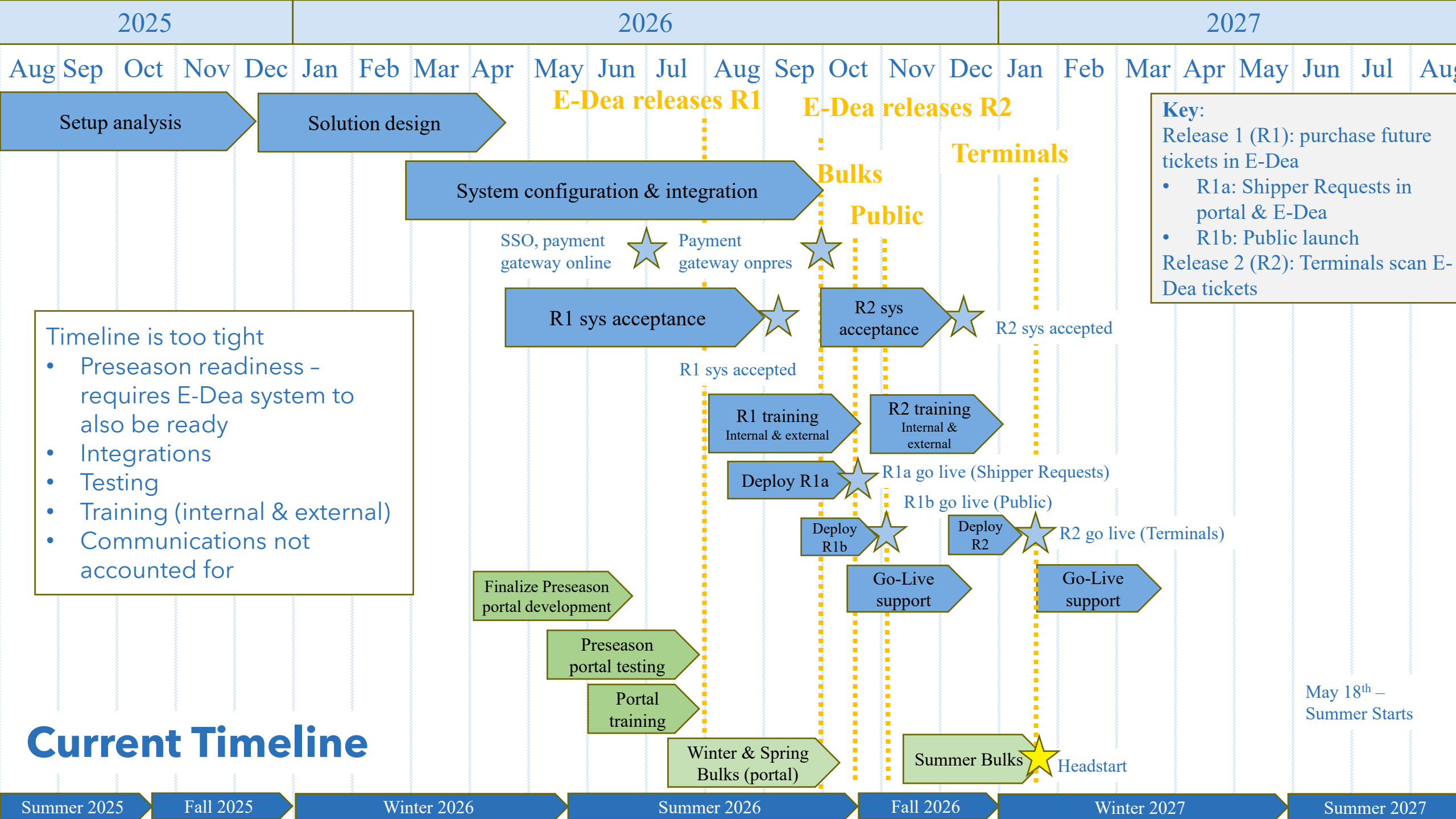
## Key Risks & Issues:

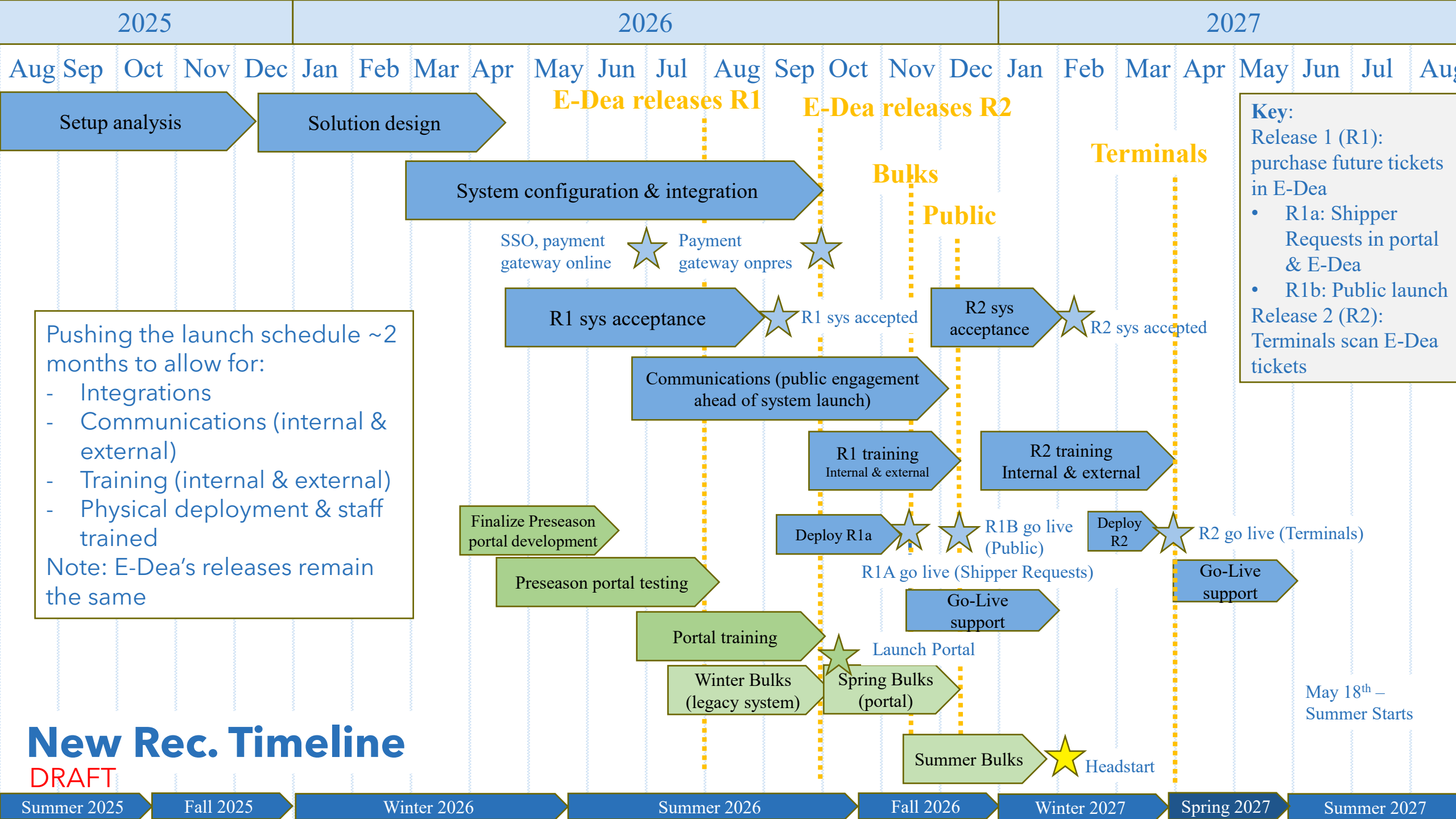
- Resource capacity (IT & Ops)
- Current policies unclear/undocumented (policy vs configuration)
- Change fatigue
- Staff training

### 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	Red	Mark A	E-Dea presented R1 delivery plan & are refining E-Dea has begun system configuration Port Council recommends to approve new timeline	Finish solution design; Update, share and approve R1 Delivery Plan Determine necessary resources to meet plan deadlines
Data Migration	Green	Steve	Data workshop with E-Dea; Drafted migration plan; meetings on data migration needs – <i>status turned back to green</i>	Working internally and with Bookem vendor; refining project timeline to ensure we can meet data migration deliverables
Launch Readiness	Green	Alison	Refining R1/R2 and 30/60/90-day plans	Revisit following configuration discussions
Master Data	Yellow	Mark A	E-Dea shared Master Data environment	SSA to configure Master Data environment – <b>finalizing by Wednesday 5.20</b>
Testing	Yellow		Started testing second release	Share results of testing the second release Identifying additional resources
Operations Redesign	Yellow	Mark A	Policies shared with IT Steering, Port Council, & Board	Continue Nantucket standby & Blue Line redesign; Policy Phase II to be shared with IT Steering, Port Council, and Board
Policies	Green	Mark A	Location-based and virtual town halls & shipper meetings for phase II policies IT Steering & Port Council voted to recommend the phase II policies to the Board	Phase II policies to be voted on by the Board in May
Procurement	Green	Mark R	Shared procurement plan with IT Steering in April meeting	IT Steering to vote on approving the updated procurement plan/budget
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	Red	Mark A, Steve	Dedicated session on refresh process of environments & portal	Intrasystems to provide updated SOW; define launch plan; Define resources for Trucks <b>Board to approve SOW</b>
Payment Gateway	Yellow	Mark R, Steve	Office solution devices delivered; E-Dea incorporated B2C & B2B and direct sales into solution design Decided to use Shift4 for legacy gift cards	Approve solution in Confluence (IT)
Business Central	Yellow	Mark R, Steve	E-Dea shared info on new APIs; files reviewed; payment portal for invoices Dynamics Eshop – SOW shared & approved; SSO follow-up, meeting with E-Dea on implementation design & APIs to finalize discovery 3/24	Design document to be shared, explore alternatives to email delivery Integrato waiting on access to the data from E-Dea Need report examples with basic transaction data
Internal Infrastructure (Network, Software, & Hardware)	Green	Steve	Low voltage cabling completed in Mashpee; started low voltage cabling on Nantucket on 3/30 SSA IT started Mashpee network migration on 3/30 Alvarado site visit, defined pathway & milestones for pedestal procurement; outstanding questions resolved by SSA	Oak Bluffs, Hyannis terminals
External Infrastructure	Yellow	Mark A	Electrical work review (boxes, poles, etc.); locations meeting 3/2 & 3/9 Woods Hole terminal plans	Bid out in July, bring to the Board in August GGD completing bid documents: WH done, other terminals (push from May – Wi-Fi will be in September forward) <b>Electrical component start date? (Mark A) – meeting 5/14</b> <b>Steve to share a workaround plan</b>
Customer Comm & Training	Red	Mark A, Sean	Reviewed comms and training needs	Defining communication software/service needs <b>Need to select a trainer (Ops) – getting BC Ferries training docs (Mark A)</b>
Change Management	Green	Mark A	Board approved Phase I policies Public engagement sessions for additional policy changes (phase II)	Kick off beta testing group (spring) Share revised policies for Board approval in May
Integrations	Green	Steve	E-Dea received agreement document to sign with EXIS; Board approved SOW for Travel Alerts integration SSA approved CarsAPI solution – <i>status turned back to green</i>	SSA to validate SSO workflows E-Dea to determine release of vehicle lookup solution E-Dea to provide HazCheck integration in R1.2 Confirm Data Mart testing & Integrato access Begin Twilio integration & finalize outstanding details

