



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Revised July 20, 2026 4:20 PM

Posted July 17, 2026 9:50 AM

STEAMSHIP AUTHORITY

Tuesday, July 21, 2026 – 10:00 AM

**Oak Bluffs Town Hall
56 School Street
Oak Bluffs, MA 02557**

NOTE: This meeting will be open to the public; additionally, the public may participate virtually in the meeting, including offering 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 June 16, 2026, Meeting in Public Session

Item No. 2. Port Council's Report on Their July 7, 2026, Meeting

Item No. 3. Treasurer/Comptroller's Report

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

- a) Results of operations – May 2026 Business Summary**

Item No. 4. General Manager's Report

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

- a) Marine Operations updates**

Our mission is to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

228 Palmer Avenue
Falmouth, MA 02540
(508) 548-5011

-
- b) Engineering and Maintenance project updates
 - c) Woods Hole Terminal Reconstruction Project status
 - d) Reservation System Replacement Project status and proposed temporary suspension of the Authority's Gift Card Program
 - e) "Pause for Paws" pet safety campaign

Item No. 5. Old/New Business

- a) Proposed license agreement for a freight transportation service between New Bedford and Nantucket with Offshore Tug & Transportation
- b) Confirm meeting schedule for Capital Projects Committee and Governance Committee
- c) Update on early morning freight truck arrival monitoring at Woods Hole Terminal
- d) Receipt of Section 15A petition objecting to 'daily 5:30 AM freight trucks' scheduled on the Martha's Vineyard route and the subsequent July 9, 2026, hearing
- e) Update on nonunion employee cost-of-living data
- f) Usage of RD99 fuel on the M/V Island Home
- g) Request to approve new Manager of Workforce Training & Development position
- h) General manager review

Item No. 6. Public Comment

MEETING IN EXECUTIVE SESSION TO FOLLOW (See Next Page)

**STEAMSHIP AUTHORITY
Tuesday, July 21, 2026 – 10:00 AM**

**Oak Bluffs Town Hall
56 School Street
Oak Bluffs, MA 02557**

EXECUTIVE SESSION MEETING AGENDA

Item No. 1. Minutes

- a) Approval of the Minutes of the June 16, 2026, Meeting in Executive Session

Item No. 2. Litigation

- a) Eben Elias et al. vs. Woods Hole, Martha's Vineyard and Nantucket Steamship Authority;
Civil Action No. 2572CV00492

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

Item No. 4. Contract Negotiations with Non-Union Personnel

- a) The Authority's Employment Contract with its General Manager, Alex Kryska

MEETING IN PUBLIC SESSION TO FOLLOW (See Next Page)

STEAMSHIP AUTHORITY

Tuesday, July 21, 2026 – 10:00 AM

**Oak Bluffs Town Hall
56 School Street
Oak Bluffs, MA 02557**

PUBLIC SESSION MEETING AGENDA – continued

Item No. 7. The Authority's Employment Contract with its General Manager, Alex Kryska

Business Summary May 2026

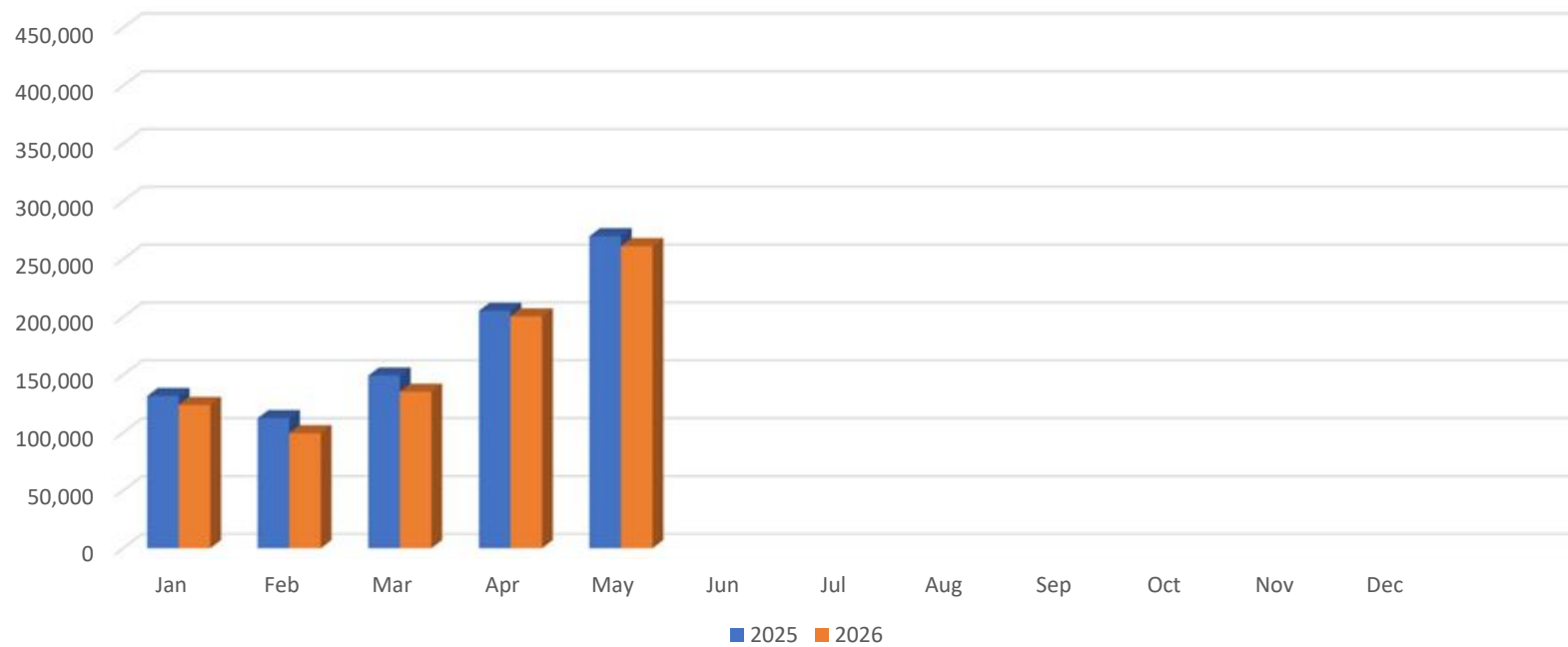
WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP
AUTHORITY

Board Meeting – July 21, 2026

Passengers Carried – May 2026 vs. 2025

		Monthly Variance	Montly % Difference			YTD Variance	YTD % Difference
Martha's Vineyard Route	▼	-4,839	-2.2%		▼	-45,888	-6.3%
Nantucket Regular Ferry	▲	1,277	6.0%		▲	2,439	3.1%
Nantucket Fast Ferry	▼	-5,113	-16.1%		▼	-4,833	-8.1%
Nantucket Route Subtotal	▼	-3,836	-7.2%		▼	-2,394	-1.7%
Total Passengers	▼	-8,675	-3.2%		▼	-48,282	-5.6%

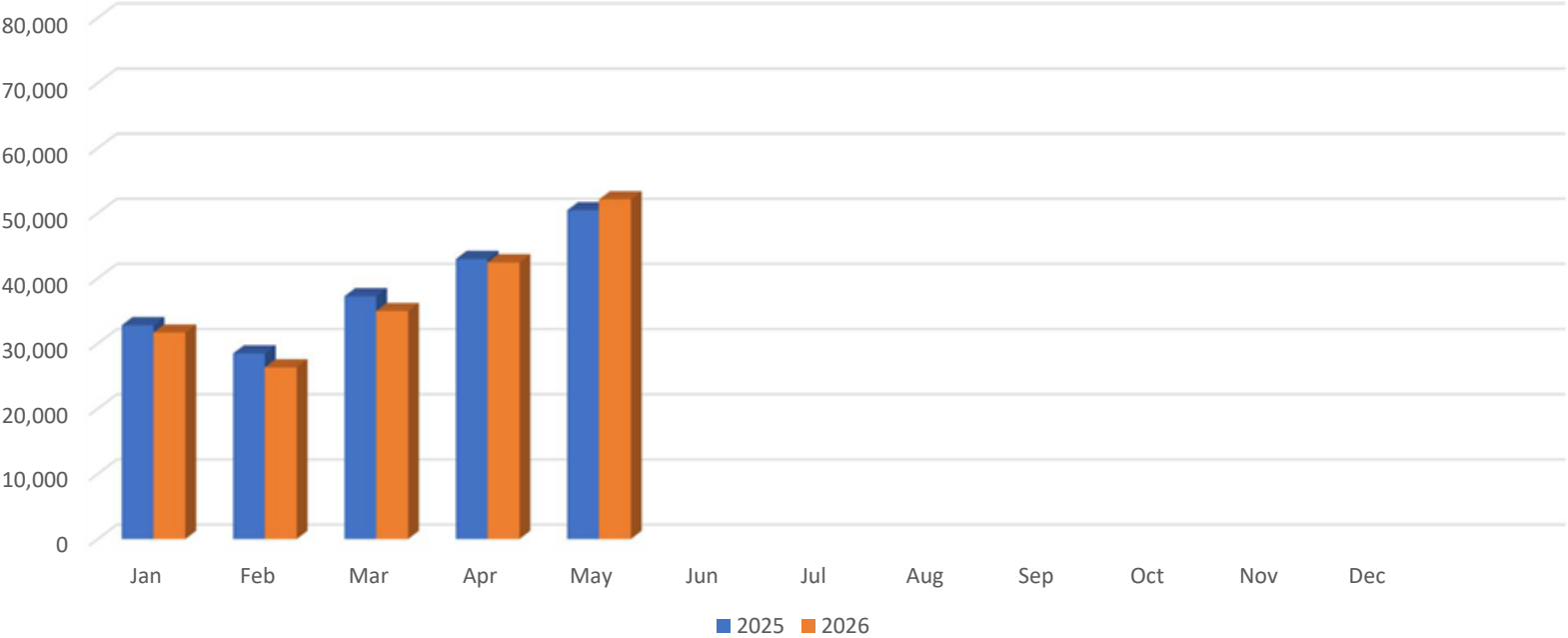
Passengers Carried 2025 - 2026



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

		Monthly Variance vs. 2025	Monthly % Difference vs. 2025			YTD Variance vs. 2025	YTD % Difference vs. 2025
Martha's Vineyard Route							
Standard Fare Autos	▲	515	2.6%		▼	-2,837	-5.0%
Standard Fare Trucks	▼	-25	-0.6%		▼	-1,128	-6.4%
Excursion Fare Autos	▲	510	3.5%		▼	-911	-1.3%
Excursion Fare Trucks	▼	-52	-1.2%		▼	-882	-4.3%
Total – Martha's Vineyard	▲	948	2.2%		▼	-5,758	-3.5%
Nantucket Route							
Standard Fare Autos	▲	217	5.7%		▲	286	3.1%
Standard Fare Trucks	▲	113	10.5%		▲	298	6.7%
Excursion Fare Autos	▲	219	11.2%		▲	539	5.3%
Excursion Fare Trucks	▲	161	16.2%		▲	224	4.5%
Total – Nantucket	▲	710	9.1%		▲	1,347	4.7%
Total Vehicles Less Than 20'	▲	1,658	3.3%		▼	-4,411	-2.3%

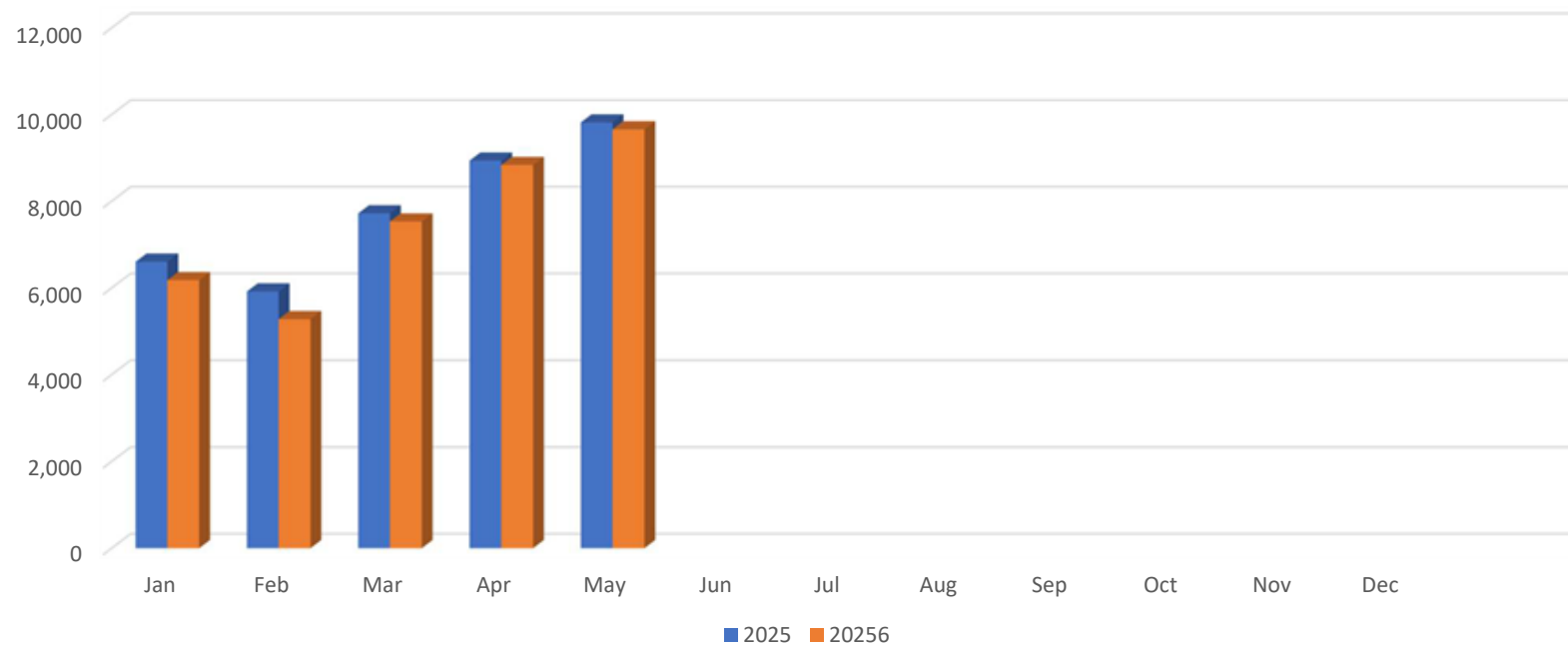
Vehicles Less than 20 Feet Carried 2025 - 2026