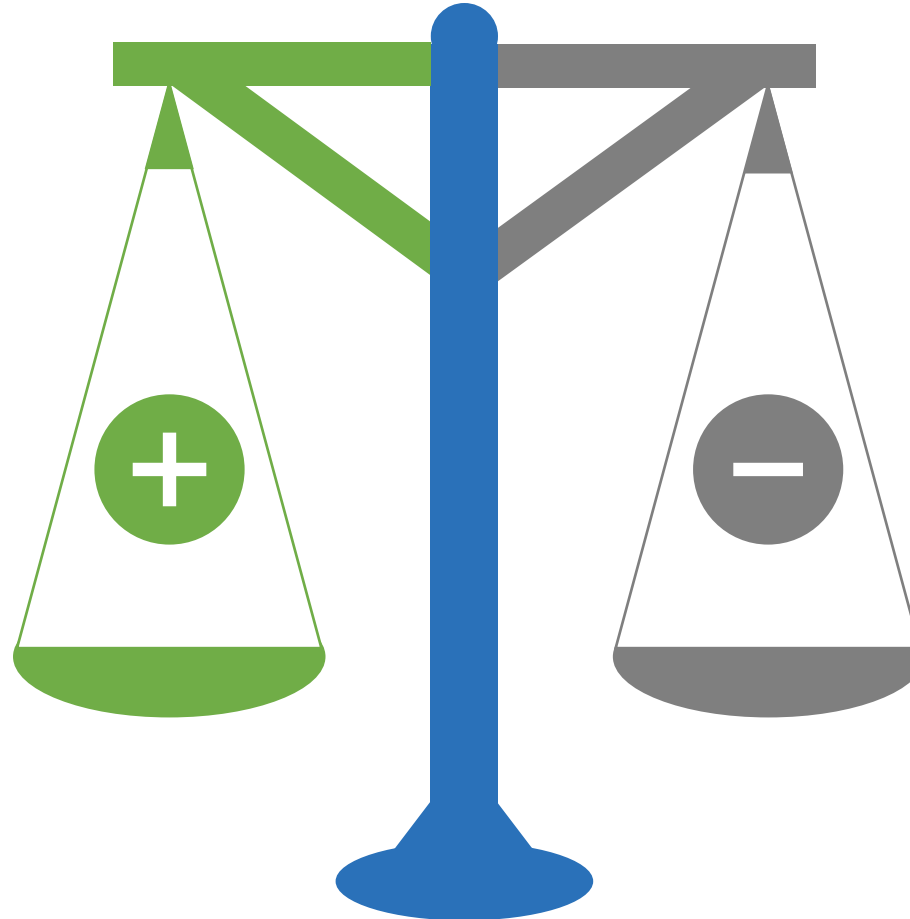




# BENEFITS AND DRAWBACKS OF THE UPDATED PROJECT TIMELINE

## Benefits:

- Add ~2 months to support:
  - Integrations
  - Preseason portal readiness
  - Testing
  - Communications and training (internal & external)
  - Physical deployment
- Slack added to the plan
- Maintains winter system launch
- Less expensive (see next slide)



## Drawbacks:

- Overlapping Bulks seasons (Spring & Summer)
- Reduces time for manual data migration
- Runs into end of year holidays
- Vacation schedules

# POSTPONING LAUNCH BY 2 MONTHS IS \$385K - \$885K CHEAPER FOR SSA

## Expenses incurred to maintain the current launch date:

- Bulks Development: +\$100K to rush effort
- Bulks Staff Augmentation: +\$50K to support manual data entry, shipper supports, and training
- Training Contract: +\$100K to rush training development and approach
- Communications firm and media buys: \$300K
- Additional PMO effort to manage all this: TBD
- Hardware install: TBD
- Project contingency: \$500K - for when we need to delay launch in September and rework the plan
- Total cost: \$550K to rush launch + \$500K contingency

## Expenses incurred by postponing launch by 2 months:

- PMO for an additional 2 months: +~165K
- E-Dea: +\$0
- Total cost: \$165K

# STAFF SUMMARY

Date: 05/19/2026

File# COO-2026-03



TO:		FOR:		FROM: Mark H. Amundsen
X	General Manager	X	Vote	Dept.: Operations
X	Board Members		Information	Subject: Proposed Project Time Line extensions and Policy Changes for Phase 2

**PURPOSE:**

To request a vote of the Board to approve the proposed project timeline extending the R2 Go Live date from January 2027 until end March of 2027. The proposed completion date of end March 2027 will add two (2) months to the schedule. This will allow internal and external training to commence in September of 2026 instead of July 2026. Having reservation training commence in September allows for training to occur outside the summer travel season.

**BACKGROUND:**

The original January 2027 R2 Go Live date is too tight. The additional two (2) month period will allow time to complete integrations, preseason portal readiness, testing, communications and internal/external training. Added time in the schedule will maintain the winter system launch.

**RECOMMENDATION:**

Staff recommends the Board approve the adjusted Go Live Date of March 2027.

  
\_\_\_\_\_  
Alex Kryska  
General Manager

  
\_\_\_\_\_  
Mark H. Amundsen  
Chief Operating Officer

Attachment: SSA\_True\_North\_Board\_May\_5.14.26 Timeline

# STAFF SUMMARY

Date: 05/19/26

File# COO-2026-04



TO:		FOR:		FROM: Mark H. Amundsen
X	General Manager	X	Vote	Dept.: Operations
X	Board Members		Information	Subject: Proposed Policy Changes Phase 1 Reservation System

**PURPOSE:**

To request a vote of the Board to approve the proposed phase 2 policy changes for the e-Dea reservation system.

**BACKGROUND:**

In accordance with the replacement of the Steamship Authorities Reservation System under contract 16-2024 with E-Dea SPA (E-Edea) of Napoli Italy, policy changes, in addition to those approved in March 2026, are necessary to support the new system including:

**New Passenger Policies**

- New Change Policy: All change fees will be \$10 each. No charges will be made if changes are made the same day of travel.
- New Gift Card Policy: Increments of \$5, \$10, \$25 or \$100. Digital gift cards can be printed out at home. The digital card allows options and flexibility.
- New Furlough Fare Policy: Individual must show an active service card
- New Motorcycle Policy: Motorcycles over 4 ft wide are considered cars and charge as such. Multi Island excursion card is no longer valid.

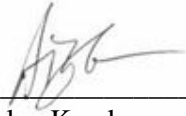
**New Commercial Policies**

- New Commercial Preseason Process: If desired trip is not available, shipper gets a stand by ticket the same day as first choice or nearest available and wait listed for their desired trip. Then, they are also booked on nearest available trip.
- New Commercial No-Show Policy: No Show Policy no refund. Without notice, can not be reused for same day or future stand by.
- New Change and Cancellation Policy for Commercial Vehicles: No Pending of reservations allowed. Cancelling less than 24 hours no refund. Cancel 24 hours or more before departure allows for full refund. Change less than 24 hours results in 10% fee. Change 24 hours or more \$10 fee. Email with time stamp no longer accepted for cancelling trips.
- New Commercial Reservation Transfer Policy: No transferable allowed except pre-approved hazmat.
- Updates to Commodities (commercial): Hazardous infrequent category removed. Bus/Motorcoach added to last position (Previously not in the commodity list)

- New Steel Tread Policy for Commercial Vehicles: All steel treaded vehicles must be on a trailer to prevent damage to coatings and transfer bridge. Direct loading of treaded vehicles onto transfer bridge and vessel prohibited.

**RECOMMENDATION:**

Staff is recommending the Board approves phase 2 policy changes for the reservation system in accordance with attachment "True North Policy Phase 2 Presentation".



---

Alex Kryska  
General Manager



---

Mark H. Amundsen  
Chief Operating Officer

DRAFT



# CONTENTS

- + **Implementation Timeline**
- + **Highlights of Customer Services That Are Continuing in the New System**
- + **Preferred Spaces**
- + **The Cancellation Policy**
- + **The New Change Policy**
- + **The New No-Show Policy**
- + **The New Coupon Book Subscriptions**
- + **The New Gift Cards**
- + **The New Furlough Fare Policy**
- + **The New Motorcycle Policies**
  
- + **The New Commercial Preseason Booking Process**
- + **The New Commercial No-Show Policy**
- + **The New Change and Cancellation Policy for Commercial Vehicles**
- + **The New Commercial Reservation Transfer Policy**
- + **The New Smoothing Policy (Commercial)**
- + **Updates to Commodities (Commercial)**
- + **The New Steel Tread Vehicle Policy (Commercial)**
- + **Next Steps**
- + **Thank You for Joining Us**



# IMPLEMENTATION TIMELINE



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE



# HIGHLIGHTS OF CUSTOMER SERVICES CONTINUING IN THE NEW SYSTEM



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STRATEGY + TECHNOLOGY INITIATIVE



John B. Traveler

**Excursion Program**

**Preferred Program**

**Preferred Spaces (1-, 7-, and 30-day)**

**Drive-On/Drive-Off Services**

**Standby**

**Head Start**

**Nantucket Standby**

**Wait List**

**Blue Line**

**Medical Program**

**Senior Discount Program**

**Active Service Discount Program**

**Student Excursion Program**

**Emergency Support**

# PREFERRED SPACES



# PREFERRED SPACES

+ No changes to preferred spaces will be made in the new reservation system



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STRATEGY + TECHNOLOGY INITIATIVE



**John B. Traveler**

## TRAVEL MONTH

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
8	9	10	11	12	13	14
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
15	16	17	18	19	20	21
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
22	23	24	25	26	27	28
SUNDAY	MONDAY	TUESDAY				
29	30	31				



Desired day of travel



30-Day Preferred Space made available for booking (summer schedule only)



7-Day Preferred Space made available for booking



1-Day Preferred Space made available for booking

← Desired day of travel

# THE CANCELLATION POLICY



# THE CANCELLATION POLICY

+ No changes to the cancellation policy will be made in the new reservation system



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE



**John B.  
Traveler**

## TRAVEL MONTH

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	← Booked day of travel			



Booked day of travel



Cancellations 15 or more days from sailing are refunded minus a \$10 service charge.



Cancellations 0-14 days from sailing receive no refund.

# THE NEW CHANGE POLICY



# THE NEW CHANGE POLICY



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE

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



**At least one  
hour before  
travel**



**First change  
free; future  
changes \$10  
each**



**Same day  
allowed**

# THE NEW CHANGE POLICY



TRUE NORTH  
STRATEGY + TECHNOLOGY INITIATIVE

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



**At least one  
hour before  
travel**



**All changes  
\$10 each**



**Same day  
allowed**

# THE NEW CHANGE POLICY



TRUE NORTH  
STRATEGY + TECHNOLOGY INITIATIVE

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

## Benefits for the new change policy:

- + Reduces extraneous reservation changes
- + Reduces unused and hard-to-sell deck spaces
- + Fewer empty trips

## Differences:

- + \$10 fee for the first change

# THE NEW NO-SHOW POLICY



# THE NEW NO-SHOW POLICY

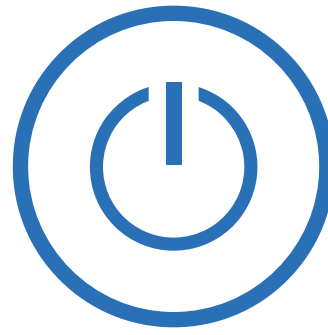
- + 1 - The current no-show policy
- + 2 - The new no-show policy
- + 3 - What are the benefits and differences?



**Reservation automatically goes into pending status**



**With notice, passenger ticket on reservation can be reused**



**Can standby for trips same day with unused reservation**



**With no notice, high-speed ticket can be used later**

# THE NEW NO-SHOW POLICY

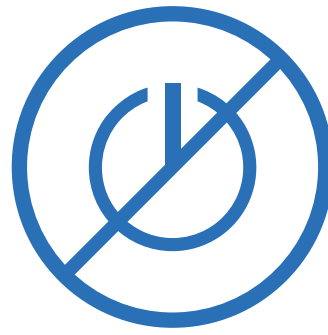
- + 1 - The current no-show policy
- + 2 - **The new no-show policy**
- + 3 - What are the benefits and differences?



**No notice, no refund**



**With notice, passenger ticket on reservation can be reused**



**Ticket cannot be reused for standby**



**With notice, high-speed ticket can be used later**



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE

# THE NEW NO-SHOW POLICY

- + **1** - The current no-show policy
- + **2** - The new no-show policy
- + **3** - **What are the benefits and differences?**

## Benefits for the new no-show policy:

- + Reduces the unused and hard-to-sell deck space
- + More fair for passengers who tried to book but couldn't

## Differences:

- + Unused reservation cannot be used for standby on the same day
- + Standby travel after a missed reservation will require purchase of a standby ticket



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STRATEGY + TECHNOLOGY INITIATIVE

# 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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STRATEGY + TECHNOLOGY INITIATIVE

# 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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STRATEGY + TECHNOLOGY INITIATIVE



**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?



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE



**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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STRATEGY + TECHNOLOGY INITIATIVE

# THE NEW FURLOUGH FARE POLICY



# THE NEW FURLOUGH FARE POLICY



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE

## 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

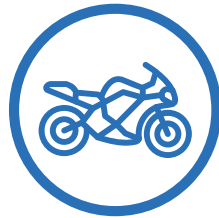


# THE NEW MOTORCYCLE POLICIES



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE

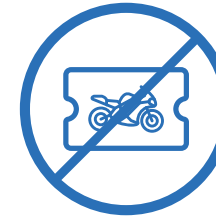
## CURRENT POLICIES



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



# THE NEW COMMERCIAL PRESEASON BOOKING PROCESS

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



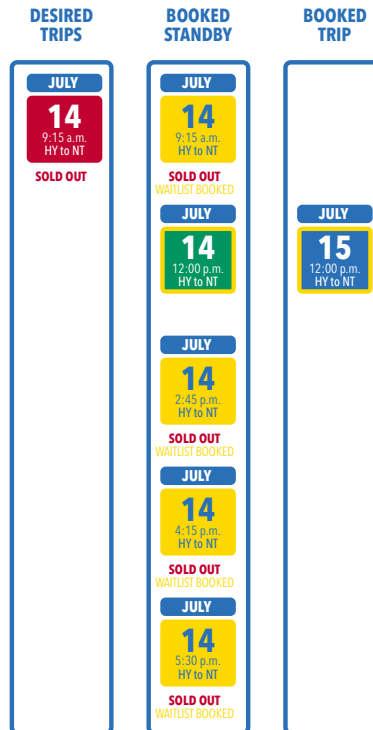
**First choice:** Desired trip is available and booked



**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



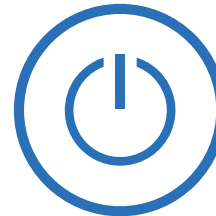
TRUE NORTH  
STRATEGY + TECHNOLOGY INITIATIVE

## CURRENT POLICY:



**No notification, no refund**

(terminal manager may waive in extenuating circumstances)



**With no notice, can standby for trips the same day**

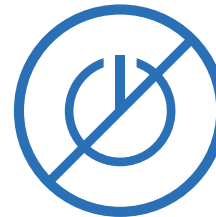
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## NEW POLICY:



**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

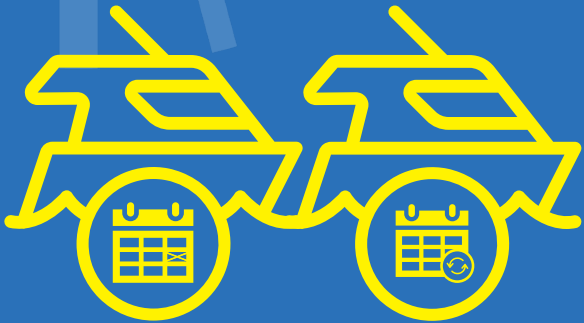
## Differences:

- + 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?



**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 Steamship Authority*

**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE

## 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*

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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

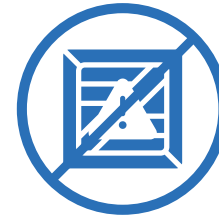


**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE

## 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 / <b>Hay</b>
4	<b>Medical Priority</b>
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	<b>Buses/Coaches</b>

## UPDATES TO COMMERCIAL COMMODITIES

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



**TRUE NORTH**  
STRATEGY + TECHNOLOGY INITIATIVE

### 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**  
STRATEGY + TECHNOLOGY INITIATIVE

## 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](http://www.steamshipauthority.com/TrueNorth)
- + [truenorth@steamshipauthority.com](mailto:truenorth@steamshipauthority.com)





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Steamship  
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+ TECHNOLOGY

**THANK YOU  
FOR JOINING US**

# STAFF SUMMARY

Date: May 11, 2026

File# MIS-2026-09



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Information Technology Author: Stephen M. Colman
X	Board Members		Information	Subject: preseason phase II integration

**PURPOSE:**

To request a vote of the Board to authorize the General Manager to execute a professional services agreement with IntraSystems LLC, (“IntraSystems”) for the preseason phase II integration with the Authority’s new reservation system currently under development with E-Dea S.p.A. of Napoli, Italy (“E-Dea”).

**BACKGROUND:**

“ITS75–Software and Services” is a multi-state Statewide Contract for software and related services, including installation, implementation, customization, training, support, and maintenance. IntraSystems is an approved vendor under ITS75.

In October 2025, IntraSystems wrapped up phase I of this project by creating an online portal that allows commercial “shipper” customers to submit, manage and finalize BULK requests, and for Authority employees to manage and process those requests first, by prioritizing them by commodity and assigning random lottery numbers, and second, by creating bookings.

Phase II encompasses a projected thirteen-week timeline, as described in the attached Statement of Work.

The e-Dea reservation system is a cloud-based system that, on its own, does not support the preseason “BULK” needs of the commercial “shipper” customers of the e-Dea reservation system and the completion of phase II listed above has been identified as critical to the success of the reservation system replacement project.

**RECOMMENDATION:**

That the Members authorize the General Manager to execute a professional services agreement with IntraSystems LLC. under multi-state Statewide Contract, ITS75 in the amount of \$132,000 for the preseason phase II integration with the Authority's reservation system currently under development with E-Dea.

See attached.



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Stephen Colman  
Director of Information Technology



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Alex Kryska  
General Manager

# STAFF SUMMARY

Date: 05/19/2026

File# COO-2026-02



TO:		FOR:		FROM: Mark H. Amundsen
X	General Manager	X	Vote	Dept.: Operations
X	Board Members		Information	Subject: Approval of Continued Support for Contract No. 07-2023 Information Technology Management Consulting

**PURPOSE:**

To request a vote of the Board to authorize the General Manager to execute an amendment for Continued Support for Contract No. 07-2023, “Information Technology Management Consulting Services” with Gibbous, LLC of Boston, MA at an estimated total cost not to exceed \$90,000 for the Change Management Process and Solution Design phase related to Contract No, 16-2024, “Replacement of the Steamship Authority’s Reservation System” with E-Dea of Napoli for a period of May 1, 2026 – July 1, 2026.

**BACKGROUND:**

Gibbous was originally awarded Contract No. 07-2023, “Information Technology Management Consulting Services” at the April 2023 Board Meeting and then awarded an extension to Contract No. 07-2023 in January 2024 to provide enhance planning support on the technology’s initiatives project. The scope of this extension consisted of two parallel scopes. 1) Developing and facilitating an enhanced IT Governance Model to support strategic alignment and prioritization across all SSA IT initiatives and 2) Supporting efforts for the reservation system replacement.