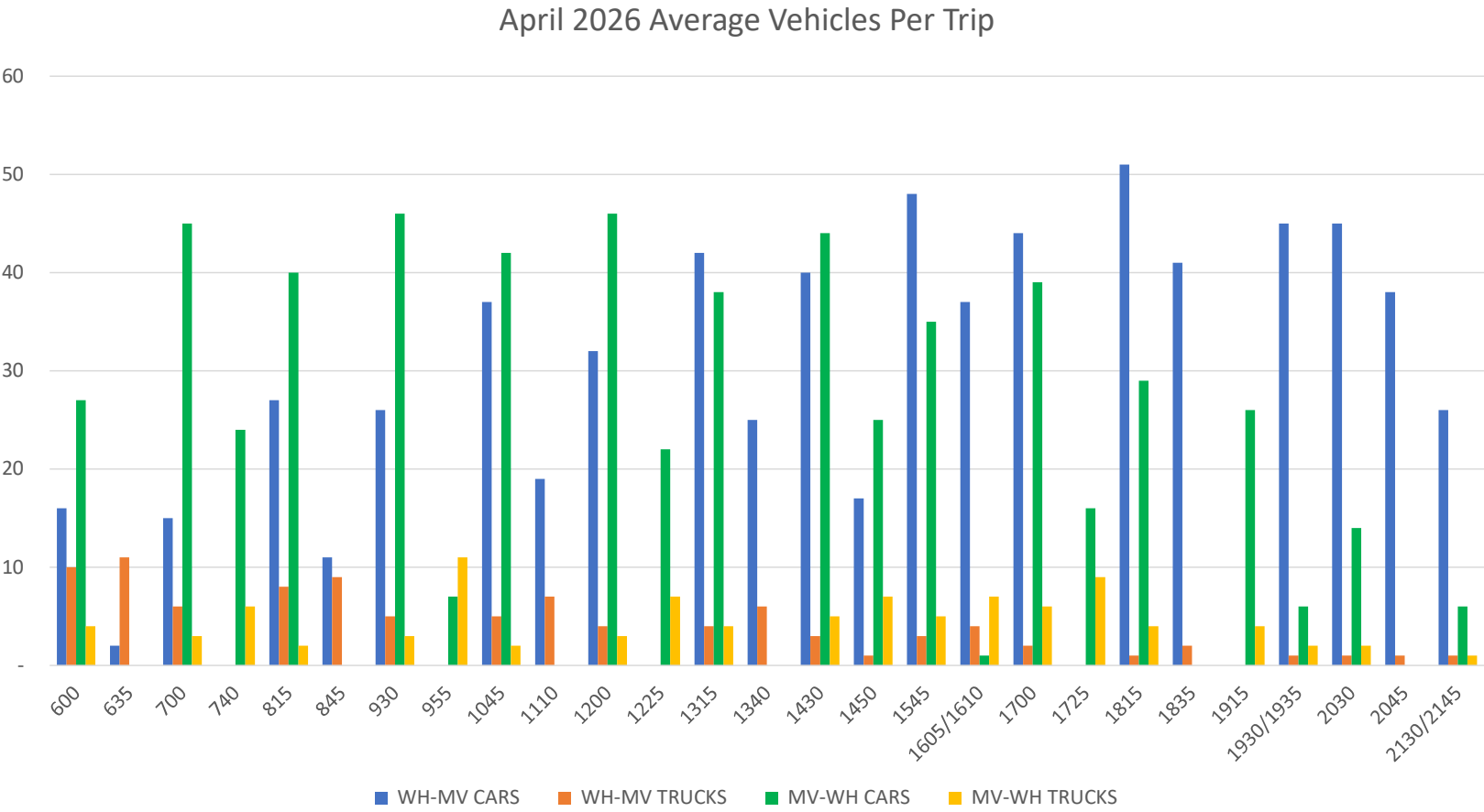


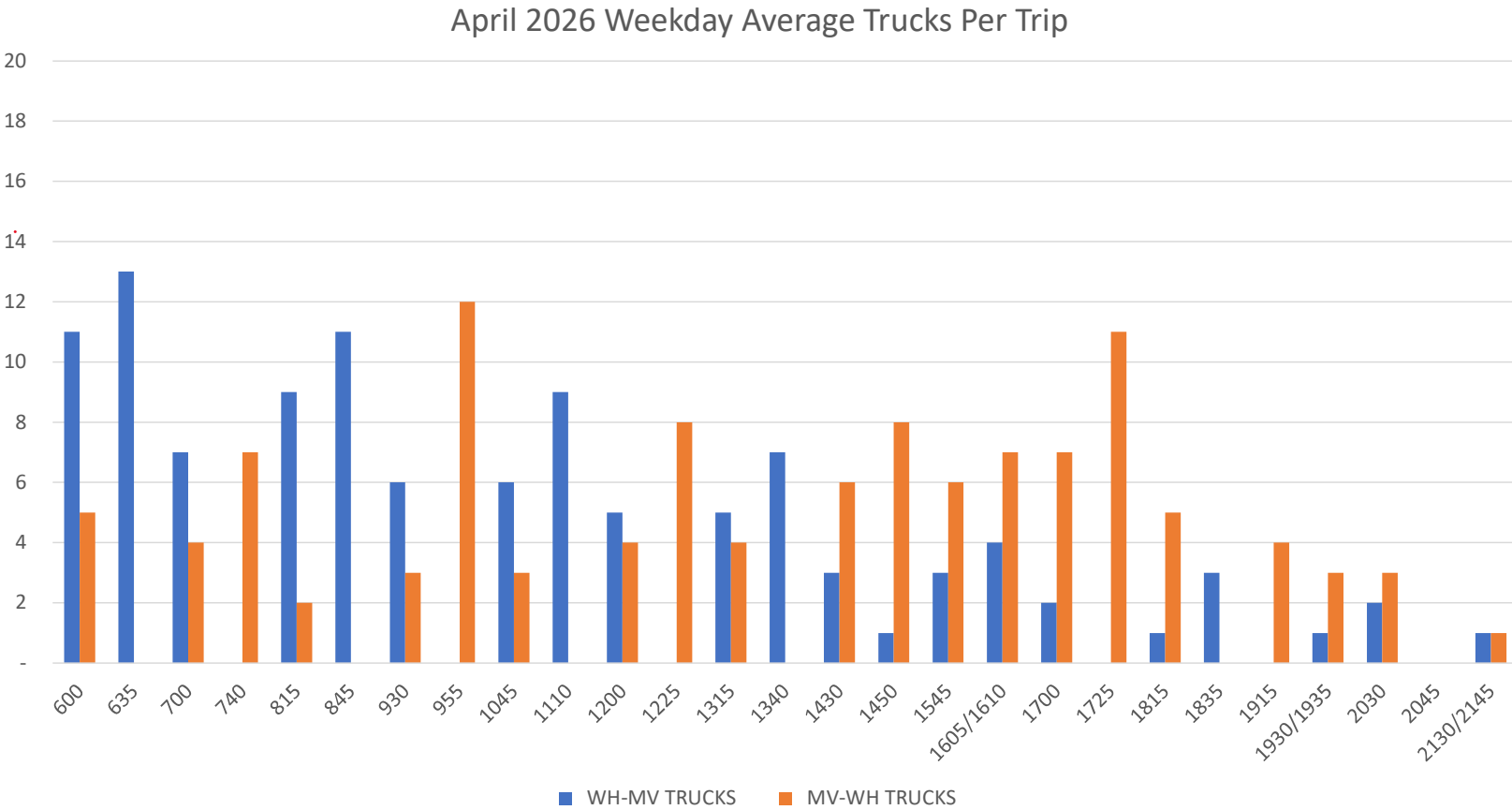
Freight Trucks (Trucks 20 ft and over) Carried May 2026 vs. 2025

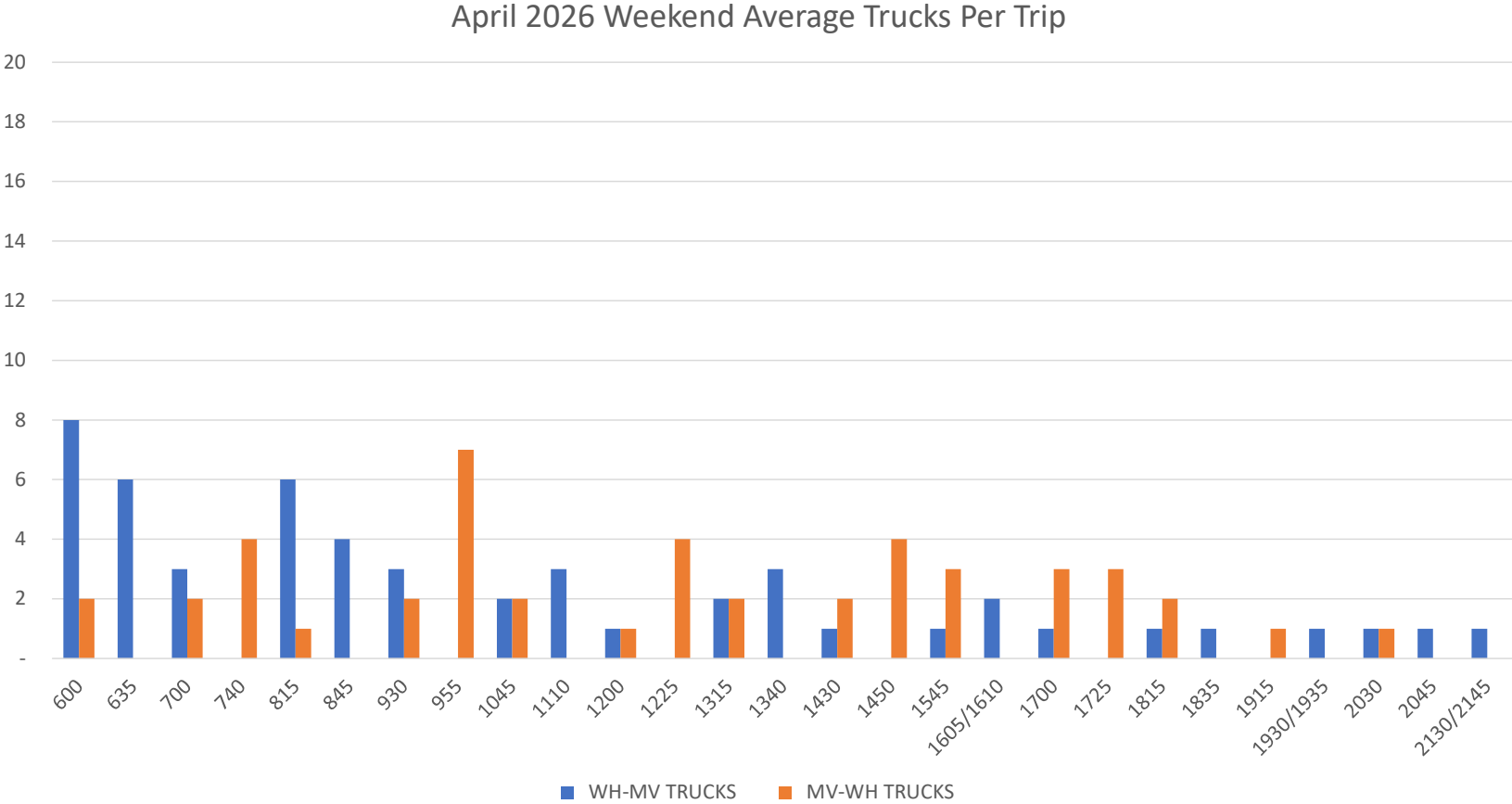
		Monthly Variance vs. 2025	Monthly % Difference vs. 2025			YTD Variance vs. 2025	YTD % Difference vs. 2025
Martha's Vineyard Route	▼	-62	-1.0%		▼	-1,405	-5.8%
Nantucket Route	▼	-97	-2.5%		▼	-107	-0.7%
Total Trucks	▼	-159	-1.6%		▼	-1,512	-3.9%

Trucks (20 Feet & Over) Carried 2025 - 2026





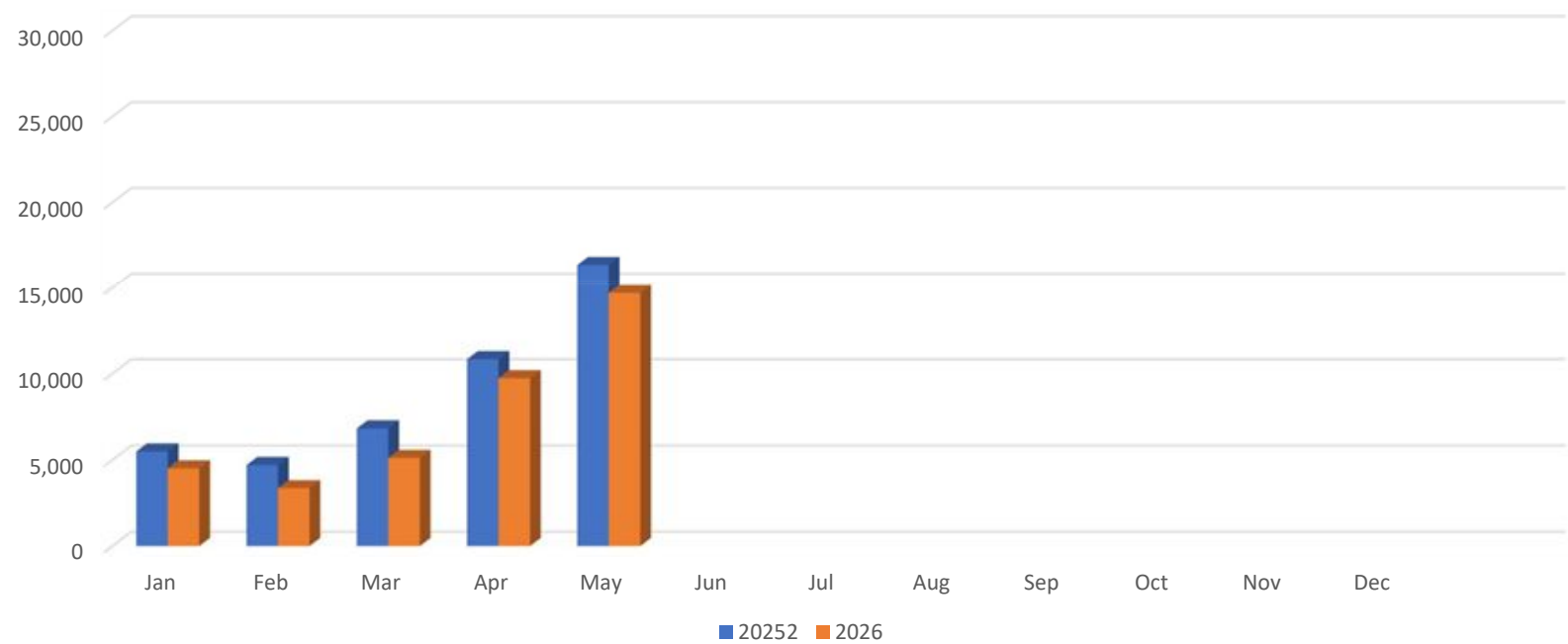




Cars Parked – May 2026 vs. 2025

		Monthly Variance vs. 2025	Monthly % Difference vs. 2025			Y-T-D Variance vs. 2025	Y-T-D % Difference vs. 2025
Martha's Vineyard Route	▼	-1,168	-9.0%		▼	-6,144	-16.5%
Nantucket Route	▼	-502	-15.0%		▼	-672	-9.7%
Total Cars Parked	▼	-1,670	-10.2%		▼	-6,816	-15.4%