Gibbous worked with the Steamship Authority in preparing, issuing and evaluating the Request for Proposal (“RFP”) and later amending to a Request for Responses (RFR) for the “Replacement of the Steamship Authority’s Reservation System”, Contract No, 16-2024. On June 17, 2025, the Authority awarded Contract No. 16-2024, Replacement of the Steamship Authority’s Reservation System, to E-Dea of Napoli Italy. As presented at the June 2025 board Meeting, E-Dea’s original proposal included a partner, who would provide third party Project Management Services and IT Support for this project. After discussions with E-Dea, the Steamship Authority would retain their own outside Project Management Office (PMO) for this project and removing the third-party portion of the proposal resulted in a decrease of \$548,000 for their proposal.

Additionally, at the August 5, 2025, Board meeting the Members authorized the General Manager to execute an amendment to Contract 07-2023 to include the Project Management Office services to oversee Contract no, 16-2024 “Replacement of the Steamship Authority’s Reservation System” with E-Dea for \$400,000 for the period of August 2025 through December 2026. Gibbous has been a key partner with the Authority in developing the RFR, conducting the IT assessment, working with the operations team on updating the policies and procedures, change management and hosting public outreach sessions. Gibbous’ previous experience and familiarity with the Authority’s operations, systems, policies and personnel will be a key benefit in the successful implementation of the new reservation system.


The Authority's staff has been collaborating with members of Gibbous on Change Management and redefining the Authority's current policies and procedures to match the capabilities of the new E-Dea reservation system. The Gibbous team has also assumed oversight responsibilities from the Authority's staff during this period to ensure that the reservation system timeline status remains intact. Due to the familiarity and experience with the previous parts of the projects, the Gibbous team can take on additional responsibilities and roles during this project. After further review and analysis, another 2 months of support from May 1 - July 1, 2026 will be required during the system configuration and Integration of this project. Attached is Gibbous' SOW for Core Change Management continued support May 1 – July 1, 2026 for \$90,000.

**RECOMMENDATION:**

Staff recommends that the Members vote to authorize the General Manager to execute an amendment for Continued Support for Contract No. 07-2023, "Information Technology Management Consulting Services" Project with Gibbous LLC at an estimated total cost not to exceed \$90,000 for the Core Change Elements related to system configuration and Integration for Contract No, 16-2024, "Replacement of the Steamship Authority's Reservation System" with E-Dea of Napoli.

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Alex Kryska  
General Manager



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Mark H. Amundsen  
Chief Operating Officer

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Alison A. Fletcher  
Director of Shoreside Operations

Attachments: Reservation System Project Proposal for Continued Support April 2026 by Gibbous LLC

# STAFF SUMMARY

Date: 12 May 2026

File# ENG-2026-04



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Director of E&M Author: Zachary Lawrence
X	Board Members		Information	Subject: Purchase of Parts, Labor, Machining, and Dyno Testing of one (1) MTU 12V4000M70

**PURPOSE:**

To request the Members authorize the General Manager to award PO0050212, for the “Purchase of Parts, Labor, Machining, and Dyno Testing of one (1) MTU 12V4000M70” to Stewart & Stevenson Power Products, LLC of Marlborough MA for a total contract price of \$709,750, as per quotation SSA IYA #3 QL4 Proposal Rev2026.

**BACKGROUND:**

The #1 & #2 MTU 12V4000M70 diesel propulsion engines aboard the *M/V Iyanough* will have reached the recommended running hours for a major overhaul at the end of the 2026 operating season. We have one assembled and tested spare engine in shore-based spares, the second engine requires overhaul to replace both the #1 and #2 engines. The engine will be disassembled, machined reassembled and tested by MTU certified technicians at an approved MTU facility.

The Authority’s maintenance staff at the Fairhaven Repair Facility will perform the removal and re-installation work with the assistance of an MTU certified technician.

Stewart & Stevenson Power Products LLC, is the sole authorized sales, parts and service distributor for Rolls Royce Power Systems AG and its affiliate, MTU America Inc.

**RECOMMENDATION:**

To authorize the General Manager to award PO0050212, for the “Purchase of Parts, Labor, Machining, and Dyno Testing of one (1) MTU 12V4000M70” to Stewart & Stevenson Power Products, LLC of Marlborough MA for a total contract price of \$709,750.00, as per quotation SSA IYA #3 QL4 Proposal Rev2026.

Alex Kryska  
General Manager

- Attachments
- SSA IYA #3 QL4 Proposal Rev2026
- Stewart and Stevenson Letter of Exclusivity

# 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
	<b>Total</b>	<b>336</b>		<b>336</b>
	<b>Average</b>	<b>112</b>		<b>112</b>
	Year	Martha's Vinyard	Nantucket	Total
SANKATY	2023	78	84	162
	2024	148	93	241
	2025	93	126	219
	<b>Total</b>	<b>319</b>	<b>303</b>	<b>622</b>
	<b>Average</b>	<b>106</b>	<b>101</b>	<b>207</b>

*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
<b>4-Year Average</b>		\$ 1,255,460	\$ 1,045,624
<b>Martha's Vineyard</b>	<b>Number</b>	<b>Cost per unit</b>	<b>Cost per unit</b>
Passengers	2,409,471	\$ 0.52	\$ 0.43
Vehicles	550,516	\$ 2.28	\$ 1.90
<b>Martha's Vineyard and Nantucket</b>	<b>Number</b>	<b>Cost per unit</b>	<b>Cost per unit</b>
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.



## Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

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### **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 Planning Committee**

Rob Munier – Falmouth Port Council Member – Committee Chair (proposed)  
Bob Jones – Hyannis Board Member  
Nat Lowell – Nantucket Port Council Member  
*Ted Gavin – Board Member (proposed)*  
Gordon Carr – Port Council Member

#### **Governance Committee**

Ted Gavin – Dukes County Board Member – Committee Chair (proposed)  
*Peter Jeffery – Board Member (proposed)*  
Gordon Carr – Port Council Member  
Greg Egan – Port Council Member  
Joe Solitto – 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 January 6, 2028, 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 6<sup>th</sup> to March 30<sup>th</sup> 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 6<sup>th</sup> to March 30<sup>th</sup> 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 23<sup>rd</sup> to March 30<sup>th</sup>. The *M/V Nantucket* will operate in place of the *M/V Island Home* from January 6<sup>th</sup> to February 22<sup>nd</sup>. 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 6<sup>th</sup> to March 30<sup>th</sup>. The *M/V Eagle* would be triple-crewed and operate up to three round trips per day from January 6<sup>th</sup> to March 30<sup>th</sup>. 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. The only changes to the Nantucket route would be the number of hazardous trips for trips 302 and 305.

**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 31<sup>st</sup> to May 15<sup>th</sup> 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 some changes to the quantity of trips, vessel crewing during the March 31<sup>st</sup> to May 17<sup>th</sup> 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. The only changes to the Nantucket route would be the number of hazardous trips for trips 302 and 305.

**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>Monomoy</i>	<i>Woods Hole</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>Monomoy</i>	<i>Woods Hole</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>Monomoy</i>	<i>Woods Hole</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 18<sup>th</sup> to June 16<sup>th</sup> 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 18<sup>th</sup> to June 16<sup>th</sup> 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 27<sup>th</sup> to June 16<sup>th</sup>. The *M/V Nantucket* will operate in place of the *M/V Martha's Vineyard* from May 18<sup>th</sup> to May 26<sup>th</sup> and in place of the *M/V Island Home* from June 11<sup>th</sup> to June 16<sup>th</sup>. 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 18<sup>th</sup> to June 16<sup>th</sup>.

The Nantucket route for 2027 would see no changes to the trip times, quantity of trips, and vessel

crewing during the May 18<sup>th</sup> to June 16<sup>th</sup> schedule. The *M/V Eagle* would be triple-crewed and operate three round trips per day from May 18<sup>th</sup> to June 16<sup>th</sup>. 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 2<sup>nd</sup> to June 10<sup>th</sup>. The only changes to the Nantucket route would be the number of hazardous trips for trips 302 and 305.

**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>Island Home</i>	<i>Nantucket</i>	<i>Martha's Vineyard</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>Island Home</i>	<i>Nantucket</i>	<i>Martha's Vineyard</i>	<i>Sankaty</i>				

The proposed 2027 operating schedules from June 17<sup>th</sup> to September 8<sup>th</sup> 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 5<sup>th</sup> 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 17<sup>th</sup> to September 8<sup>th</sup> 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. The only changes to the Nantucket route would be the number of hazardous trips for trips 302 and 305.

**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			
9/9-10/20	<i>Monomoy</i>	<i>Nantucket</i>	<i>Barnstable</i>	<i>Island Home</i>		9/9-10/20	<i>Eagle</i>	<i>Sankaty</i>	<i>Woods Hole</i>

The proposed 2027 operating schedules from September 9<sup>th</sup> to October 20<sup>th</sup> 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 9<sup>th</sup> to October 20<sup>th</sup> , 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 one change to the quantity of trips, and vessel crewing during the September 9<sup>th</sup> to October 20<sup>th</sup> schedule. The *M/V Sankaty* will be crewed and operating three roundtrip Monday – Friday. The only other changes to the Nantucket route would be the number of hazardous trips for trips 302 and 305.

**Fall Schedule**

2026 Dates	Martha's Vineyard Route Vessels				Nantucket Route Vessels	
10/23 - 1/05	Island Home	Martha's Vineyard	Aquinnah	10/23 - 1/05	Nantucket	Woods Hole
2027 Dates	Martha's Vineyard Route Vessels				Nantucket Route Vessels	
10/21 - 11/22	Nantucket	Island Home	Monomoy	10/21 - 11/22	Eagle	Woods Hole
11/23-12/2	Martha's Vineyard	Island Home	Monomoy	11/23 - 1/6	Nantucket	Woods Hole
12/3 - 1/6	Martha's Vineyard	Island Home	Aquinnah			

The proposed 2027 operating schedules from October 21<sup>st</sup> to January 6<sup>th</sup>, 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 23<sup>rd</sup> to January 6<sup>th</sup>. 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. The only changes to the Nantucket route would be the number of hazardous trips for trips 302 and 305.

**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 31<sup>st</sup> to May 17<sup>th</sup> 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 Kryska  
General Manager

**2027  
Martha's Vineyard**

**01/06/2027 - 03/30/2027**

	TRIP		LV VH	DUE VH		VESSEL	TRIP		LV VH	DUE VH
<b>Daily</b>						<b>AQU</b>	<b>200</b>	<b>**</b>	<b>5:30 AM</b>	<b>6:15 AM</b>
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
<b>Mon-Sat</b>	<b>203</b>	<b>%</b>	<b>6:35 AM</b>	<b>7:20 AM</b>	<b>HAZ/M-Sat</b>	<b>AQU</b>				
<b>Mon-Sat</b>						<b>AQU</b>	<b>204</b>	<b>%</b>	<b>7:40 AM</b>	<b>8:25 AM</b>
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
<b>Daily</b>	<b>207</b>		<b>8:45 AM</b>	<b>9:30 AM</b>	<b>HAZ/M-F</b>	<b>AQU</b>	<b>208</b>		<b>9:55 AM</b>	<b>10:40 AM</b>
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
<b>Daily</b>	<b>211</b>		<b>11:10 AM</b>	<b>11:55 AM</b>		<b>AQU</b>	<b>212</b>		<b>12:25 PM</b>	<b>1:10 PM</b>
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
<b>Daily</b>	<b>215</b>		<b>1:40 PM</b>	<b>2:25 PM</b>		<b>AQU</b>	<b>216</b>		<b>2:55 PM</b>	<b>3:40 PM</b>
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
<b>Daily</b>	<b>219</b>		<b>4:10 PM</b>	<b>4:55 PM</b>		<b>AQU</b>	<b>220</b>		<b>5:25 PM</b>	<b>6:10 PM</b>
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
	<b>223</b>	<b>#</b>	<b>6:35 PM</b>	<b>7:20 PM</b>		<b>AQU</b>				
						<b>AQU</b>	<b>224</b>	<b>#</b>	<b>7:35 PM</b>	<b>8:20 PM</b>
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
	<b>227</b>	<b>**</b>	<b>8:45 PM</b>	<b>9:30 PM</b>		<b>AQU</b>	<b>228</b>	<b>**</b>	<b>9:45 PM</b>	<b>10:30 PM</b>
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
<b>Mon-Sat</b>				<b>WH</b>	<b>200</b>	<b>**</b>	<b>5:30 AM</b>
Daily				MAR/NAN	6		6:00 AM
Daily	5	6:00 AM	6:45 AM	IHM	8		7:00 AM
<b>Mon-Sat</b>	<b>203</b>	<b>%</b>	<b>6:35 AM</b>	7:20 AM <b>HAZ/M-Sat</b>	<b>WH</b>		
<b>Mon-Sat</b>				<b>WH</b>	<b>204</b>	<b>%</b>	<b>7:40 AM</b>
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
<b>Daily</b>	<b>207</b>	<b>8:45 AM</b>	<b>9:30 AM</b>	<b>WH</b>	<b>208</b>		<b>9:55 AM</b>
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
<b>Daily</b>	<b>211</b>	<b>11:10 AM</b>	<b>11:55 AM</b>	<b>WH</b>	<b>212</b>		<b>12:25 PM</b>
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
<b>Daily</b>	<b>215</b>	<b>1:40 PM</b>	<b>2:25 PM</b>	<b>WH</b>	<b>216</b>		<b>2:55 PM</b>
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
<b>Daily</b>	<b>219</b>	<b>4:10 PM</b>	<b>4:55 PM</b>	<b>WH</b>	<b>220</b>		<b>5:25 PM</b>
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
<b>Sat-Sun</b>	<b>223</b>	<b>#</b>	<b>6:35 PM</b>	7:20 PM	<b>WH</b>		
<b>Sat-Sun</b>				<b>WH</b>	<b>224</b>	<b>#</b>	<b>7:35 PM</b>
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
	<b>227</b>	<b>**</b>	<b>8:45 PM</b>	<b>9:30 PM</b>	<b>WH</b>	<b>228</b>	<b>**</b>
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
<b>Daily</b>	<b>201</b>	<b>5:30 AM</b>	<b>6:15 AM</b>	<b>BAR/AQU</b>	<b>202</b>	<b>6:35 AM</b>		<b>7:20 AM</b>
Daily	5	6:00 AM	6:45 AM	IHM	8	7:00 AM		7:45 AM
<b>Daily</b>	<b>203</b>	<b>6:35 AM</b>		<b>NAN</b>	<b>204</b>		<b>7:40 AM</b>	<b>8:25 AM</b>
<b>M-F</b>	<b>229</b>	<b>6:45 AM</b>	<b>7:30 AM</b>	<b>SAN</b>	<b>230</b>	<b>7:45 AM</b>		<b>8:30 AM</b>
Daily	7	7:00 AM	7:45 AM	MAR	10	8:15 AM		9:00 AM
<b>Daily</b>	<b>205</b>	<b>7:40 AM</b>	<b>8:25 AM</b>	<b>HAZ/M-Sat</b>	<b>BAR/AQU</b>	<b>206</b>	<b>8:45 AM</b>	<b>9:30 AM</b>
Daily	9	8:15 AM	9:00 AM	IHM	12	9:30 AM		10:15 AM
<b>Daily</b>	<b>207</b>	<b>8:45 AM</b>		<b>NAN</b>	<b>208</b>		<b>9:55 AM</b>	<b>10:40 AM</b>
<b>M-F</b>	<b>231</b>	<b>9:00 AM</b>	<b>9:45 AM</b>	<b>SAN</b>	<b>232</b>	<b>10:15 AM</b>		<b>11:00 AM</b>
Daily	11	9:30 AM	10:15 AM	MAR	14	10:45 AM		11:30 AM
<b>Daily</b>	<b>209</b>	<b>9:55 AM</b>	<b>10:40 AM</b>	<b>BAR/AQU</b>	<b>210</b>	<b>11:10 AM</b>		<b>11:55 AM</b>
Daily	13	10:45 AM	11:30 AM	IHM	16	12:00 PM		12:45 PM
<b>Daily</b>	<b>211</b>	<b>11:10 AM</b>		<b>NAN</b>	<b>212</b>		<b>12:25 PM</b>	<b>1:10 PM</b>
<b>M-F</b>	<b>233</b>	<b>11:30 AM</b>	<b>12:15 PM</b>	<b>SAN</b>	<b>232</b>	<b>12:45 PM</b>		<b>1:30 PM</b>
Daily	15	12:00 PM	12:45 PM	MAR	18		1:15 PM	2:00 PM
<b>Daily</b>	<b>213</b>	<b>12:25 PM</b>	<b>1:10 PM</b>	<b>BAR/AQU</b>	<b>214</b>	<b>1:40 PM</b>		<b>2:25 PM</b>
Daily	17	1:15 PM	2:00 PM	IHM	20	2:30 PM		3:15 PM
<b>Daily</b>	<b>215</b>	<b>1:40 PM</b>		<b>NAN</b>	<b>216</b>		<b>2:55 PM</b>	<b>3:40 PM</b>
Daily	19	2:30 PM	3:15 PM	MAR	22		3:45 PM	4:30 PM
<b>Daily</b>	<b>217</b>	<b>2:55 PM</b>	<b>3:40 PM</b>	<b>BAR/AQU</b>	<b>218</b>	<b>4:10 PM</b>		<b>4:55 PM</b>
Daily	21	3:45 PM	4:30 PM	IHM	24	5:00 PM		5:45 PM
<b>Daily</b>	<b>219</b>	<b>4:10 PM</b>		<b>NAN</b>	<b>220</b>		<b>5:25 PM</b>	<b>6:10 PM</b>
Daily	23	5:00 PM	5:45 PM	MAR	26		6:15 PM	7:00 PM
<b>Daily</b>	<b>221</b>	<b>5:25 PM</b>	<b>6:10 PM</b>	<b>BAR/AQU</b>	<b>222</b>	<b>6:35 PM</b>		<b>7:20 PM</b>
Daily	25	6:15 PM	7:00 PM	IHM	28	7:15 PM		8:00 PM
<b>F,S,S</b>	<b>223</b>	<b>6:35 PM</b>		<b>NAN</b>	<b>224</b>		<b>7:35 PM</b>	<b>8:20 PM</b>
<b>M-TH</b>	<b>223</b>	<b>6:35 PM</b>	<b>7:20 PM</b>	<b>NAN</b>	<b>224</b>	<b>**</b>	<b>7:35 PM</b>	<b>8:20 PM</b>
Daily	27	7:30 PM		MAR	30		8:30 PM	9:15 PM
<b>F,S,S</b>	<b>225</b>	<b>**</b>	<b>7:35 PM</b>	<b>8:20 PM</b>	<b>BAR/AQU</b>	<b>226</b>	<b>**</b>	<b>8:45 PM</b>
Daily	29	8:30 PM	9:15 PM	IHM	32	9:30 PM		10:15 PM
<b>F,S,S</b>	<b>227</b>	<b>**</b>	<b>8:45 PM</b>	<b>9:30 PM</b>	<b>NAN</b>			
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
<b>Daily</b>				<b>MON</b>	<b>200</b>	<b>5:30 AM</b>		<b>6:15 AM</b>
Daily				NAN	6	6:00 AM		6:45 AM
<b>Daily</b>	<b>201</b>	<b>5:30 AM</b>	<b>6:15 AM</b>	<b>BAR</b>	<b>202</b>	<b>6:35 AM</b>		<b>7:20 AM</b>
Daily	5	6:00 AM	6:45 AM	IHM	8	7:00 AM		7:45 AM
<b>Daily</b>	<b>203</b>	<b>6:35 AM</b>	<b>7:20 AM</b>	<b>HAZ/M-SAT</b>	<b>MON</b>	<b>204</b>	<b>7:40 AM</b>	<b>8:25 AM</b>
Daily	7	7:00 AM	7:45 AM	NAN	10	8:15 AM		9:00 AM
<b>Daily</b>	<b>205</b>	<b>7:40 AM</b>	<b>8:25 AM</b>	<b>BAR</b>	<b>206</b>	<b>8:45 AM</b>		<b>9:30 AM</b>
Daily	9	8:15 AM	9:00 AM	IHM	12	9:30 AM		10:15 AM
<b>Daily</b>	<b>207</b>	<b>8:45 AM</b>	<b>9:30 AM</b>	<b>MON</b>	<b>208</b>	<b>9:55 AM</b>		<b>10:40 AM</b>
Daily	11	9:30 AM	10:15 AM	NAN	14		10:45 AM	11:30 AM
<b>Daily</b>	<b>209</b>	<b>9:55 AM</b>	<b>10:40 AM</b>	<b>BAR</b>	<b>210</b>	<b>11:10 AM</b>		<b>11:55 AM</b>
Daily	13	10:45 AM	11:30 AM	IHM	16	12:00 PM		12:45 PM
<b>Daily</b>	<b>211</b>	<b>11:10 AM</b>		<b>11:55 AM</b>	<b>MON</b>	<b>212</b>	<b>12:25 PM</b>	<b>1:10 PM</b>
Daily	15	12:00 PM	12:45 PM	NAN	18		1:15 PM	2:00 PM
<b>Daily</b>	<b>213</b>	<b>12:25 PM</b>	<b>1:10 PM</b>	<b>BAR</b>	<b>214</b>	<b>1:40 PM</b>		<b>2:25 PM</b>
Daily	17	1:15 PM	2:00 PM	IHM	20	2:30 PM		3:15 PM
<b>Daily</b>	<b>215</b>	<b>1:40 PM</b>		<b>2:25 PM</b>	<b>MON</b>	<b>216</b>	<b>2:55 PM</b>	<b>3:40 PM</b>