Cars Parked 2025 - 2026



Trip Summary Report – May 2026

	Scheduled		Cancelled for						
MV Route	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
May	1,518	10	6	22	51	0	0	0	1,449
YTD	6,354	16	18	175	354	0	5	6	5,824
YTD %			0.28%	2.75%	5.56%	0.00%	0.08%		
NT Route	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
May	834	0	34	10	2	0	0	2	790
YTD	2,662	4	42	59	34	0	2	25	2,554
YTD %			1.58%	2.21%	1.28%	0.00%	0.08%		
Total	Budgeted	Available	Mechanical	Weather	Traffic	Schedule	Crew	Unscheduled	Total
May	2,352	10	40	32	53	0	0	2	2,239
YTD	9,016	20	60	234	388	0	7	31	8,378
YTD %			0.66%	2.59%	4.29%	0.00%	0.08%		
2025			0.38%	2.24%	2.86%	0.42%	0.07%		
2026 Oak Bluffs Trip Diversions - YTD 34									
2025 Oak Bluffs Trip Diversions - YTD 34									

Financial Snapshot

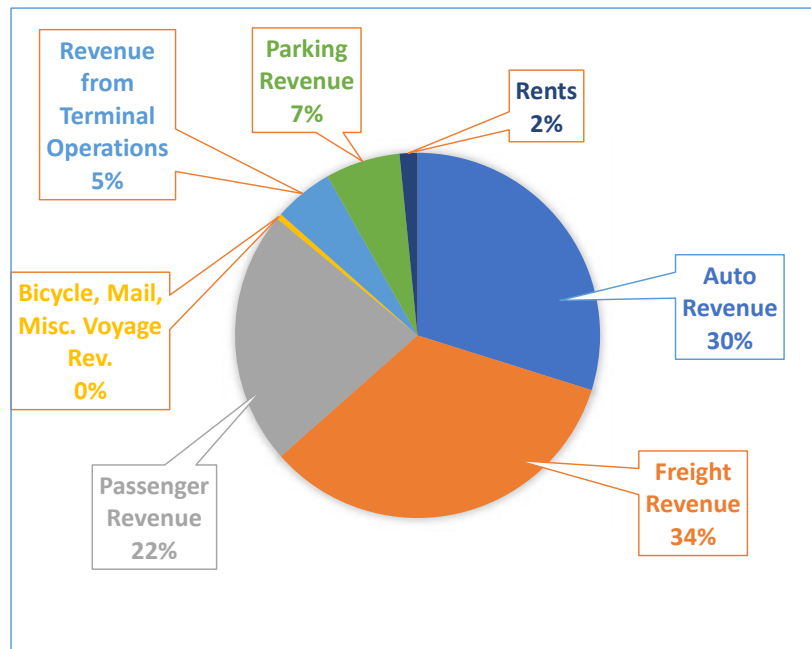
	May	2026 Actual vs. Budget			YTD	2026 Actual vs. Budget	
Revenues & Income							
Operating Revenues	\$15,107,344	-\$342,749	▼		\$44,779,222	-\$1,144,688	▼
Other Income	1,311,954	516,570	▲		4,905,345	-668,033	▼
Total Revenue	16,419,298	173,821	▲		49,684,567	-1,812,721	▼
Expenses & Deductions							
Operating Expenses	12,684,392	-275,789	▼		62,012,417	-2,222,772	▼
Income Deductions	169,796	-27,406	▼		1,022,188	14,838	▲
Total Expenses	\$12,854,188	-\$303,195	▼		\$63,034,605	-\$2,207,934	▼
Net Operating Income/Loss							
	\$3,565,110	\$477,016	▲		-\$13,350,038	\$395,213	▲

Operating Revenues – May 2026 vs. Budget

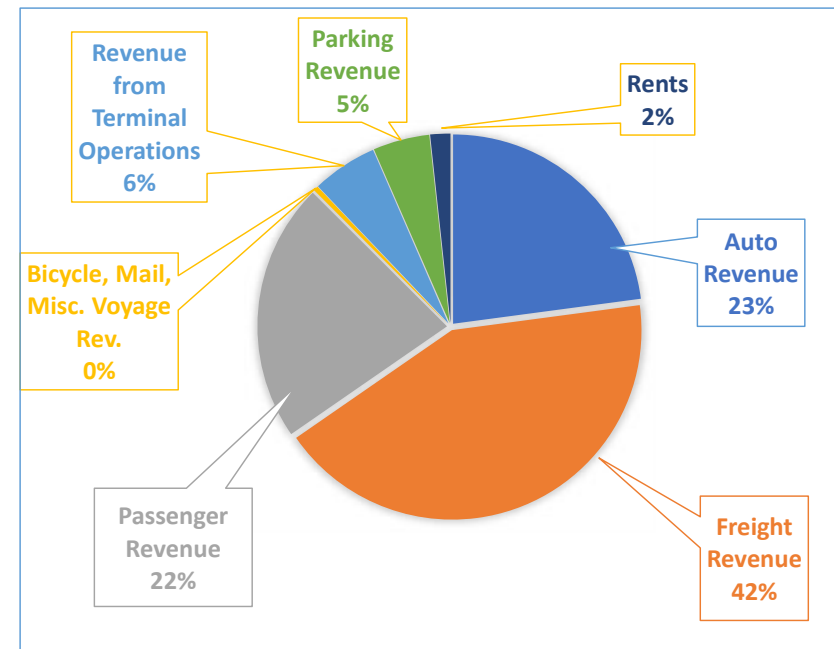
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget			YTD Variance vs. Budget	YTD % Difference vs. Budget
Waterline Revenues							
Automobile Revenue	▼	-\$210,394	-4.5%		▼	-\$495,947	-4.6%
Freight Revenue	▼	-67,194	-1.3%		▼	-411,668	-2.1%
Passenger Revenue	▼	-300,706	-8.1%		▼	-893,875	-8.3%
Misc. Voyage Revenue	▼	-1,231	-1.6%		▼	-15,107	-7.5%
Term. Oper. Revenue	▲	217,263	37.6%		▲	566,248	29.4%
Parking Revenue	▼	-50,334	-4.8%		▼	-80,781	-3.6%
Rent Revenue	▲	69,847	41.4%		▲	186,442	31.9%
Total Operating Revenue	▼	-\$342,749	-2.2%		▼	-\$1,144,688	-2.5%
Total Other Income	▲	\$516,570	64.9%		▼	-\$668,033	-12.0%
Total Operating & Other	▲	\$173,821	1.1%		▼	-\$1,812,721	-3.5%

Operating Revenues - 2026

May



January – May

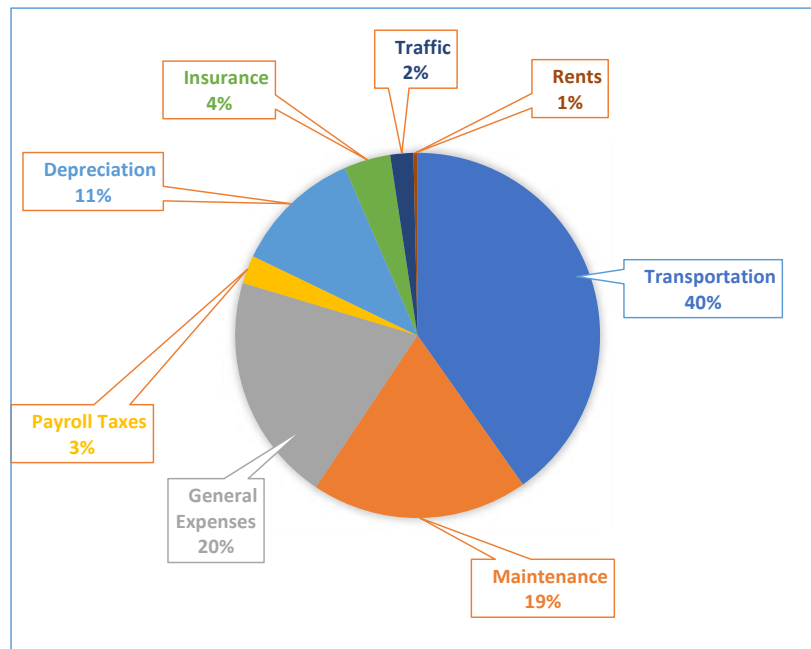


Operating Expenses – May 2026 vs. Budget

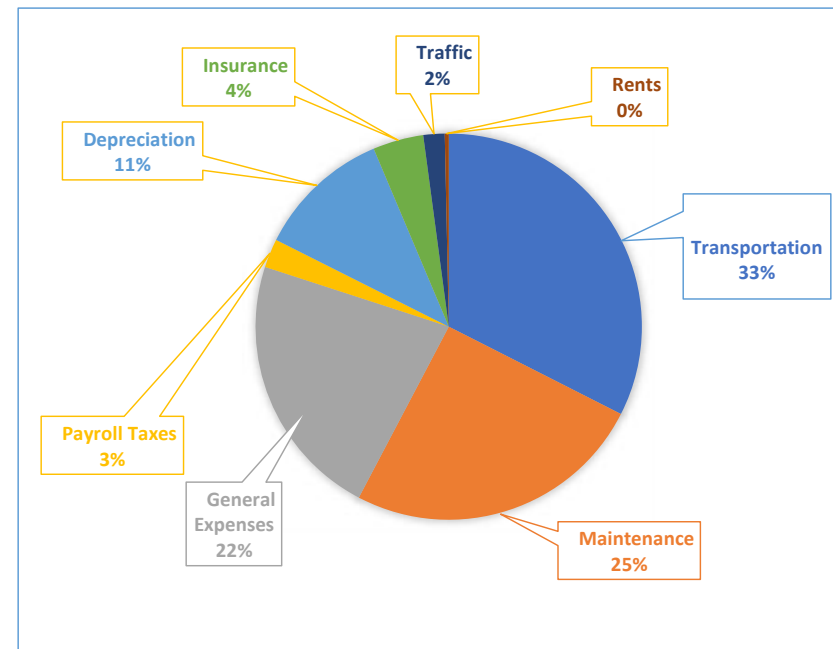
		Monthly Variance vs. Budget	Monthly % Difference vs. Budget			YTD Variance vs. Budget	YTD % Difference vs. Budget
Operating Expenses							
Maintenance	▲	\$336,337	16.0%		▼	-\$889,854	-5.4%
Depreciation & Amortization	▼	-67,513	-4.5%		▼	-434,440	-5.9%
Vessel Operations	▲	110,044	3.3%		▼	-48,141	-0.4%
Terminal Operations	▲	116,359	7.8%		▲	791,634	12.8%
Traffic Expense	▼	-169,843	-39.6%		▼	-204,449	-15.6%
General Expense	▼	-576,890	-18.3%		▼	-1,307,228	-8.6%
Insurance	▲	10,486	2.1%		▲	76,498	3.0%
Rents Expense	▼	-562	-1.2%		▼	-114,499	-35.8%
Payroll Taxes	▼	-24,373	-7.1%		▼	-82,456	-5.2%
Total Operating Expenses	▼	-\$275,789	-2.1%		▼	-\$2,222,772	-3.5%
Total Other Expenses	▼	-\$27,406	-13.9%		▲	\$14,838	1.5%
Total Operating & Other	▼	-\$303,195	-2.3%		▼	-\$2,207,934	-3.4%

Operating Expenses - 2026

May



January – May



Cash Status Summary

	May 31, 2026	
	Balance	Variance
Operations Funds	\$27,392,441	- \$2,916,689
SPECIAL PURPOSE FUNDS		
Sinking Fund	\$16,598,424	- \$244,296
Replacement Fund	\$7,974,782	\$5,312,632
Reserve Fund	\$4,722,984	\$525,884
Bond Redemption Fund	\$200,531	- \$12,019
Capital Improvement Fund	\$1,250,055	\$1,116,405

2026 vs 2025 Advanced Bookings - Deckspace

	Martha's Vineyard Route				Nantucket Route		
	2025	2026	% Change		2025	2026	% Change
July	66,934	68,073	1.7%		21,643	22,506	4.0%
August	60,310	60,543	0.4%		20,372	21,181	4.0%
September	29,773	31,800	6.8%		14,933	15,006	0.5%
October 1-15	10,711	10,952	2.3%		6,070	6,110	0.7%
Total	167,728	171,368	2.2%		63,018	64,803	2.8%

Traffic Statistics as of 6/30/25 and 6/30/26

2026 vs 2025 Advanced Bookings - Reservations

	Martha's Vineyard Route				Nantucket Route		
	2025	2026	% Change		2025	2026	% Change
July	52,170	52,711	1.0%		11,969	12,296	2.7%
August	46,277	46,135	- 0.3%		11,279	11,792	4.5%
September	17,790	19,169	7.8%		7,469	7,298	-2.3%
October 1-15	5,080	5,194	2.2%		2,555	2,478	-3.0%
Total	121,317	123,209	1.6%		33,272	33,864	1.8%

Traffic Statistics as of 6/30/25 and 6/30/26

Passengers Carried – June 2026 vs. 2025

		Monthly Variance	Montly % Difference			YTD Variance	YTD % Difference
Martha's Vineyard Route	▼	-9,489	-3.5%		▼	-55,375	-5.5%
Nantucket Regular Ferry	▲	1,473	6.2%		▲	3,912	3.8%
Nantucket Fast Ferry	▲	2,033	5.7%		▼	-2,800	-2.9%
Nantucket Route Subtotal	▲	3,506	5.9%		▲	1,112	0.6%
Total Passengers	▼	-5,983	-1.8%		▼	-54,263	-4.5%

Vehicles Carried – June 2026 vs. 2025

		Monthly Variance vs. 2026	Monthly % Difference vs. 2026			YTD Variance vs. 2026	YTD % Difference vs. 2026
Martha's Vineyard Route							
Standard Fare Autos	▼	-1,186	-4.0%		▼	-4,023	-4.7%
Standard Fare Trucks	▼	-112	-2.6%		▼	-1,240	-5.6%
Excursion Fare Autos	▲	443	3.6%		▼	-468	-0.6%
Excursion Fare Trucks	▲	89	2.6%		▼	-793	-3.3%
20 Feet & Over Trucks	▲	204	3.3%		▼	-1,201	-3.9%
Total – Martha's Vineyard	▼	-562	-1.0%		▼	-7,725	-3.2%
Nantucket Route							
Standard Fare Autos	▲	108	2.0%		▲	394	2.7%
Standard Fare Trucks	▼	-16	-1.7%		▲	282	5.2%
Excursion Fare Autos	▲	196	15.2%		▲	735	6.4%
Excursion Fare Trucks	▲	111	16.7%		▲	335	6.0%
20 Feet & Over Trucks	▲	160	4.1%		▲	53	0.3%
Total – Nantucket	▲	559	4.6%		▲	1,799	3.2%
Total Vehicles	▼	-3	0.0%		▼	-5,926	-2.0%

Crew Retention and Succession Planning

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

July 21, 2026

Vessel Workforce Stability

Current Vessel Workforce: 275
Employees

Period Reviewed: July 1, 2025 – July 1,
2026

Metric	Number
Total Vessel Employees	275
Separated Employees	9
Attrition Rate	3.3%

Key Takeaways:

- Only 9 vessel employees separated during the past year
- Current vessel attrition rate is approximately **3.3%**, significantly lower than many transportation and maritime industry averages
- Indicates strong employee retention and workforce stability

Retirement Wave & Workforce Planning

Anticipating Leadership Turnover

2022-2023 Retirements:

- 10 Captains Retired
- 5 Pilots Retired

Total Senior Officer Retirements: 15

Strategic Response

In 2017, the Steamship Authority launched the AB-to-Mate Development Program after identifying future retirement risks among senior vessel officers.