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
<b>Daily</b>	<b>219</b>	<b>4:10 PM</b>		<b>4:55 PM</b>	<b>MON</b>	<b>220</b>	<b>5:25 PM</b>	<b>6:10 PM</b>
Daily	23	5:00 PM	5:45 PM	NAN	26		6:15 PM	7:00 PM
<b>Daily</b>	<b>221</b>	<b>5:25 PM</b>	<b>6:10 PM</b>	<b>BAR</b>	<b>222</b>	<b>6:35 PM</b>		<b>7:20 PM</b>
Daily	25	6:15 PM	7:00 PM	IHM	28	7:15 PM		8:00 PM
<b>Daily</b>	<b>223</b>	<b>6:35 PM</b>	<b>7:20 PM</b>	<b>MON</b>				
<b>F,S &amp; S</b>				<b>MON</b>	<b>224</b>	<b>#</b>	<b>7:35 PM</b>	<b>8:20 PM</b>
Daily	27	7:30 PM	8:15 PM	NAN	30	8:30 PM		9:15 PM
<b>F,S &amp; S</b>	<b>225</b>	<b>#</b>	<b>7:35 PM</b>	<b>8:20 PM</b>	<b>BAR</b>	<b>226</b>	<b>#</b>	<b>8:45 PM</b>
Daily	29	8:30 PM	9:15 PM	IHM	32	9:30 PM		10:15 PM
<b>F,S &amp; S</b>	<b>227</b>	<b>#</b>	<b>8:45 PM</b>	<b>9:30 PM</b>	<b>MON</b>			
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			
<b>Mon-Sat</b>				<b>MON/AQU</b>	<b>200</b>	<b>**</b>	<b>5:30 AM</b>	<b>6:15 AM</b>		
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			
<b>Daily</b>	<b>203</b>	<b>6:35 AM</b>	<b>7:20 AM</b>	<b>HAZ/M-Sat</b>	<b>MON/AQU</b>	<b>204</b>	<b>7:40 AM</b>	<b>8:25 AM</b>		
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			
<b>Daily</b>	<b>207</b>	<b>*</b>	<b>8:45 AM</b>	<b>9:30 AM</b>	<b>HAZ/M-F</b>	<b>MON/AQU</b>	<b>208</b>	<b>9:55 AM</b>	<b>10:40 AM</b>	<b>HAZ/M-Sat</b>
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			
<b>Daily</b>	<b>211</b>	<b>11:10 AM</b>	<b>11:55 AM</b>	<b>MON/AQU</b>	<b>212</b>	<b>*</b>	<b>12:25 PM</b>	<b>1:10 PM</b>	<b>HAZ/M-F</b>	
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			
<b>Daily</b>	<b>215</b>	<b>1:40 PM</b>	<b>2:25 PM</b>	<b>MON/AQU</b>	<b>216</b>	<b>2:55 PM</b>	<b>3:40 PM</b>			
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			
<b>Daily</b>	<b>219</b>	<b>4:10 PM</b>	<b>4:55 PM</b>	<b>MON/AQU</b>	<b>220</b>	<b>5:25 PM</b>	<b>6:10 PM</b>			
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			
<b>Daily</b>	<b>223</b>	<b>6:35 PM</b>	<b>7:20 PM</b>	<b>MON/AQU</b>						
				<b>MON/AQU</b>	<b>224</b>	<b>#</b>	<b>7:35 PM</b>	<b>8:20 PM</b>		
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			
	<b>227</b>	<b>***</b>	<b>8:45 PM</b>	<b>9:30 PM</b>	<b>MON/AQU</b>	<b>228</b>	<b>#</b>	<b>9:45 PM</b>	<b>10:30 PM</b>	
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
<b>DAILY</b>	<b>301</b>	<b>*</b>	<b>5:30 AM 7:45 AM HAZ M-Sat</b>	<b>BAR</b>	<b>302</b>	<b>* 8:00 AM 10:15 AM HAZ Tue-Thu</b>
DAILY	103		9:15 AM 11:30 AM	EAG	106	12:00 PM 2:15 PM
<b>DAILY</b>	<b>305</b>	<b>*</b>	<b>10:45 AM 1:00 PM HAZ Tue-Thu</b>	<b>BAR</b>	<b>306</b>	<b>* 1:30 PM 3:45 PM HAZ M-Sat</b>
DAILY	107		2:45 PM 5:00 PM	EAG	110	5:30 PM 7:45 PM
<b>DAILY</b>	<b>309</b>	<b>#</b>	<b>4:15 PM 6:30 PM</b>	<b>BAR</b>	<b>310</b>	<b># 6:45 PM 9:00 PM</b>
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
<b>DAILY</b>	<b>301</b>	<b>*</b> <b>5:30 AM</b>	<b>7:45 AM HAZ/M-Fri</b>	<b>MON</b>	<b>302</b>	<b>8:00 AM 10:15 AM HAZ/Tue-Thu</b>
<b>Mon-Fri</b>	<b>303</b>	<b>6:30 AM</b>	<b>8:45 AM</b>	<b>BAR</b>	<b>304</b>	<b>9:15 AM 11:30 AM</b>
DAILY	103	9:15 AM	11:30 AM	EAG	106	12:00 PM 2:15 PM
<b>DAILY</b>	<b>305</b>	<b>10:45 AM</b>	<b>1:00 PM HAZ/Tue-Thu</b>	<b>MON</b>	<b>306</b>	<b>*</b> <b>1:30 PM 3:45 PM HAZ/M-Fri</b>
<b>Mon-Fri</b>	<b>307</b>	<b>12:00 PM</b>	<b>2:15 PM</b>	<b>BAR</b>	<b>308</b>	<b>2:45 PM 5:00 PM</b>
DAILY	107	2:45 PM	5:00 PM	EAG	110	5:30 PM 7:45 PM
<b>DAILY</b>	<b>309</b>	<b>4:15 PM</b>	<b>6:30 PM</b>	<b>MON</b>	<b>310</b>	<b>6:45 PM 9:00 PM</b>
<b>Mon-Fri</b>	<b>109</b>	<b>5:30 PM</b>	<b>7:45 PM</b>	<b>BAR</b>	<b>112</b>	<b>8:00 PM 10:15 PM</b>
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
<b>Mon - Sat 301</b>	<b>*#</b>	<b>5:30 AM 7:45 AM</b>	<b>HAZ/M-Sat WH</b>	<b>302</b>	<b>**#</b>	<b>8:00 AM 10:15 AM HAZ/Tue-Thu</b>
<b>DAILY 303</b>		<b>6:30 AM 8:45 AM</b>	<b>SAN</b>	<b>304</b>		<b>9:15 AM 11:30 AM</b>
DAILY 103		9:15 AM 11:30 AM	EAG/NAN/EAG	106	12:00 PM	2:15 PM
<b>DAILY 305</b>	<b>**</b>	<b>10:45 AM 1:00 PM</b>	<b>HAZ/Tue-Thu WH</b>	<b>306</b>	<b>*</b>	<b>1:30 PM 3:45 PM HAZ/M-Sat</b>
<b>DAILY 307</b>		<b>12:00 PM 2:15 PM</b>	<b>SAN</b>	<b>308</b>		<b>2:45 PM 5:00 PM</b>
DAILY 107		2:45 PM 5:00 PM	EAG/NAN/EAG	110	5:30 PM	7:45 PM
<b>Sun - Fri 309</b>	<b>%</b>	<b>4:15 PM 6:30 PM</b>	<b>WH</b>	<b>310</b>	<b>%</b>	<b>6:45 PM 9:00 PM</b>
<b>DAILY 311</b>		<b>5:30 PM 7:45 PM</b>	<b>SAN</b>	<b>312</b>		<b>8:00 PM 10:15 PM</b>
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			
<b>DAILY</b>	<b>301</b>	<b>*</b>	<b>5:30 AM</b>	<b>7:45 AM HAZ/M-Sat</b>	<b>MON</b>	<b>302</b>	<b>**</b>	<b>8:00 AM</b>	<b>10:15 AM HAZ/Tue-Thu</b>
<b>DAILY</b>	<b>101</b>		<b>6:30 AM</b>	<b>8:45 AM</b>	<b>WH</b>	<b>104</b>		<b>9:15 AM</b>	<b>11:30 AM</b>
DAILY	103		9:15 AM	11:30 AM	EAG	106		12:00 PM	2:15 PM
<b>DAILY</b>	<b>305</b>	<b>**</b>	<b>10:45 AM</b>	<b>1:00 PM HAZ/Tue-Thu</b>	<b>MON</b>	<b>306</b>	<b>*</b>	<b>1:30 PM</b>	<b>3:45 PM HAZ/M-Sat</b>
<b>DAILY</b>	<b>105</b>		<b>12:00 PM</b>	<b>2:15 PM</b>	<b>WH</b>	<b>108</b>		<b>2:45 PM</b>	<b>5:00 PM</b>
DAILY	107		2:45 PM	5:00 PM	EAG	110		5:30 PM	7:45 PM
<b>DAILY</b>	<b>309</b>		<b>4:15 PM</b>	<b>6:30 PM</b>	<b>MON</b>	<b>310</b>		<b>6:45 PM</b>	<b>9:00 PM</b>
<b>DAILY</b>	<b>109</b>		<b>5:30 PM</b>	<b>7:45 PM</b>	<b>WH</b>	<b>112</b>		<b>8:00 PM</b>	<b>10:15 PM</b>
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
<b>M-F</b>	<b>301</b>	<b>5:30 AM 7:45 AM HAZ/M-F</b>	<b>AQU</b>	<b>302</b>	<b>8:00 AM</b>	<b>10:15 AM HAZ/Tue-Thu</b>
<b>DAILY</b>	<b>101</b>	<b>6:30 AM 8:45 AM</b>	<b>WH</b>	<b>104</b>	<b>9:15 AM</b>	<b>11:30 AM</b>
DAILY	103	9:15 AM 11:30 AM	EAG	106	12:00 PM	2:15 PM
<b>M-F</b>	<b>305</b>	<b>10:45 AM 1:00 PM HAZ/ Tue-Thu</b>	<b>AQU</b>	<b>306</b>	<b>1:30 PM</b>	<b>3:45 PM HAZ/M-F</b>
<b>DAILY</b>	<b>105</b>	<b>12:00 PM 2:15 PM</b>	<b>WH</b>	<b>108</b>	<b>2:45 PM</b>	<b>5:00 PM</b>
DAILY	107	2:45 PM 5:00 PM	EAG	110	5:30 PM	7:45 PM
<b>M-F</b>	<b>309 *</b>	<b>4:15 PM 6:30 PM</b>	<b>AQU</b>	<b>310 *</b>	<b>6:45 PM</b>	<b>9:00 PM</b>
<b>DAILY</b>	<b>109</b>	<b>5:30 PM 7:45 PM</b>	<b>WH</b>	<b>112</b>	<b>8:00 PM</b>	<b>10:15 PM</b>
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			
<b>Mon - Sat</b>	<b>301</b>	<b>*#</b>	<b>5:30 AM</b>	<b>8:00 AM HAZ/M-Sat</b>	<b>WH</b>	<b>302</b>	<b>**#</b>	<b>8:30 AM</b>	<b>10:45 AM HAZ/Tue-Thur</b>
DAILY	103	9:15 AM	11:30 AM	EAG/NAN	106	12:00 PM	2:15 PM		
<b>DAILY</b>	<b>305</b>	<b>**</b>	<b>11:15 AM</b>	<b>1:30 PM HAZ/Tue-Thu</b>	<b>WH</b>	<b>306</b>	<b>*</b>	<b>1:45 PM</b>	<b>4:00 PM HAZ/M-Sat</b>
DAILY	107	2:45 PM	5:00 PM	EAG/NAN	110	5:30 PM	7:45 PM		
<b>Sun - Fri</b>	<b>309</b>	<b>%</b>	<b>4:30 PM</b>	<b>6:45 PM</b>	<b>WH</b>	<b>310</b>	<b>%</b>	<b>7:15 PM</b>	<b>9:30 PM</b>
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**

	<b>LV HY</b>	<b>DUE NT</b>	<b>TRIP</b>	<b>LV NT</b>	<b>DUE HY</b>	<b>TRIP</b>
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
<b>DOUBLE CREWED</b>						

**05/18/2027 - 10/20/2027**

	<b>LV HY</b>	<b>DUE NT</b>	<b>TRIP</b>	<b>LV NT</b>	<b>DUE HY</b>	<b>TRIP</b>
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
<b>TRIPLE CREWED</b>						

**10/21/2027 - 01/06/2028**

	<b>LV HY</b>	<b>DUE NT</b>	<b>TRIP</b>	<b>LV NT</b>	<b>DUE HY</b>	<b>TRIP</b>
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
<b>DOUBLE CREWED</b>						

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

## Agenda Item

6)d-

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

For Discussion

### 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
<b>Vessel Acquisition</b>	17,483,332	17,483,332	-	17,483,332	-
<b>Design &amp; Engineering</b>	350,000	526,113	23,887	550,000	200,000
<b>General Construction</b>					
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
<b>Owner Supplied Materials</b>	4,500,000	7,518,049	114,816	7,632,865	3,132,865
<b>SSA Personnel</b>	1,550,000	3,020,545	75,000	4,060,914	2,510,914
<b>Allowance for Contingencies</b>	12,705,000	-	-	-	(12,705,000)
<b>Total Amount</b>	<b>80,998,648</b>	<b>85,843,237</b>	<b>226,279</b>	<b>87,034,886</b>	<b>6,036,238</b>

### 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
<b>Vessel Acquisition</b>	17,483,332	17,483,332	-	17,483,332	-
<b>Design &amp; Engineering</b>	350,000	526,113	23,887	550,000	200,000
<b>General Construction</b>					
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
<b>Owner Supplied Materials</b>	4,500,000	7,573,300	54,038	7,627,338	3,127,338
<b>SSA Personnel</b>	1,550,000	3,052,459	43,086	4,060,914	2,510,914
<b>Allowance for Contingencies</b>	12,705,000	-	-	-	(12,705,000)
<b>Total Amount</b>	<b>80,998,648</b>	<b>86,026,176</b>	<b>371,011</b>	<b>87,362,556</b>	<b>6,363,908</b>

## 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
<b>Vessel Acquisition</b>	17,483,332	17,483,332	-	17,483,332	-
<b>Design &amp; Engineering</b>	350,000	526,113	23,887	550,000	200,000
<b>General Construction</b>					
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
<b>Owner Supplied Materials</b>	4,500,000	7,616,155	11,183	7,627,338	3,127,338
<b>SSA Personnel</b>	1,550,000	3,020,545	75,000	4,446,179	2,896,179
<b>Allowance for Contingencies</b>	12,705,000	-	-	-	(12,705,000)
<b>Total Amount</b>	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>
<b><u>Vessel Acquisition</u></b>	17,483,332	17,483,332	-	17,483,332	-
<b><u>Design &amp; Engineering</u></b>	350,000	526,113	23,867	550,000	200,000
<b><u>General Construction</u></b>					
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>
<b><u>Owner Supplied Materials</u></b>	4,500,000	7,616,185	11,183	7,627,338	3,127,338
<b><u>SSA Personnel</u></b>	1,550,000	4,450,825	75,000	4,525,825	2,975,825
<b><u>Allowance for Contingencies</u></b>	12,705,000	-	-	-	(12,705,000)
<b><u>Total Amount</u></b>	<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>
<b>Vessel Acquisition</b>	17,483,332	17,483,332	-	17,483,332	-
<b>Design &amp; Engineering</b>	350,000	526,113	23,887	550,000	200,000
<b>General Construction</b>					
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
<b>Owner Supplied Materials</b>					
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			
<b>Owner Supplied Materials</b>	4,500,000	6,739,696	0	6,739,696	2,239,696
<b>SSA Personnel</b>					
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
<b>SSA Personnel</b>	1,550,000	4,943,362	75,000	5,018,362	3,468,362
<b>Allowance for Contingencies</b>					
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)
<b>Allowance for Contingencies</b>	12,705,000	-	-	-	(12,705,000)
<b>Total Amount</b>	<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
<b>General Construction</b>					
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
<b>Owner Supplied Materials</b>					
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
<b>SSA Personnel</b>					
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
<b>Allowance for Contingencies</b>					
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)
<b>Total Amount</b>	<b>80,998,648</b>	<b>87,272,496</b>	<b>219,902</b>	<b>87,492,398</b>	<b>6,493,750</b>

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

**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>
<b><u>Vessel Acquisition</u></b>	17,483,332	17,483,332	-	17,483,332	-
<b><u>Design &amp; Engineering</u></b>					
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	-
<b><u>Design &amp; Engineering</u></b>	<b>350,000</b>	<b>526,113</b>	<b>-</b>	<b>526,113</b>	<b>176,113</b>
<b><u>General Construction</u></b>					
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	44,410,316	57,519,957	121,015	57,640,972	13,230,656
<b><u>Owner Supplied Materials</u></b>					
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	-	-	-	-	-
<b><u>Owner Supplied Materials</u></b>	<b>4,500,000</b>	<b>7,683,265</b>	<b>-</b>	<b>7,683,265</b>	<b>3,183,265</b>
<b><u>SSA Personnel</u></b>					
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
<b><u>SSA Personnel</u></b>	<b>1,550,000</b>	<b>5,217,960</b>	<b>75,000</b>	<b>5,292,960</b>	<b>3,742,960</b>
<b><u>Allowance for Contingencies</u></b>					
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)
<b><u>Allowance for Contingencies</u></b>	<b>12,705,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(12,705,000)</b>
<b><u>Total Amount</u></b>	<b>80,998,648</b>	<b>88,430,627</b>	<b>196,015</b>	<b>88,626,641</b>	<b>7,627,993</b>

**CAPITAL EXPENDITURE STATUS REPORT**  
as of May 14, 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>
<b>Vessel Acquisition</b>	17,483,332	17,483,332	-	17,483,332	-
<b>Design &amp; Engineering</b>					
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	-
<b>Design &amp; Engineering</b>	<u>350,000</u>	<u>526,113</u>	<u>-</u>	<u>526,113</u>	<u>176,113</u>
<b>General Construction</b>					
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>
<b>Owner Supplied Materials</b>					
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	-	446,976	-	446,976	446,976
Anticipated Additional Costs	-	-	-	-	-
<b>Owner Supplied Materials</b>	<u>4,500,000</u>	<u>7,691,837</u>	<u>-</u>	<u>7,691,837</u>	<u>3,191,837</u>
<b>SSA Personnel</b>					
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	-	2,104,837	-	2,104,837	2,104,837
Anticipated Additional Costs	-	-	75,000	75,000	75,000
<b>SSA Personnel</b>	<u>1,550,000</u>	<u>5,236,860</u>	<u>75,000</u>	<u>5,311,860</u>	<u>3,761,860</u>
<b>Allowance for Contingencies</b>					
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)
<b>Allowance for Contingencies</b>	<u>12,705,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(12,705,000)</u>
<b>Total Amount</b>	<u>80,998,648</u>	<u>88,458,099</u>	<u>196,015</u>	<u>88,654,113</u>	<u>7,655,465</u>



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 nationwide: <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](mailto:isomichi@mvcommission.org)

508-560-1525 (cell)

Thank you for your collaboration and consideration.