The program was designed to:

- Develop internal talent
- Create a succession pipeline
- Preserve institutional knowledge

Results of Succession Planning

Pilot Development Success:

Since 2023-

Pilot Source	Number
Internal Promotions	10
External Hires with Captain/Mates License	7
Total New Pilots	17

Outcomes:

- Successfully replaced retiring senior officers
- Majority of new pilots developed from within the organization
- Demonstrates effectiveness of long-term workforce planning
- Maintains operational knowledge and company culture

Investing in Our Unlicensed Workforce

Building Tomorrow's Workforce Through Internal Development

Career Path:	Employees Trained:	Now Working As:
Ordinary Seafarer ➡ Able Seafarer	51	51 Able Seafarers
Wiper ➡ Q.M.E.D.	16	16 Q.M.E.D.

Why It Matters:

- **67 employees** advanced through company-sponsored training since 2023
- Every participant is now serving in their upgraded position
- Reduces reliance on outside hiring
- Builds a stronger internal career pipeline
- Preserves institutional knowledge while creating opportunities for advancement

Looking Forward

Continuing to Build the Pipeline

Focus Areas:

- Expand internal career development opportunities
- Continue AB-to-Mate advancement programs
- Explore maritime academy internship partnerships
- Recruit and retain future vessel officers



Conclusion:

Low Attrition + Successful Succession Planning = Strong Operational Readiness for the Future

Engineering and Maintenance Projects Updates

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP
AUTHORITY

PORT COUNCIL MEETING JULY 21ST, 2026

MV Barnstable 2026 Dry Dock at Thames River Shipyard June 10th – July 15th



07/21/2026

Item number	Shipyard #	Sub Item Number	Item Description	Commence Date	% Complete
001			Dry Docking & Undocking	6/24/2026	50%
002	A		Hull & Internal - Inspection & Repair	6/10/2026	70%
002	B		UT Survey (1500 UT Shots) Add'l UT Shots:	7/1/2026	80%
003	A		Hull - Clean, Prepare, Paint	6/24/2026	50%
003	B		Hull - Replace Anodes (110 Anodes)	6/24/2026	50%
003	C		Commercial Blasting & Coating Application	6/24/2026	50%
004			Temporary Services incl Bilge Slops	6/10/2026	60%
005			Sea Valve Cleaning & Overhaul	6/24/2026	75%
006	A		Shafts, Bearings, Seals & Couplings Inspections	6/29/2026	65%
006	B		Shafts - Removals, Transport, Repair & Re-Install	6/29/2026	50%
006	C		Shaft Couplings - Disassemble, Inspect, Rebuild & Other Services	6/29/2026	65%
006	D		Shaft Rubber Cutless Bearings, Removal & Re-Installation	6/29/2026	65%
006			006E - Shaft Seal - Inspect, Disassemble	6/29/2026	50%
006	E		Shast Seal- Inspect, Dissasemble	6/29/2026	50%
007			Propellers	6/29/2026	50%
008	B		008B - Rudders Bearing Replacement	6/29/2026	50%
008			008C - Rudders Removal and Replacement	6/29/2026	70%
008	C		Rudder Removal and Replacement	6/30/2026	50%
011			Technical Data and Reports		50%
015			015 - Seachest Vent Modifications	7/3/2026	80%
015			Seachest Vent Modifications	7/3/2026	80%
016			Skeg Extension	6/30/2026	80%
017			Neptune 2 Installation	7/6/2026	75%

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

2

MV Barnstable 2026 Dry Dock Financial Snapshot



07/21/2026

Contract Item Number	Item Description		Cost
001	Dry Docking & Undocking		\$ 90,960.00
002A 002B	Hull and Internals: Inspection & Repair, Survey		\$ 24,800.00
003A, 003B, 003C	Hull: Clean, Prepare, Paint, Anodes, Commercial Blast		\$ 265,432.00
004A, 004B	Temporary Services, Slop Removals		\$ 37,700.00
005	Sea Valve Cleaning and Overhaul		\$ 34,801.91
006A, 006B, 006C, 006D, 006E	Shafts, Bearings & Couplings, Shaft Removals and Inspections		\$ 242,848.08
007	Port and Starboard Propeller Blade Removal, Inspections, Repairs, and Reinstall		\$ 85,202.72
008A, 008B, 008C	Rudder Inspections, Bearing Replacements		\$ 104,014.98
011	Hull Plate Replacement & Repairs		\$ -
012	Bow Thruster Inspection & Service		\$ 432,830.00
015	#3 SSG Engine & Alternator Overhaul		\$ 12,678.00
016	Two Pilot House Overhead Tile Replacement		\$ 131,608.00
017 01	Deck Port Side Deck Covering Replacement		\$ 221,545.45
***	Vessel Transportation Cost	\$ (22,000.00)	\$ 22,000
	Contract Total		\$ 1,706,421
Change Orders			
001	Crop and replace damaged STB bow hull plate = 10'x4' and 3 damaged frames.	\$ 26,020.00	
002	Prep, clean, prime, apply mastic system, and hull coatings to (4) ICCP anodes	\$ 12,634.82	
003	Crop and replace port side shell plate. Crop and renew damaged WT BHD.	\$ 8,361.00	
005	Clean sewage tank for USCG inspection.	\$ 11,500.00	
006	Replace 2" union on tank top	\$ 8,220	
	Total Change Orders & Credits	\$ 44,735.82	
	Grand Total	\$ 1,751,156.96	

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

3

Upcoming Projects



07/21/2026

M/V Sankaty Dry Dock Spec is on the street.

- Bids open August 6th.

M/V Woods Hole and M/V Iyanough Specs are under development and review.

Fairhaven Transfer Bridge Replacement Project Specs are under development and review.

WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

4



Board Meeting July 2026

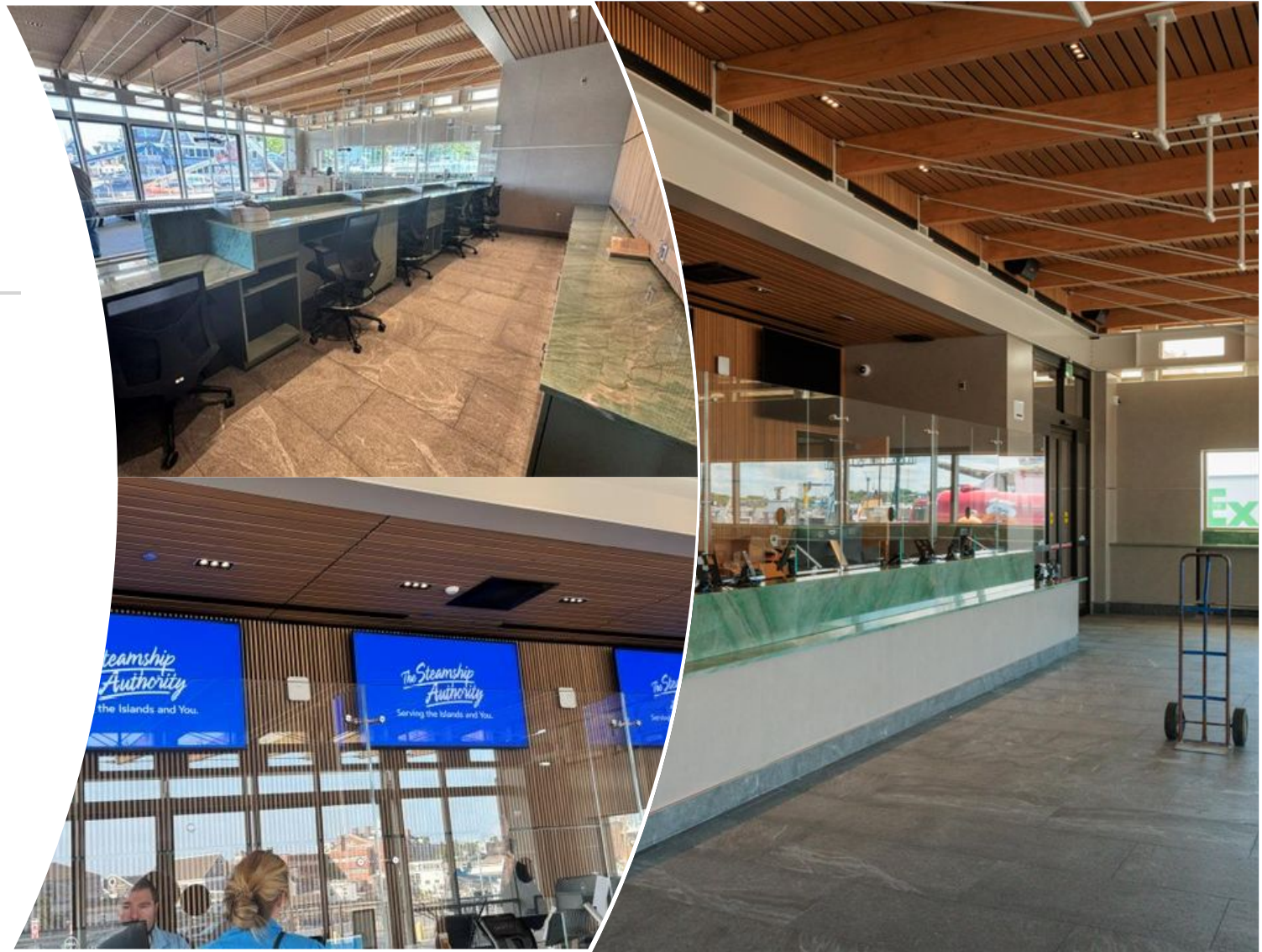
Photos: June 15, 2026,

Presented by: Raeleen Bandini, SRC Project Manager 07/02/2026



Woods Hole Terminal Building

Ticket Counter



Waiting area seating



Offices and Breakroom



Women's Restrooms



Men's Restrooms

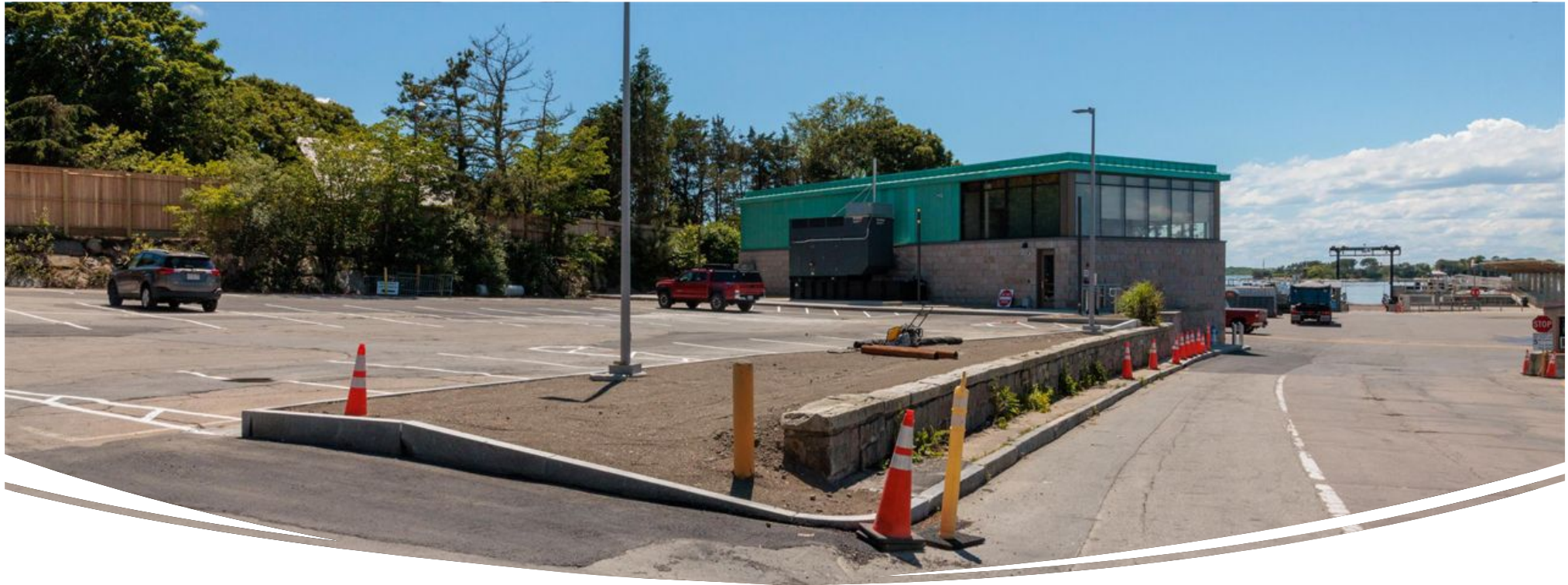


East and West vestibules



Terminal Building
Exterior





Woods Hole Utility Building

Employee breakroom,
Multipurpose Room and
hallway to Locker Room
and Multipurpose Room.



Utility Building Locker Room
equipped with Men's &
Women's full bath.



Utility Building common areas
first and second floor.



Utility Building work area
and storage rooms for
Lost and found, waste oil
and concession.



Utility Building Exterior



CAPITAL EXPENDITURE STATUS REPORT
as of July 17, 2026

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

	<u>Budget</u>	<u>Payments Made to Date</u>	<u>Outstanding Commitments and Allowances</u>	<u>Current Estimate</u>	<u>Change from Budget</u>
<u>Design & Engineering</u>					
Original Contract (BIA Studio) 2024	970,085	951,142	18,943	970,085	-
Original Contract (BIA Studio) 2025	940,935	1,094,890	(0)	1,094,890	153,955
Original Contract (BIA Studio) 2026	624,333	603,850	20,483	624,333	-
<u>Design & Engineering - Const Admin</u>	<u>2,535,353</u>	<u>2,649,882</u>	<u>39,426</u>	<u>2,689,308</u>	<u>153,955</u>
<u>General Construction</u>					
Original Contract - Colantonio Inc.	32,134,531	30,467,373	1,667,158	32,134,531	-
Change Orders	-	2,219,471	-	2,219,471	2,219,471
<u>General Construction</u>	<u>32,134,531</u>	<u>32,686,844</u>	<u>1,667,158</u>	<u>34,354,002</u>	<u>2,219,471</u>
<u>Owner Supplied Materials</u>					
Original Contract	-	602,617	-	602,617	602,617
<u>Owner Supplied Materials</u>	<u>-</u>	<u>602,617</u>	<u>-</u>	<u>602,617</u>	<u>602,617</u>
<u>Project Management</u>					
Original Contract - 2024	176,176			49,664	(126,512)
SSA Personnel		21,784			
Outside Vendor		27,880			
Original Contract - 2025	193,794			388,393	194,599
SSA Personnel		-			
Outside Vendor		388,393			
Original Contract - 2026	213,304		16,544	213,304	-
SSA Personnel		-			
Outside Vendor		196,760			
<u>Project Management - 3 Years</u>	<u>583,274</u>	<u>634,817</u>	<u>16,544</u>	<u>651,361</u>	<u>68,087</u>
<u>Allowance for Contingencies</u>					
Design & Eng	25% 634,000			-	(634,000)
Gen Construction	10% 3,215,000			-	(3,215,000)
OFE	10% -			-	-
SSA Personnel	10% 58,500			-	(58,500)
<u>Allowance for Contingencies</u>	<u>3,907,500</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(3,907,500)</u>
<u>Total Amount</u>	<u>39,160,658</u>	<u>36,574,161</u>	<u>1,723,128</u>	<u>38,297,288</u>	<u>(863,370)</u>



End of report: Drone photo 6/15/2026



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Suite 1400
Springfield, MA 01103
T: 413-726.2100
F: 413-732.1249
www.gza.com

July 9, 2026

Lian Davis, AIA, LEED AP, BD+C
BIA Studio
88 Broad Street
Boston, Massachusetts 02110

RE: Railroad Ave and Luscombe Ave Curb Cut

Dear Mr. Davis:

In support of SSA's effort to obtain approval of the proposed curb cuts along Luscombe Avenue and Railroad Avenue from the Town of Falmouth for the Ferry Terminal Reconstruction Project, GZA prepared plans which were submitted to the Town of Falmouth on May 15, 2026. Subsequently, GZA, BIA and SSA met with the Town of Falmouth (Director of Public Works and Town Engineer), on June 19, 2026, to review the plans.

Based on discussions with the Town during the meeting, the following revisions have been made to the previously submitted Curb Cut plans:

- Driveway egress at the proposed connection to the corner of Railroad and Luscombe Avenue was reduced from 18'-5" to 16'-0";
- The crosswalk at the driveway egress was shifted to be fully within the SSA property and outside of the Town's right-of-way;
- The crosswalk was changed from a standard at-grade, striped walk to be a raised crosswalk with driveway apron returning to grade within Town right-of-way;
- A second stop sign was added at the driveway egress;
- The proposed limit of pavement replacement on Luscombe Ave and Railroad Ave was added to the plans;
- Additional pavement striping/markings are shown at intersection of Luscombe Ave and Railroad Ave to help better define the traveled way and direct traffic flow. We assume final design and layout of proposed pavement markings in the right of way will be coordinated with the Town;
- Expand island at western end of planter with mountable granite curbing for emergency vehicle egress;
- Addition of details for the proposed double catch basin and double catch basin frame and grate;
- Minor grading tweaks are associated with the implementation of the raised crosswalk.

We would be happy to discuss the revisions to the plans and answer any questions the Town may have after reviewing the plans.

Very truly yours,
GZA GEOENVIRONMENTAL, INC.


Nathaniel L. Russell, P.E.
Associate Principal


Mark J. Stadnicki, P.E.
Project Manager

Attachments: Revised Curb Cut Drawings, dated 7/8/26.

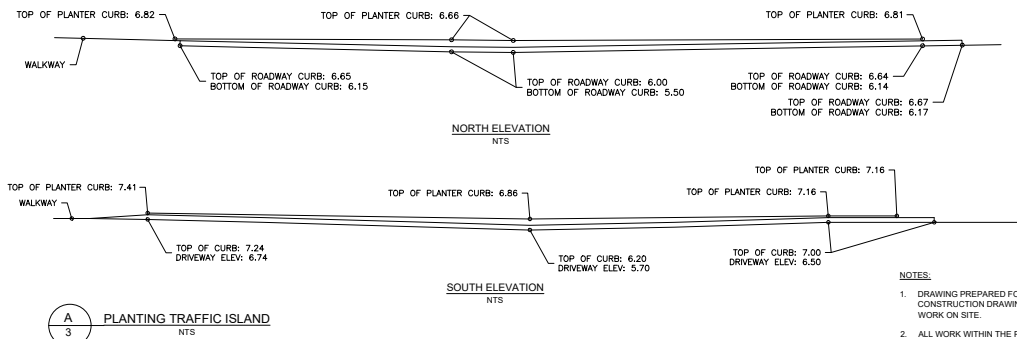






WOODS HOLE FERRY
TERMINAL LANDSIDE
RECONSTRUCTION
- SITE WORK

GZA Geoenvironmental
Civil, Environmental, Geotechnical Engineering
530 Broadway,
Providence, RI 02909

Seal:

1. DRAWING PREPARED FOR CURB CUT REVIEW BY FALMOUTH DPW. SEE CONSTRUCTION DRAWINGS FOR ADDITIONAL COORDINATION OF THE WORK ON SITE.
2. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COORDINATED WITH THE FALMOUTH DEPARTMENT OF PUBLIC WORKS.
3. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE SCHEDULED AND SEQUENCED TO LIMIT THE POTENTIAL FOR DISRUPTIONS TO THE FLOW OF PEDESTRIAN, BICYCLE AND VEHICULAR TRAFFIC TO THE EXTENT PRACTICABLE. CONTRACTOR SHALL BE RESPONSIBLE TO EXECUTE WORK IN A MANNER SUCH AS TO BE PROTECTIVE OF THE PUBLIC SAFETY AT ALL TIMES.

Sheet No.

TRUE NORTH STATUS SUMMARY 7-17-2026

Recent Progress:

- Policy Phase III drafted
- Summer Townhall & Shipper meetings scheduled
- E-Dea onsite for a week in July 7
- R1.4 received from EDea

Upcoming Key Activities:

- Finalize website launch plan
- Policy phase III (summer or fall)
- R1.4 testing
- Finalize training plan
- Beta Group meeting July 28

Business Decisions – in process:

- Procurements (infrastructure)
- Policy Phase III
- Refine data migration plan
- Terminal Operations Flow (i.e., scanning)
- Testing (functional and performance)
- Identify training resource

Key Risks & Issues:

- Defining go-live plan B, C, D, etc.
- Resource capacity (IT & Ops)
- Current policies unclear/undocumented (policy vs configuration)
- Change fatigue
- Staff training

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

Workstream	Status	Owner	Recent Action	Upcoming Action
Reservation System	Yellow	Mark A	System configuration & testing underway Payment release 7/17, 1.4 release	R1.5 release at risk of delay Testing revealed system quality issues
Data Migration	Green	Steve	Data workshop with E-Dea; Drafted migration plan; meetings on data migration needs	Working internally and with EDea; refining project timeline to ensure we can meet data migration deliverables
Launch Readiness	Yellow	Alison	Refining R1/R2 and 30/60/90-day plans	Revisit following configuration discussions Start of preseason process is 60 days out
Master Data	Green	Mark A	Upload Master Data to TEST ahead of R1.4 release	Test R1.4 release
Testing	Red	Mark A	Kickoff testing fourth release on 7/8 – delayed (E-Dea) Payment gateway release delayed until 7/17 (E-Dea)	Need to clear blocked test cases from 1.1, 1.2, 1.3, and 1.4 R1.5 release TBD
Operations Redesign	Yellow	Mark A	Board approved Policy Phase II	<i>Continue Nantucket standby & Blue Line redesign</i> Policy Phase III to be drafted and shared with Board
Policies	Green	Mark A	Board approved Policy Phase II	Policy Phase III to be refined and shared with Board
Procurement	Green	Mark R	Shared procurement plan with IT Steering in April meeting	Board to review procurement plan/budget
Website	Yellow	Mark A, Steve	Intrasystems started work on new website Defined work needed for new website	Website development & content update Finalize cutover/launch plan Website phase III SOW
Preseason Portal	Yellow	Mark A, Steve	SOW approved; preseason architecture and environment planning completed. Dangerous Goods API documentation shared on Confluence. EXIS HazCheck integration planning PO approved and FiServe next steps are pending response. Progress depends on E-Dea completing testing and providing results for review. <i>Gift card approach finalized, development and certification testing are underway.</i>	E-Dea to confirm preseason testing and production readiness date
Payment Gateway	Green	Mark R, Steve		Release of Shift4 solution now in testing
Business Central	Green	Mark R, Steve	Change request for the aggregate cost center reconciliation API. Integrato is configuring the BC extension to pull required notification services from SSA's environment	Revise transaction reporting from EDea Finalize API integration
Internal Infrastructure (Network, Software, & Hardware)	Green	Steve	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 Timing is challenged by the Woods Hole construction
Customer Comm & Training	Red	Mark A, Sean	Reviewed comms and training needs Met with trainer under state contract	Defining communication software/service needs Need to select a trainer (Ops)
Change Management	Yellow	Mark A	Board approved Policy Phase II July monthly newsletter shared	Policy Phase III Beta group next meeting 7/28 at 5 pm
Integrations	Green	Steve	E-Dea received agreement document to sign with EXIS; Board approved SOW for Travel Alerts integration SSA approved CarsAPI solution SSO testing (R1.4)	E-Dea to determine release of vehicle lookup solution Data Mart testing Begin Twilio integration & finalize outstanding details

SIGNIFICANT LEARNINGS FROM CAL-MAC VISIT

*The
Steamship
Authority*

TRUE NORTH
STRATEGY + TECHNOLOGY INITIATIVE

1. Improvements to Terminal vehicle flow
2. First-hand review of handheld device benefits and opportunities
3. Interviews with terminal workers, ticket agents, marine staff
4. Visit call center and review ticket agent set-up
5. Visit “Center of Excellence” training center
6. Go-live lessons learned
7. Develop collaboration to enhance use of eBooking



STAFF SUMMARY

Date: July 17, 2026

File# A-729



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Accounting
				Authors: Mark K. Rozum
X	Board Members		Information	Subject: Temporary Suspension of Gift Card Sales

PURPOSE: To request approval from the Board to temporarily suspend the sale of Steamship Authority gift cards until the launch of the new E-Dea reservation system.

BACKGROUND: As part of the data migration plan from the current reservation system and point of sale ticketing system to the new E-Dea reservation system, existing coupon books, open reservation tickets and issued passenger tickets will be imported into the E-Dea system. The current gift cards will not be able to be directly migrated into the E-Dea system. The migration plan is for any unused gift cards to be redeemed in the old system and then converted to new digital gift cards in the E-Dea system.

Customers will also be able to use their existing gift cards in person at the terminals. Ticket sellers will use the current card readers for gift card redemptions and manually enter this form of payment into the E-Dea system. The Communication and Marketing Department will post messaging as we get closer to launch with further instructions on how customers can either transfer or use their gift cards during this transition period.

In 2025, the Authority sold 1,000 gift cards with a total value of \$153,335.71. For the period of August 2025 to November 2025, 247 gift cards were sold with a total value of \$38,814.50. In December 2025, 390 gift cards were sold with a value of \$62,848.50. Attached is a breakdown of gift card sales by month.

Currently, 6,975 gift cards are active, with an outstanding balance of \$466,683.39. To ensure the data migration is done in the most efficient and accurate way, staff is recommending temporarily suspending new gift card sales from August 1, 2026, through November 30, 2026. New gift card purchases would start in the E-Dea system on December 1, 2026.

RECOMMENDATION: Management Staff is requesting approval from the Board to temporarily suspend the sale of Steamship Authority gift cards until the launch of the new E-Dea reservation system.

Mark K. Rozum
Treasurer/Comptroller

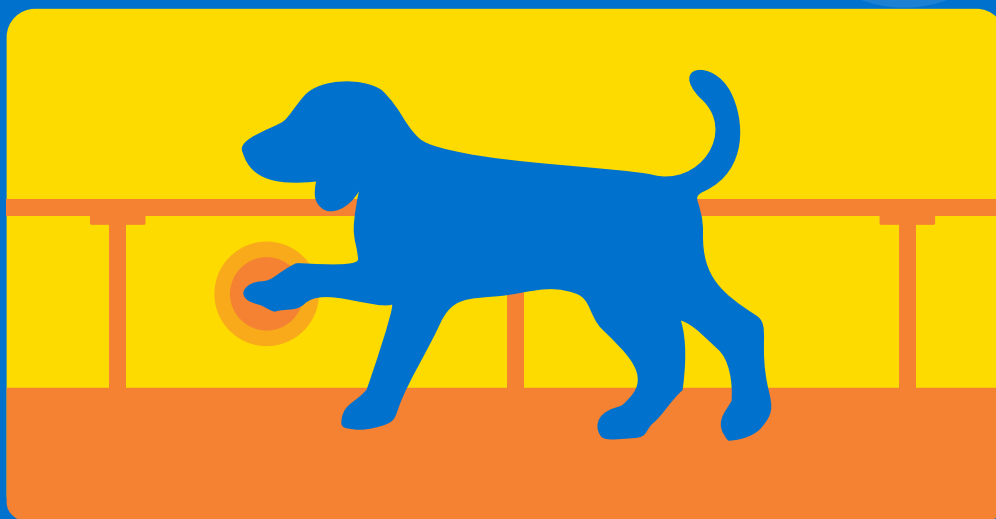
APPROVED:

Alex Kryska
General Manager

Attachments



PAUSE FOR PAWS



Steel decks get hot in the sun.
Keep your pets safe and sound and inside the cabin.





STAFF SUMMARY

Date: July 15, 2026

File# GM-813



TO:		FOR:		FROM:
	General Manager	X	Vote	Dept.: General Manager
				Author: Terence G. Kenneally – General Counsel
X	Board Members		Information	Subject: Offshore Tug & Transportation's Request for Licensing of Freight Transportation Service between New Bedford and Nantucket

PURPOSE:

To obtain the Member's approval of a license request for freight transportation services between New Bedford and Nantucket from Offshore Tug & Transportation, LLC ("Offshore").

BACKGROUND:

On January 31, 2025, the Authority received a letter from Offshore detailing its proposal seeking a license agreement that would permit it to operate a freight service between New Bedford and Martha's Vineyard and Nantucket. A copy of Offshore's initial letter is attached hereto as *Exhibit A*.

Following the Authority's receipt of Offshore's initial letter and a review of Authority's Licensing Policy, Offshore revised its license request and submitted it on or about March 24, 2025. The revised proposal sought to provide freight service only between New Bedford and Nantucket. A copy of Offshore's revised proposal is attached hereto as *Exhibit B*.

Within its revised proposal, Offshore states that it "plans to focus on freight transportation of large equipment, and solid waste to and from Nantucket with Motor Vessel Tom Nevers (formerly the Gay Head). We feel this service will add a public convenience, as it will alleviate the need for some of the large, wide load, odor emitting loads."

After conducting its preliminary review, the Authority scheduled and held two (2) public hearings on Offshore's proposal on May 29, 2025 and August 5, 2025 and received comments from the public. Copies of the written comments received on the proposal are attached hereto as *Exhibit C*. After discussing the matter internally and reviewing its operations in Nantucket, the Authority met with Nantucket's Department of Public Works and its Solid Waste Facility operator, Waste Options Nantucket, in November 2025 to discuss the disposal of the increased solid waste production incurred with the influx of summer tourism every year. Following its Bulk Reservations allocations efforts for 2026, the Authority has been able to service Waste Options Nantucket's demand to remove solid waste recyclables from Nantucket so far this year.

At their meeting in February 2026, the Port Council reviewed a draft staff summary detailing staff's recommendation that Offshore be licensed to operate a freight service between New Bedford and Nantucket two (2) days per week between Mondays and Thursdays with an arrival time of 6:30 a.m. and a departure time at 7:30 a.m. The Authority would charge a license fee equivalent to 100% of the total average revenue per truck over twenty feet (20') for the Nantucket route for 2024 and a \$500 dockage fee for the use of its slip. Mr. Carr, who represents the City of New Bedford and chairs the Port Council, expressed a concern about Nantucket's waste offloading in New Bedford. After a robust discussion, it was determined that additional information was needed from Offshore and the City of New Bedford to progress the application.