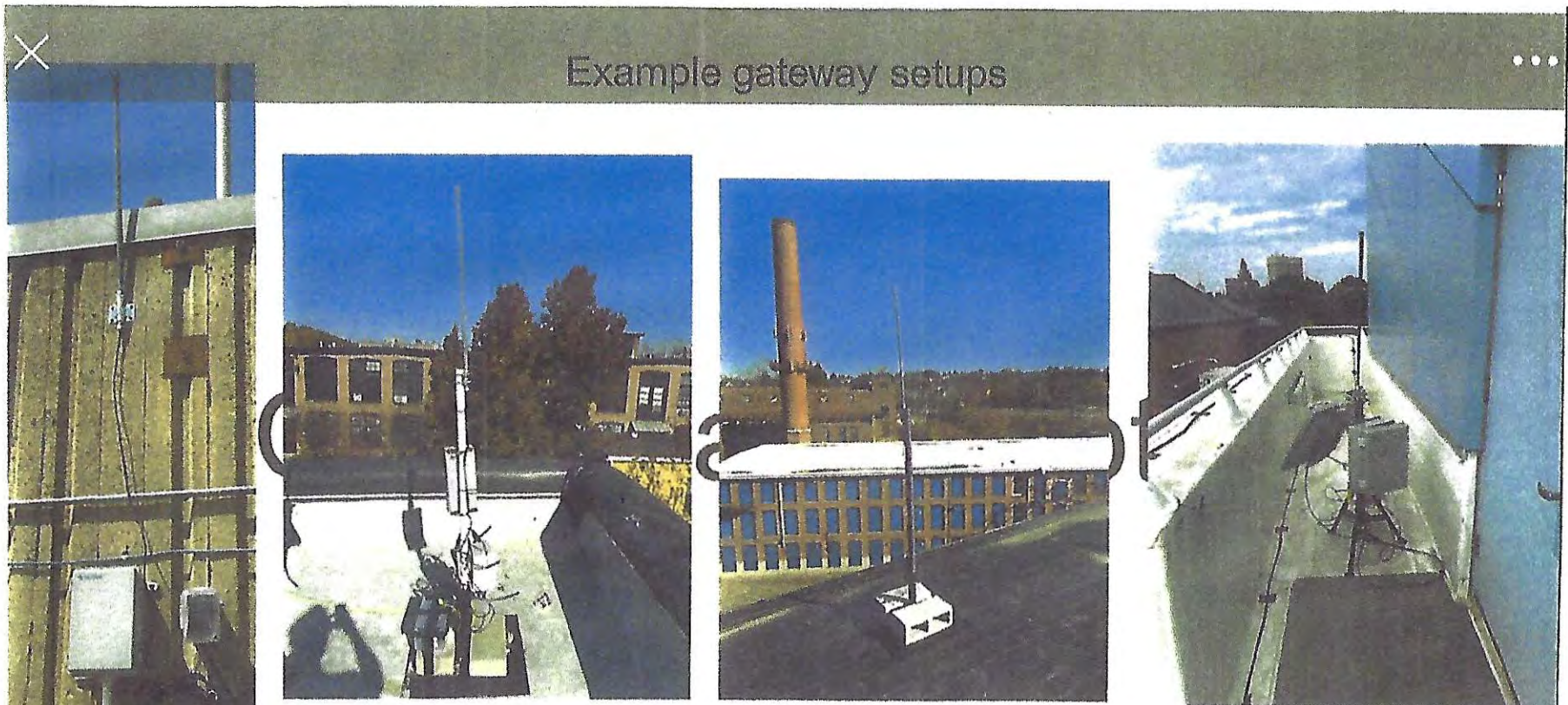
Sakiko Isomichi

Climate Resilience Planner  
Martha's Vineyard Commission

# Exhibit

## Electronic Sea Level Sensor

Example gateway setups



Power and internet  
hardwired, all outdoors

Power hardwired, cellular  
internet, all outdoors

Power and internet hardwired,  
gateway indoors, antenna outdoors

Solar power, cellular internet,  
all outdoors

## 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](mailto: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](mailto: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

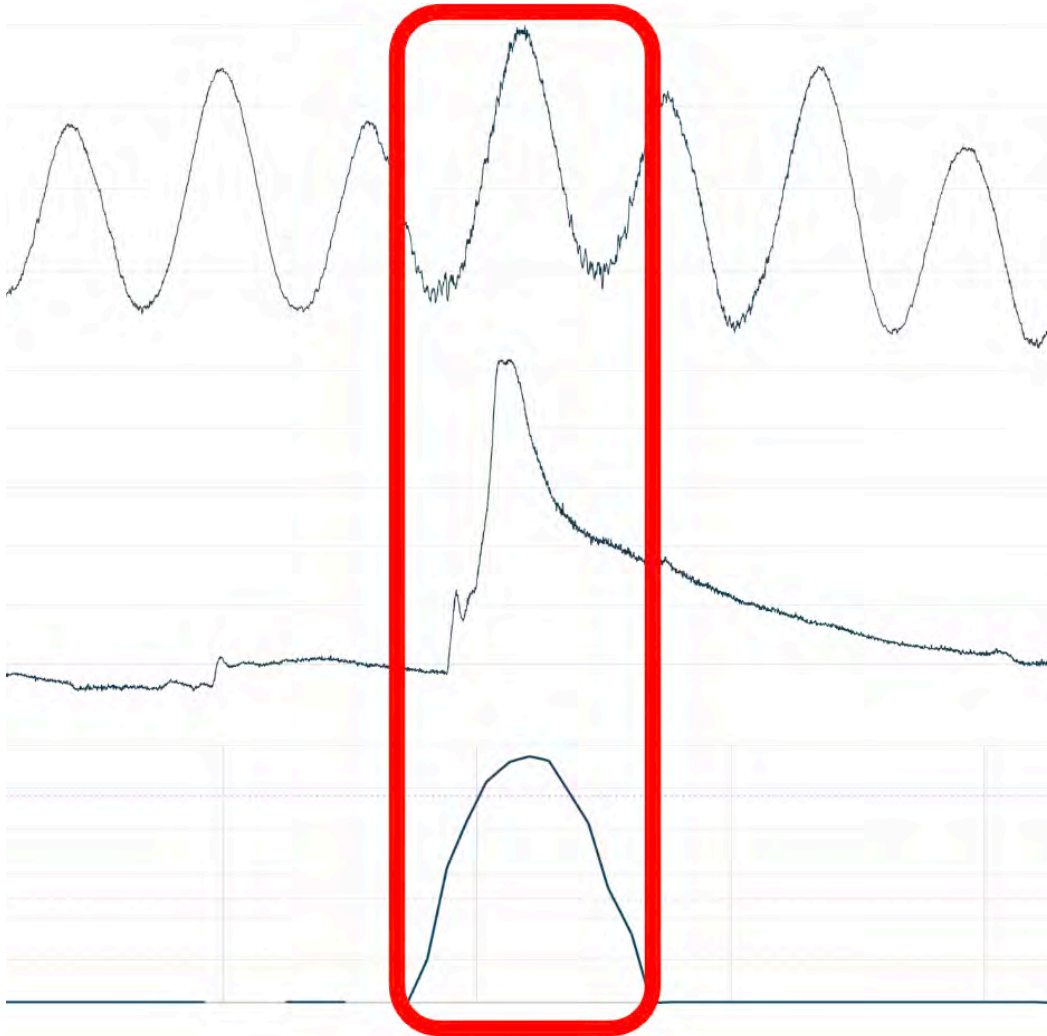
### **Elements of LICENSE AGREEMENT to consider:**

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.

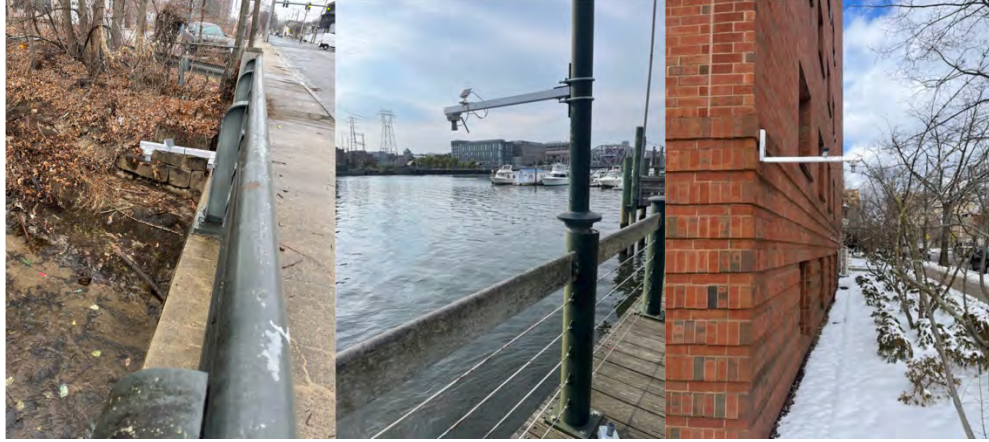


Figure 2: Example sensor installations for monitoring river (left), coastal (middle), and overland (right) flood risks.

### 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.

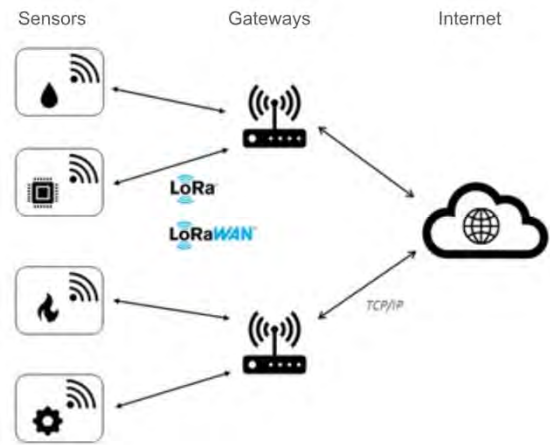


Figure 3: Example of gateway setups with hardwired power and internet (left), hardwired power and cellular internet (middle), solar power and cellular internet (right).

- 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 andf 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.

# Agenda Item

6)h-

Public Relations, Advertising &  
Marketing Services Request for  
Qualifications (RFQ)

For Discussion