Additional discussions between Offshore and the Authority revealed that Offshore has not entered a contract with either the Town of Nantucket or Waste Options Nantucket to ship solid waste off the island. The City of New Bedford seeks restrictions within any potential license to Offshore that limit shipments off-island to New Bedford to only dry recyclables without any municipal solid waste, liquid waste, or hazardous materials of any kind. All shipments must also be fully contained and enclosed from view, and no storage of materials from the island can occur in New Bedford. Offshore intends to supplement its current tug and barge service to Nantucket with the M/V TOM NEVERS (formerly the M/V GAY HEAD) for its own operational needs. The unanswered question is whether any other freight demand will shift to the M/V TOM NEVERS on the route between New Bedford and Nantucket.

At their meeting on July 7, 2026, the Port Council recommended, with a 7-0 vote, that the Board grant Offshore a short-term license to operate a freight service between New Bedford and Nantucket with a goal of determining the economic feasibility of the proposed service.

ANALYSIS:

The following points summarize the policies, principles and standards that the Authority considers when evaluating requests under its licensing policy.

1. The Authority must make certain that the islands are always provided with adequate transportation.
2. The Authority must make certain that additional licensed services do not adversely affect its financial situation.
3. The Authority also shall consider the financial health of the "grandfathered" services when evaluating license requests.
4. Traffic growth is a concern that the Authority shall consider when evaluating license requests.
5. The Authority shall not grant any license request unless the carrier demonstrates that it is able to provide the proposed service.
6. The Authority shall consider the localized physical impacts of any proposed new service.

Offshore’s revised proposal addresses freight service from New Bedford to Nantucket and therefore, this analysis focuses solely on its proposal’s impact on the Authority’s operations on the Nantucket route.

The Authority provides Nantucket with adequate transportation of freight. Under its licensing policy, the Authority “shall consider whether there has been an expressed need for a proposed service by its potential patrons and the communities which would be served by it, especially when the service will be operating from a new port.” Here, Nantucket’s solid waste manager submitted a letter in support of Offshore’s revised proposal expressing “the Town's difficulty in managing incoming solid waste that cannot be landfilled or stored due to permit limits... the Town is seeking alternatives to move solid waste to the mainland and comply with permit limits on inventories. The Town supports [Offshore’s] proposal to provide additional capacity that the Town sorely needs.” *See Exhibit B.*

Over the course of 2025, the Authority met with Nantucket’s solid waste operator and other members of its Department of Public Works to understand and address their solid waste storage and shipment concerns. The Authority also held multiple public hearings on Offshore’s proposal, received public comments at several of its public meetings, and obtained written comments on the proposal. As mentioned above, the Authority has been able to service Waste Options Nantucket’s demand to remove solid waste recyclables from Nantucket so far this year. Accordingly, the only remaining demand for analysis is Robert B. Our’s (Offshore’s affiliated company (RBO)) freight vehicles and bulk deliveries to the island. The following table summarizes RBO’s freight revenue and barge revenue payments to the Authority from January 2021 to the Present:

Robert B. Our’s Freight and Barge Revenue to the Authority

<u>YEAR</u>	<u># FREIGHT TRIPS</u>	<u>\$ FREIGHT TRIPS</u>	<u># BARGE TRIPS</u>	<u>\$ BARGE TRIPS</u>
2021	143	\$48, 826	1	\$2,943
2022	157	\$73,972	34	\$210, 462
2023	301	\$82,498	47	\$365,661
2024	147	\$111,717	104	\$757,486
2025	118	\$77,620	59	\$386,573
2026	78	\$38,340	43	\$239,234
Total	944	\$432,973	288	\$1,962,359

In addition to evaluating Nantucket’s transportation needs, the Authority must also assess the financial impacts of any proposed new service because the Authority must generate sufficient revenues during the peak summer months to offset the losses incurred during its essential off-season service to Nantucket. If Offshore is successful in executing its proposed service, the financial impact to the Authority would initially be nominal because after consideration of Offshore’s proposal and reviewing the aforementioned feedback from its public meetings and comments, management staff

concludes that Offshore is seeking primarily a berth for its vessel on Nantucket so that it can transport and ship its own vehicles and equipment with little to no service offered to other parties. Accordingly, staff is recommending that during the proposed nine-month term of the attached proposed license agreement (August 2026 – April 2027) that Offshore pay dockage fees for the use of the Authority’s terminal slip at \$500 per docking plus a license fee equivalent to “75% of the Authority’s “total average revenue per truck over twenty feet (20’)” for its Nantucket route in 2025 or \$424.61 (75% of \$566.14) for each vehicle carried by [Offshore] on a one-way basis between New Bedford and Nantucket.”

If during the term of the license agreement, Offshore develops additional customers for its freight service between New Bedford and Nantucket, the Authority should consider the increased demand in a potential renewal of the license in 2027. In the meantime, staff is recommending that Offshore be afforded the opportunity to begin and develop the service and monitor its progress.¹

Since Offshore’s proposed service is a freight only service, there is minimal impact to the "grandfathered" passenger only services currently offered by the Authority’s licensees to Nantucket as any impacts are limited to the potential of increased vessel traffic in Nantucket Harbor. Further, staff are proposing that Offshore’s access to the Nantucket Terminal be limited to “[o]ne trip ... with an arrival time of 6:30 a.m. and a departure time of 7:30 a.m. two (2) days per week, but only between Mondays and Thursdays with no arrivals or departures occurring on Fridays, Saturdays, Sundays, or holidays.” Accordingly, Offshore would be afforded use of a slip at the Nantucket Terminal for up to thirty-nine consecutive weeks (August 2026 – April 2027) with two (2) trips per week for a potential total of seventy-eight (78) dockings. Based upon its past operational performance, the M/V TOM NEVERS can carry up to eight (8) freight trucks per voyage.²

Furthermore, traffic congestion, both vehicles ashore and vessels afloat, and their impacts on the quality of life for both permanent and seasonal island residents are always concerning. For example, the above-mentioned arrival and departure times at the Authority’s Nantucket terminal align with the Authority’s published 2026 operating schedules. Offshore’s vessel must be clear of the terminal before the Authority’s vessels are scheduled to arrive later in the morning. Further still, if the Members approve Offshore’s license request, their approval will need to be conditioned on staff obtaining an agreement with Offshore that its operations must not negatively impact the Authority’s operations including its commitments to others utilizing the terminal and its own terminal operations. A copy of a proposed draft license agreement is attached hereto as *Exhibit D*.

Finally, the Members approval of this license proposal should be conditioned on Offshore’s agreement to the terms of the Authority’s traditional license agreements and the provisions that are

¹ It should be noted that 41 North Offshore, LLC made only one (1) freight shipment to Nantucket from New Bedford under the terms and conditions of its freight license in 2025. 41 North Offshore, LLC’s current license agreement also expires on December 31, 2026 subject to whether it will seek a renewal or further extension.

² The vessels Certificate of Inspection allows Offshore to carry 150 passengers, but the license is for freight service only. The number of passengers permitted is conditional on the weight of the cargo carried in accordance with its stability letter.

necessary to protect the public interest. Such provisions generally include, as they have in the past, the following:

1. A description of the licensed route and an agreement by the carrier not to otherwise operate its vessels between the mainland and the islands unless licensed by the Authority to do so.
2. A specification of the vessels which will be used by the carrier to provide the service.
3. A specification of the capacity of each vessel.
4. A description of the period when the vessels are permitted to operate.
5. A specification of the vessels' schedule of arrivals and departures, with any change thereto subject to the Authority's approval, and an agreement by the carrier that the Authority may require the carrier to change its schedule so as not to conflict with the Authority's schedule.
6. A provision requiring the payment of license fees to the Authority, with one or more initial lump sum payments.
7. A specification of the fares which will be charged by the carrier.
8. An acknowledgment by the carrier that the Authority may terminate the license if the service adversely affects its ability to fulfill its statutory responsibilities.
9. A warranty by the carrier that the vessels will be operated with all necessary permits, licenses and approvals of federal, state and local authorities.
10. A provision allowing the Authority to terminate the license at any time for cause and an agreement by the carrier to cease providing its service promptly thereafter.
11. An agreement that the license may not be assigned.
12. An agreement by the carrier to reimburse the Authority for any expenses incurred by the Authority that are directly related to the carrier's provision of the service.
13. An agreement by the carrier not to hold itself out as an agent or partner of the Authority in providing the service.
14. A requirement that the carrier comply with all laws of The Commonwealth of Massachusetts.

RECOMMENDATION:

For the reasons stated above, it is the staff's opinion that Offshore's request to operate a licensed freight service between New Bedford and Nantucket be approved by the Members for a period of nine (9) months between August 2026 and April 2027, but only if Offshore agrees to the terms and conditions of the Authority's traditional license agreement in substantially same form as the proposed agreement appended hereto, including the payment of license and dockage fees, as detailed in this Staff Summary.



Alex Kryska
General Manager

Attachments

EXHIBIT A
SCHEDULE OF LICENSED TRIPS

Licensee shall operate on one or more published schedules of licensed trips from August 1, 2026 to April 30, 2027. However, all schedules are subject to the Authority's advance approval. Therefore, before the publishing or operation of any schedule of licensed trips, Licensee must submit the schedule to the Authority and the Authority must approve such schedule.

- With respect to Licensee's freight transportation service between New Bedford and Nantucket, from August 1, 2026 through April 30, 2027, the Licensee's schedule of licensed trips arriving or departing from Nantucket shall not begin before, or extend beyond, the period of time that the Authority's Nantucket terminal is open for business.

With respect to the proposed operating schedule, the parties acknowledge and agree that Licensee has submitted requests to the Authority and, the Authority has approved the following schedule of licensed trips.

- One trip to the Authority's Nantucket terminal with an arrival time of 6:30 a.m. and a departure time of 7:30 a.m. two (2) days per week, but only between Mondays and Thursdays with no arrivals or departures occurring on Fridays, Saturdays, Sundays, or holidays.

The Authority from time to time may require Licensee to change its licensed trips so that they neither conflict with those of the Authority nor cause undue congestion in Nantucket Harbor, or any other harbors, bays or waters traveled by the Authority's vessels.

The Authority and Licensee also acknowledge that the above schedule (including but not limited to the sailing times of particular trips) are subject to change in accordance with the provisions of Article 3 and Article 8 of this Agreement.

(REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY)

EXHIBIT B
LICENSE AND ACCESS FEE SCHEDULE

I. Fees for the Use of the Authority's Facilities.

A. Use of the Authority's Facilities in connection with Licensee's New Bedford-Nantucket Service.

For the use of the Authority's Nantucket Facilities described in the Dockage Facilities Agreement (Exhibit C to the License Agreement) in connection with Licensee's freight truck transportation service between New Bedford and Nantucket, Licensee shall pay the Authority Five Hundred Dollars (\$500.00) for each docking at the Facilities by the Vessel. Such amounts shall be due and payable on the fifteenth (15th) day of the following month.

B. Additional Fees for the Use of the Facilities.

In addition to the payment described in A above, Licensee shall reimburse the Authority for any additional payroll costs it incurs if the Authority provides personnel at its Nantucket Facilities outside of the Facilities' normal operating hours, and any potable water can also be provided in accordance with the Authority's published tariffs.

II. License Fees for Vehicles Carried on the "Vessel".

For the term of this Agreement, the Licensee shall be required to pay the following per-vehicle license fees in connection with the Services:

A. Commercial Freight Ferry Service between New Bedford and Nantucket.

- (1) 75% of the Authority's "total average revenue per truck over twenty feet (20')" for its Nantucket route in 2025 or \$424.61 (75% of \$566.14) for each vehicle carried by the Licensee on a one-way basis between New Bedford and Nantucket up to 624 vehicles for the licensed period ending April 30, 2027.

B. The Authority's Total Average Revenue Per Truck Over Twenty Feet (20').

The term "total average revenue per truck over twenty feet (20')" for the Authority's Nantucket route for the year is equal to the sum of all of the Authority's trucks over twenty feet (20') derived from the Nantucket route, as the case may be, during 2025, divided by the total number of such vehicles carried by the Authority on that route during that calendar year.

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EXHIBIT C

DOCKAGE FACILITIES AGREEMENT

AGREEMENT made this _____ day of _____, 2026, by and between the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority, a public instrumentality of The Commonwealth of Massachusetts organized and existing pursuant to the Acts of 1960, c. 701, as amended, with offices located at the 228 Palmer Avenue, Falmouth, Massachusetts 02540 (hereinafter referred to as the "Authority") and Offshore Tug & Transportation, LLC, with offices located at 24 Great Western Road, Harwich, MA 02645 (hereinafter referred to as the "User").

W I T N E S S E T H:

WHEREAS, the Authority owns, and User desires use of, the dock and/or wharf facilities located in Nantucket, Massachusetts (hereinafter collectively referred to as the 'Facilities');

NOW, THEREFORE, in consideration of the mutual agreements herein contained, the parties hereto agree as follows:

1. Subject to the provisions of this Agreement, the Authority agrees to allow the User to make use of the Facilities, and the User may use said Facilities, for the following purposes:

(a) to berth the Vessel on the day(s) and time(s) set forth in Exhibit A, entitled "Schedule of Licensed Trips," of the License Agreement entered into between the parties this same date and on the further conditions set forth herein; and also

(b) to berth the Vessel during the period from August 1, 2026 to April 30, 2027 for no longer than one hour between 6:30 a.m. and 7:30 a.m. two (2) days per week, but only between Mondays and Thursdays with no arrivals or departures occurring on Fridays, Saturdays, Sundays or holidays for the sole purpose of (1) allowing freight trucks to disembark from the Vessel and immediately pass through the Facilities or (2) to embark upon the Vessel after passing through the Facilities on the further conditions set forth herein.

Any additional times or dates must be approved in writing by the Authority. The Authority does not guarantee the availability of the Facilities, except as provided herein, without prior written approval.

2. It is hereby agreed by the Authority and the User that the charges for the use by the User of the Facilities during the dates and times set forth in Paragraph 1 are set forth in the License and Access Fee Schedule attached as Exhibit B to the Agreement entered into between the parties this same date and are payable as set forth in Article 6 of that Agreement and subject to the terms and provisions thereof. Any use of the Facilities by the User on additional dates and times than those provided for in Paragraph 1 are subject to additional charges.

3. The parties expressly recognize that the Authority does not wish to create a priority right in anyone other than the Authority to use the Facilities or other property owned by the Authority. Accordingly, the Authority, in its sole discretion but taking into account the need to minimize disruption to the User's operations, will determine what berthing position is available for the User at its Facilities, may change the User's berthing position at any time and as many times as the Authority deems necessary or convenient to the Authority's operations, and generally will control all traffic at its Facilities. The Authority also reserves the right to refuse wharfage or dockage services to the User in any circumstances where, in the judgment of the Authority, the vessel(s) may damage the wharf or impede the operation of the terminal or operations or schedules of the Authority, or if it is carrying cargo which (a) may endanger or damage the Authority's property, employees and/or passengers, or (b) is considered incompatible with the operation of a passenger terminal.

4. It is understood and agreed that this Agreement may be terminated at the option of the Authority in the event of a material breach of any of the terms of this Agreement and the failure by the User to correct such breach within seventy-two (72) hours from receipt by the User of a written notice from the Authority setting forth the specific violation.

5. In the event the User is prevented by the Authority from using the Facilities, or in the event the Authority fails to provide the User with adequate dockage space, or in the event the Facilities are destroyed or damaged by fire, hurricane, storm or other forces, or in the event the Facilities are unfit for use or otherwise unavailable due to construction in progress or any other reason, the charges set forth in Paragraph 2 shall be suspended or abated, as the User's sole remedy, in a just proportional part thereof, until the Facilities have been restored to a safe and proper condition and available for use by the User.

6. The User shall not assign the use of the Facilities to any other party on the dates set forth in Paragraph 1 without the Authority's express written consent.

7. The User shall move the Vessel at any time upon request of Authority personnel to such place(s) as the Authority reasonably directs at the expense of the User. A vessel when moored at a pier shall have on board at all times sufficient personnel to move such vessel. In addition, the User:

(a) shall have sufficient personnel at the Facilities during such times designated by the Authority both prior to the scheduled arrival of any vessel and while the vessel is docked at the Facilities, and

(b) shall promptly inform the Authority of the cancellation of any trips of any of the User's vessels scheduled to arrive at the Facilities, as well as any material delay in the scheduled arrival of any such vessel, so that the Authority may respond to inquiries from the public and address any potential operational issues.

8. Neither the Authority nor any of its Members, officers, agents or employees shall be responsible for any loss, damage or injury caused to any vessels, passengers or persons, or to any cargo or any other property in or upon a vessel, or moving or being moved over, in, through or under, or while on or upon, any wharf or other structure or property owned, controlled, or operated by the Authority, resulting from any cause whatsoever, including but not limited to loss, damage or injury which in any manner is caused by or results from the following: theft, pilferage, animals including rats, mice and other rodents, birds, insects including moths and weevil, shrinkage, waste, seepage, leaking containers, heating, evaporation, fire or extinguishment thereof, explosion, leakage, discharge from fire protection systems, dampness, rain, floods, freezing, frost or other actions of the elements or acts of God, collapse of walls, piers or other structures, breakdowns of plant, machinery or equipment, floats, logs or pilings required to breast a vessel away from wharves, sabotage, insurrection, revolution or war, riot or strikes, or any combination of the foregoing.

9. The User agrees to indemnify and save harmless the Authority from and against: (a)

(a) all losses, claims, demands and suits for damages arising out of the User's operations on the property of the Authority and the use of the Facilities, including without limiting the generality of the foregoing claims for loss, damage or injury described in Paragraph 8 hereof, claims by the User's employees or by the employees of others providing goods or services in connection therewith for or under contract with the User, or by workers' compensation insurers (sometimes called "third-party actions"), and claims by passengers and claims for damage to property of the Authority or other persons caused by the discharge of oil or other pollutants or hazardous substances, whether accidental or otherwise, and the results of such discharge, such as fire; and

(b) all reasonable costs and expenses, including reasonable attorney's fees, incurred in connection therewith, except such as arise solely from the negligence, gross negligence or willful and wanton acts of the Authority or its employees and agents.

10. The User agrees to procure and maintain protection and indemnity coverage, with a dockage rider, during the term of this Agreement with a limit of no less than \$5,000,000 per occurrence, combined single limit for bodily injury and property damage. The User agrees to use commercially reasonable efforts to have the Authority named as an additional insured. A certified copy of each policy, or a certificate evidencing the existence thereof, shall be delivered to the Authority prior to any use of the Facilities by the User.

11. Rubbish, dunnage, pallets, bands, loading equipment or other materials, machinery, equipment or supplies of any kind caused by or derived from the User's use of the Facilities hereunder must be removed from the piers, wharves and other areas within the confines of the Authority's property by the person or persons placing it there upon request by Authority personnel. Such person or persons shall be responsible for any costs and expenses of removal incurred by the Authority. No rubbish, refuse, oil pollutants or other materials or substances of any kind shall be dumped overboard from any vessel while docked at the Facilities or from the Facilities themselves. The parties agree that all so-called "dolly" freight carried by the User on its Vessel shall be immediately transferred to or from (as the case may be) a van or other suitable vehicle in a safe and efficient manner while the Vessel is docked at the Facilities so that the User's freight business does not interfere with the Authority's operations and does not result in such freight being left at the Facilities at any time.

12. Without limiting the generality of the foregoing, the User shall be responsible for any violation of law caused by the User or any person providing goods or services to the User, including without limiting the generality of the foregoing stevedores, truckers, charter parties and independent contractors. The User also acknowledges and agrees that the Authority is giving no warranty, express or implied, as to the condition, quality, fitness for any particular purpose, or any other aspect of the Facilities, and that the Authority shall be in no way responsible for their proper use by User. The User further agrees that it shall be using the Facilities on an "as is" basis and shall be solely responsible for ensuring that the Facilities shall be used by the User with all necessary permits, licenses and approvals of federal, state and local authorities necessary for the use of the Facilities by the User, and that the User shall use the Facilities in compliance with all applicable laws and regulations, including but in no way limited to all applicable regulations promulgated under the Americans with Disabilities Act and by the Massachusetts Architectural Access Board (including but not limited to such regulations regarding transportation terminals (521 CMR 18) as may be applicable to the User's operations).

13. It is acknowledged by the User that it is the statutory responsibility of the Authority to provide adequate transportation of persons and necessities of life for the islands of Martha's Vineyard and Nantucket. It is also acknowledged by the User that the Authority from time to time may change, in its sole discretion, its schedule of operations with the consequence that the User will be required to change its schedule so as not to conflict with that of the Authority. It is further acknowledged by the User that the Authority from time to time may have to close certain of the Facilities for purposes of maintenance, repair or other reasons, and that such closing shall not be deemed a breach of this Dockage Facilities Agreement by the Authority, but shall provide the User, as its sole remedy under this Agreement, the right to terminate this Agreement; provided, however, that the User may have other rights and remedies available to it under other agreement(s) entered into with the Authority to provide freight truck transportation service between New Bedford and Nantucket, including the right to be indemnified by the Authority for the User's damages arising as a result thereof under the terms of the agreement executed this same day between the same parties and to which this Agreement is attached as Exhibit C, and this provision in this Agreement does not in any way limit or preclude those other rights and remedies.

14. This Agreement contains the full, complete and entire understanding between the parties hereto with respect to the subject matter hereof, and there are no representations, covenants or agreements between the parties hereto which are not contained herein. This Agreement may

not be orally amended, and any amendment or modification of this Agreement shall be effective only if in writing executed by both of the parties hereto.

15. This Agreement shall be construed and enforced in accordance with, and governed by, the General Maritime Law of the United States, and otherwise supplemented where permissible by the law of the Commonwealth of Massachusetts.

(REMAINDER OF THIS PAGE LEFT BLANK INTENTIONALLY)

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the year, month and day first written above.

OFFSHORE TUG &
TRANSPORTATION, LLC

WOODS HOLE, MARTHA'S VINEYARD AND
NANTUCKET STEAMSHIP AUTHORITY

By: _____
Robert B. Our, III
Manager

By: _____
Alex Kryska
General Manager

EXHIBIT A

OFFSHORE TUG AND TRANSPORTATION LLC

24 GREAT WESTERN ROAD

HARWICH, MA 02645

508-432-0530

January 31, 2025

Mr. Robert Davis
Woods Hole, Martha's Vineyard & Nantucket Steamship Authority
P.O. Box 284
Woods Hole, MA 02543

RE: Freight and Passenger Service – New Bedford, Mass. to Nantucket, Mass. & Martha's Vineyard, Mass.

Subject: Request for License Agreement

Dear Mr. Davis,

With great pleasure, Offshore Tug and Transportation, LLC submits the attached proposal in support of its request for a licensing agreement with the Woods Hole, Martha's Vineyard & Nantucket Steamship Authority's freight and passenger service between New Bedford, MA and Nantucket, MA and Martha's Vineyard.

We respectfully request, for this proposal be put before the Port Council at the meeting on February 4, 2025, and at the Steamship Authority Board meeting on February 19, 2025. We will be available to answer any questions at these times or anytime prior.

Respectfully,



Robert B. Our III
Member

CC: Elaine Mooney- Steamship Authority
Peggy Nickerson – Steamship Authority

OFFSHORE TUG AND TRANSPORTATION LLC

24 GREAT WESTERN ROAD

HARWICH, MA 02645

508-432-0530

1.0 Overview:

Offshore Tug & Transportation LLC is requesting a licensing agreement for the ability to dock and unload at the Steamship Authority's Facilities in Nantucket and Martha's Vineyard.

Offshore Tug & Transportation LLC plans to focus on freight transportation to and from Nantucket with Motor Vessel Tom Nevers (formerly the Gay Head) and Motor Vessel Tuckernuck (formerly the Katama) .

2.0 Service:

Offshore Tug & Transportation LLC proposes to offer freight services between New Bedford and the Islands – Nantucket & Martha's Vineyard. Offshore Tug & Transportation LLC will coordinate and schedule arrival and departure times on an as needed basis with the Steamship Authority Freight Coordinator – as we currently do for our tug & barge services.

3.0 Roles:

The Steamship Authority would serve as the arrival and departure. Offshore Tug & Transportation LLC will utilize the Steamship Authority dock space for securing the vessel while in port, during loading and offloading of the vessel, and for trucks arriving for loading and offloading. The Steamship Authority will facilitate and operate the transfer bridge.

Due to the limited space available at the Steamship Authority Terminal, the vehicles being loaded and unloaded onto Offshore Tug & Transportation LLC vessels will immediately be loaded or unloaded and will vacate the property as quickly as possible.

4.0 Route:

The Transit route between New Bedford and the Island (Nantucket & Martha's Vineyard) will include Buzzards Bay, Vineyard Sound and Nantucket Sound.

OFFSHORE TUG AND TRANSPORTATION LLC

24 GREAT WESTERN ROAD

HARWICH, MA 02645

508-432-0530

5.0 Arrival & Departure Times:

Offshore Tug & Transportation LLC will coordinate any arrival and departure times with the appropriate person at each facility (similarly to how we coordinate barge delivery and unloading requests). Offshore Tug & Transportation LLC will coordinate any arrival and departures from the islands so as not to prevent any impact to the Steamship Authority Activities.

6.0 Vessels:

Offshore Tug & Transportation LLC intends to use two vessels

1. M/V Tom Nevers (Formerly the Gay Head): 235' x 40' x 14.25'
2. M/V Tuckernuck (Formerly the Katama): 235' x 52' x 14.25'

With both vessels formerly owned and operated by the Steamship Authority, the vessels have a proven record of being equipped to use the steamship authority infrastructure.

7.0 Fee Structure:

Offshore Tug & Transportation LLC proposes a license fee structure similar to the license fee structure currently charged to non-Steamship Authority Vessels utilizing Steamship Authority facilities.

EXHIBIT B

OFFSHORE TUG AND TRANSPORTATION LLC

24 GREAT WESTERN ROAD

HARWICH, MA 02645

508-432-0530

March 24, 2025

Mr. Robert Davis
Woods Hole, Martha's Vineyard & Nantucket Steamship Authority
P.O. Box 284
Woods Hole, MA 02543

RE: Request for License Agreement - Freight Service – New Bedford, Mass. to Nantucket, Mass.

Dear Mr. Davis,

With great pleasure, Offshore Tug and Transportation, LLC submits the attached proposal in support of its request for a licensing agreement with the Woods Hole, Martha's Vineyard & Nantucket Steamship Authority's freight service between New Bedford, MA and Nantucket, MA

We respectfully request, for this proposal be put before the Port Council at the meeting on April 1, 2025, and at the Steamship Authority Board meeting on April 15, 2025.

We will be available to answer any questions at these times or anytime prior. We believe the attached application will demonstrate we are fit, willing and able to provide this much needed service.

Respectfully,



Robert B. Our III
Member

CC: Elaine Mooney- Steamship Authority
Peggy Nickerson – Steamship Authority
Christopher Lowe – Town of Nantucket – Solid Waste Manager

OFFSHORE TUG AND TRANSPORTATION LLC

24 GREAT WESTERN ROAD

HARWICH, MA 02645

508-432-0530

1.0 Overview:

Offshore Tug & Transportation LLC is requesting a licensing agreement for the ability to dock and unload at the Steamship Authority's Facilities in Nantucket.

Offshore Tug & Transportation LLC plans to focus on freight transportation of large equipment, and solid waste to and from Nantucket with Motor Vessel Tom Nevers (formerly the Gay Head). We feel this service will add a public convenience, as it will alleviate the need for some of the large, wide load, odor emitting loads.

2.0 Service:

Offshore Tug & Transportation LLC proposes to offer freight services between New Bedford and the Islands – Nantucket & Martha's Vineyard primarily with large equipment and solid waste transportation. Offshore Tug & Transportation LLC will coordinate and schedule arrival and departure times on an as needed basis with the Steamship Authority Freight Coordinator – as we currently do for our tug & barge services.

3.0 Roles:

The Steamship Authority would serve as the arrival and departure. Offshore Tug & Transportation LLC will utilize the Steamship Authority dock space for securing the vessel while in port, during loading and offloading of the vessel, and for trucks arriving for loading and offloading. The Steamship Authority will facilitate and operate the transfer bridge.

Due to the limited space available at the Steamship Authority Terminal, the vehicles being loaded and unloaded onto Offshore Tug & Transportation LLC vessels will immediately be loaded or unloaded and will vacate the property as quickly as possible to alleviate high traffic during peak times.

4.0 Route:

The Transit route between New Bedford and the Island (Nantucket & Martha's Vineyard) will include Buzzards Bay, Vineyard Sound and Nantucket Sound.

OFFSHORE TUG AND TRANSPORTATION LLC

24 GREAT WESTERN ROAD

HARWICH, MA 02645

508-432-0530

5.0 Arrival & Departure Times:

Offshore Tug & Transportation LLC will coordinate any arrival and departure times with the appropriate person at each facility (similarly to how we coordinate barge delivery and unloading requests). Offshore Tug & Transportation LLC will coordinate any arrival and departures from the islands so as not to prevent any impact to the Steamship Authority Activities.

6.0 Vessels:

Offshore Tug & Transportation LLC intends to use vessel

M/V Tom Nevers (Formerly the Gay Head): 235' x 40' x 14.25'

With M/V Tom Nevers formerly owned and operated by the Steamship Authority, the vessel has a proven record of being equipped to use the steamship authority infrastructure.

7.0 Fee Structure:

Offshore Tug & Transportation LLC proposes a license fee structure similar to the license fee structure currently charged to non-Steamship Authority Vessels utilizing Steamship Authority facilities.

8.0 Benefits of Issuing a Licensing Agreement

- Increased opportunities and addition revenue for the Steamship Authority.
- Decreased Traffic Impacts to the Hyannis Terminal and neighboring streets.
- Decreased Traffic during peak load and unloading times on Nantucket.
- Positive Environmental Impacts with Increased disposal of the Town of Nantucket's Solid Waste.



Town of Nantucket *Department of Public Works*

Municipal Office Building • 188 Madaket Road Nantucket MA 02554 • Ph (508) 228-7244 • dpw@nantucket-ma.gov

04 MAR 2025

Robert B. Our III
Robert B. Our Co., Inc.
24 Great Western Road
Harwich, MA 02645

Re: Robert B. Our Co., Inc.
Marine Transport

Dear Mr. Our,

The Town of Nantucket – Department Public Works, Solid Waste Division (SW) has been in conversations with you and your team, discussing your Marine Transport services.

Today, the Town of Nantucket does not get the number of truck reservations that it needs from the Steamship Authority (SSA) to move solid waste off the island. The operator of Nantucket's Solid Waste Facility submits requests for freight reservations bi-annually based on four loads per weekday (about 1040 loads per year) and is typically awarded about 700 reservations per year. This falls short by over 325/loads per year.

This situation is exacerbated during the height of tourist season and compounds the Town's difficulty in managing incoming solid waste that cannot be landfilled or stored due to permit limits. Moreover, Nantucket Solid Waste (SW) is aware that the new boats purchased by the SSA will have difficulty performing a full day's service based on the draft of a loaded boat with commercial freight and may lose a trip per day per boat.

We understand that Robert B. Our Co., Inc (RBO) has applied to the SSA for a license to utilize the SSA ramp to move commercial freight on and off the island. In light of the difficulties that the Town has when it cannot get the reservations it needs from the SSA, the Town is seeking alternatives to move solid waste to the mainland and comply with permit limits on inventories. The Town supports the RBO proposal to provide additional capacity that the Town sorely needs.

Please feel free to share this letter with the SSA as confirmation that the Town of Nantucket supports RBO's permit request and believes that this service will benefit Nantucket.

Respectfully submitted,

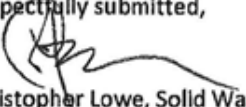

Christopher Lowe, Solid Waste Manager
Town of Nantucket
Department of Public Works, Solid Waste Division

EXHIBIT C



1 Barnard Valley Road
P.O. Box 427
Nantucket, MA 02554

April 1, 2025

Robert B Our III

Offshore Tug & Transportation, LLC

24 Great Western Road

Harwich, MA 02645

Holdgate Partners is pleased to submit this letter of support on behalf of Offshore Tug and Transportation. Operating a business, such as ours, on the island of Nantucket (year-round) comes with some difficult logistical challenges. As you are acutely aware, we operate using very large construction equipment/machines, and other larger construction material loads, that can be problematic for the Steamship Authority to accommodate. Without the support of Offshore Tug and Transportation our operation may be encumbered as it has become increasingly difficult to traverse with limited availability offered by the Steamship Authority, especially during the peak season.

Knowing that Offshore Tug and Transportation has applied for a license to utilize the SSA ramp for commercial freight, off and on island, and will potentially be able to assist us in our island transportation needs is received with great optimism. Not only for our employees and customers, but for our business's future.

We offer our full support to your request from the Steamship Authority.

Best Regards,

Michael Melvin

General Manager / COO

Terence Kenneally

From: Amy Cody [REDACTED]
Sent: Friday, May 30, 2025 8:47 AM
To: Terence Kenneally
Subject: support of freight service by OTT from New Bedford to Nantucket

Mr. Kenneally,

My name is Amy Cody and I am a full-time resident of Chilmark. I attended the Zoom public hearing on May 29, 2025, regarding the proposal set forth by Offshore Tug and Transportation for freight runs from New Bedford to Nantucket.

I am writing in support of this proposal. I feel that any additional freight service that can alleviate the amount of freight entering the port in Hyannis is essential to the well-being of the citizens who live there. Moreover, my hope is that additional services for freight also will be available from Martha's Vineyard to New Bedford, alleviating the number of freight that enters and leaves Woods Hole. The vast number of trucks and amount of freight that travels over the bridges onto the Cape and down into the village of Woods Hole has been extremely disruptive. The increased traffic, noise, pollution and disruption to the residents in Falmouth has increased incrementally over the past few years and is only going to get worse if something doesn't change.

We all know that the Bourne Bridge is due for major construction in the nearby future. To avoid a single point of failure in either Woods Hole or Hyannis, it is a visionary concept to allow additional freight services out of New Bedford.

I appeal to the reasonable and forward-thinking minds of the SSA leadership and Board to allow Offshore Tug and Transportation to carry freight such as mulch, modular homes, large equipment, recycling, metals, and old tires in a service between Nantucket and New Bedford two-three days per week as proposed.

Sincerely,
Amy Cody
Chilmark

Terence Kenneally

From: Rob Ranney <rranney@nantucket-ma.gov>
Sent: Friday, May 30, 2025 9:32 AM
To: Terence Kenneally
Subject: FW: Message from "RNP5838797B9F0B"
Attachments: 20250529115921173.pdf

FYI -

The Nantucket Director of Public Works, and the Solid Waste Manager are apparently in support of the Robert B. Our application ..

Just passing this along as part of the process for this.

Thanks, Rob

Robert F Ranney
SSA Nantucket Member

-----Original Message-----

From: Christopher Lowe <clowe@nantucket-ma.gov>
Sent: Thursday, May 29, 2025 1:17 PM
To: Rob Ranney <rranney@nantucket-ma.gov>
Cc: Andrew Patnode <apatnode@nantucket-ma.gov>
Subject: FW: Message from "RNP5838797B9F0B"

Hello Rob,

I tried reaching out to you in a late minute request to meet today. I had a real tight window, so I am following up with this email.

I was speaking with Robbie Our from Robert B. Our (RBO) today about today's Steamship Authority (SSA) Public Hearing Notice regarding RBO's application request.

Drew and I have met and spoke with Robbie and the RBO Team numerous times, discussing availability and guaranteed schedule to move Solid Waste loads off the island in a safe efficient manner. Not only would this be great help for managing the transportation of Nantucket's solid waste that is shipped off island, but a key component to maintaining environmental compliance at the Solid Waste Facility. It will also alleviate the Steamship Authority from managing 830 (+/-) 73' tractor trailer loads of solid waste and open slots to others on the SSA. By utilizing Port of New Bedford thru RBO it will clear up traffic in Hyannis, less wear & tear on the canal bridges and it just so happens to be closer in proximity to the disposal & recycling facilities utilized on the mainland by SW.

I see a lot of benefit to all parties involved. I hope that you can support RBO's application, which in turn is supporting the Town of Nantucket's DPW Solid Waste.

I would be happy to answer any questions that you might have, please feel free to give me a ring anytime.

Mr. Davis,
Comments for Consideration for the application of Offshore Tug and Transportation, LLC.

For the record due to the my complaint of the violation of the Woods Hole Martha's Vineyard and Nantucket Steamship Authority (SSA) LICENSING OF PRIVATE VESSEL TRANSPORTATION SERVICES (Licensing Policy) in regard to the hearing on May 29,2025 for Offshore Tug and Transportation LLC's (OTT) application. These comments in regard to the proposed service would also be null and void until another hearing is conducted.

I have summited a open meeting law violation complaint to the Attorney General. If the Attorney General is in agreement and an new hearing is held then these comments will be resubmitted for consideration.

"The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority ("the Authority") will hold a public hearing on the application of Offshore Tug and Transportation, LLC ("OTT") to operate a licensed freight service between New Bedford and Nantucket. OTT proposes operating a freight service two (2) to three (3) days per week from New Bedford with the Authority's former freight vessels that OTT purchased in 2024."

The hearing notice does not state that the service will use the Nantucket Steamship Authority union run transfer slip. Who is responsible if it is damaged? If as a result there are delays with the SSA service how will this effect the public getting to and from the island until it is repaired? Where will the boat go if it breaks down at the transfer ramp?

Page 15 of 22 of the Licensing Policy:

"D. All License Agreements Entered Into By The Authority Shall Contain Adequate Provisions To Protect The Public Interest.

*When the Authority decides in any particular case that the granting of a license is required by public convenience and necessity, the license agreement entered into with the carrier shall contain such provisions as are necessary to protect the public interest. In some situations a carrier may demonstrate to the Authority's satisfaction that **good cause** exists for not including certain provisions in its license agreement which the Authority otherwise may feel are necessary to protect the public interest. Nevertheless, in the absence of such good cause, such provisions generally should include, as they have in the past, the following:..... "*

I question if the “good cause” is being leveraged by the back hauling of recyclables that are already being back hauled by other local haulers. If it could be better organized then that maybe the only need vs a licensing a new carrier. I don’t know the volumes that are back hauled of recycling now, but I do not expect it would be as much as 3 times a day and 3 times a week would be needed for back hauling recycling. This does not include “trash” that will still be back hauled from Nantucket by established haulers.

This is only one part of OTT’s the business the other part is to haul bulk commodities ie. aggregate, loam, and sand. These commandoes are already being hauled by OTT by tug and barge. I question if the idea that this will remove tractor trailers from the Cape Cod roads is leverage for this license. Most of the bulk commandoes are not on the roads now so it will not change the volumes significantly. There are up to 33 tractor trailer loads of bulk material on 1 barge without the individual tractors, that is the most economical way to transport freight by short sea shipping. Barges also elevate, inland congestion and reduce CO2 emissions by eliminating the individual tractor trailers from the roads.

There will always be business that cannot take on 33 loads at one time, they are the ones that go the mainland light and currently back haul trash and recyclables to offset the trip. This is being done on Nantucket so I do not see that there is a enough of a need to take there business from them. This would be the same if the service as planned expands to Martha’s Vineyard.

Therefor if there is not a “good cause” I question if OTT’s license would be exempt from page 15 of 22 D.(6)(7)

“6. A prohibition against the carriage of vehicles or freight by the carrier.

7. An acknowledgment by the carrier that the license agreement does not authorize it, either directly or indirectly, to use any of the Authority's facilities in any way.”

On Page 13 of 22 it is clear that unless there is an emergency or a service that is not being provided this OTT application would be denied. In OTT’s proposal they state that they will still be operating the towboat and barge service but this is to “streamline” their business. A private for profit LLC operating using a SSA transfer slip is NOT a level playing field. Only a curved bow boat would be able to transfer using a SSA bridge of a certain size. I do not feel because a boat was sold that belonged to the SSA should have any leveraging for this proposed license.

4. “Traffic growth is a concern that the Authority shall consider when evaluating license requests.

Over the past several years, the call has become increasingly louder from both islands for the Authority to limit what has heretofore been a persistent growth of vehicular traffic during the busy summer seasons, and a consensus has begun to emerge that such growth, if unchecked, will negatively impact the quality of life for both permanent and seasonal island residents. Although some persons may desire a more extended discussion of this subject, suffice it to say that the Authority shall not, for the foreseeable future, license any private carriers to transport any

vehicles to the islands. To the extent it is warranted and possible, all such vehicle service shall continue to be provided by the Authority alone."

It is not clear why the SSA would buy and retrofit larger freight boats and still use inland congestion as a reason to leverage this license application. It would appear that if the SSA was concerned with the reduction of freight vehicles on the Cape Cods inland roads why they would increase the volume by buying larger boats. With these freight vessels there is still tractor trailers on boats that are not freight boats. I question why increase the freight vehicle volume with new boats then give the service away, how does that work economically for the SSA. When a freight vehicle removed from the ferries more replace them and the volume does not change as the island's demand for freight is not diminishing.

It is yet to be clarified by a 3rd party if the Licensing Policy is inclusive for a new "vehicle" carrier. Never the less if the document is used in its entirety it is clear that there are a lot of things to consider in regard to existing carriers and exempt carriers and their economics and vitality.

Page 12 and 13 of 22

"Similarly, the Authority shall protect, insofar as appropriate, the grandfathered carriers against any proposed competing service that would injuriously affect their revenues and possibly result in increased fares and inferior service to the public. In this regard, the Authority shall consider whether the route of the proposed service is similar to that of an existing route and whether the granting of a license would place the new carrier in direct competition with a grandfathered carrier. In the maintenance of a healthy transportation network, "more is not necessarily better." Additional service which duplicates another existing route could undermine the existing carrier to the extent of possibly forcing it out of business. Then, if the new service proves unsuccessful as well, the community which was once served by two carriers could conceivably find itself without any service from either.

Nevertheless, the Authority may conclude that consumer benefits accruing from a proposed new service outweigh any adverse impact upon the grandfathered carriers. In this regard, no carrier, grandfathered or otherwise, should be entitled to protection from competition in the continuation of a service that fails to meet a public need or is not a well run operation; nor,

by the same token, should the public be deprived of a new and significantly improved service because it may divert some traffic from other carriers. This would be particularly true if a new carrier were able to demonstrate that it could provide another service with greatly reduced rates than those currently charged by the grandfathered carriers."

Can OTT can show that this "will greatly reduce the rates currently charged by the grandfathered carriers" if they were to haul commodities other than their own materials for Holgate Partners?

I do not see how this license for fills the criteria for leveraging and licensing of this new carrier.

Lastly, The SSA cannot in good conscience on one hand put prohibitions on a “grandfathered” carrier due to revenue loss, then license a new carrier which is also lost revenue to the SSA.

With Respect,
Deborah Packer



June 30, 2025

Dear Steamship Authority General Manager Robert Davis,

Members of SMART (Southeast Massachusetts Regional Transportation) Citizens Task Force positively and unequivocally support the Offshore Tug and Transportation (OTT) LLC application of request for a licensing agreement to dock and unload at the Steamship Authority's Facilities in Nantucket.

Every day of the year, hundreds of Barnstable and Falmouth households experience the negative impacts of a total of 36,808 heavy trucks/year (2024) in Barnstable and of 62,414 heavy trucks/year (2024) in Falmouth traversing our residential neighborhoods.*

A large number of those trucks contain freight that OTT could deliver directly to and from the commercial port of New Bedford. For the vast majority of those trucks, their final destination on the mainland is closer to New Bedford than Hyannis or Woods Hole.

There are no residential neighborhoods between OTT's proposed loading/unloading site in New Bedford and Interstate 195.

It is well understood that the more environmentally responsible model to ship non-time-sensitive goods is by short sea sailing rather than by roads.

The US Department of Transportation Maritime Administration has recognized this approach through its Marine Highway Program and Short Sea Shipping statement of priorities.

The Kass Report** already in 2001 recognized that shipping of freight to and from the islands and the mainland was inevitable. The Kass Report explained: "We recommend, therefore, that the SSA plan for off-Cape service from New Bedford to the Islands. This will be alternate service."

The Kass Report concluded that "the SSA must be responsive to the regional planning objectives of all the affected communities, on the Islands and the mainland."

SMART strongly supports the application of OTT to expand its freight service to and from Nantucket and to and from Martha's Vineyard to New Bedford.

SMART is very disappointed that OTT subsequently modified its original January 31, 2025 application and dropped Martha's Vineyard from its application.

Thank you.

Sincerely,

Nat Trumbull, for SMART Citizens Task Force
11 Church St.
Woods Hole, MA 02543
[REDACTED] cell [REDACTED]

*https://www-steamship-assets.s3.amazonaws.com/versioned_downloadable_forms/path/april_2025_monthly_traffic_statistics.pdf

**Governor's New Bedford, Cape and Islands Ferry Service Task Force, report of April 13, 2001, <https://smartmassachusetts.wordpress.com/wp-content/uploads/2017/11/2001-task-force-report.pdf>

Terence Kenneally

From: [REDACTED]
Sent: Monday, August 4, 2025 1:02 PM
To: Robert Davis; Terence Kenneally
Cc: 'George Aronson'; 'Christopher Lowe'; 'Aileen Conrad'; 'J. P. Caron II'
Subject: FW: follow up to conversation Friday - Waste Options / Town - boat reservations

Robert / Terence;

Good afternoon and hope you enjoyed the weekend.

Thank you for taking the time to speak with us last Friday.

To follow up our conversation last week, currently we make all of our reservation requests under "Commodity Of Recyclables".

The priority list you alluded to on the call classifies "Commodity Of Trash" right under food and fuel as essential loads. Commodity Of Recyclable loads are far down the list in terms of essential loads.

All of the loads Waste Options ship off island are sent to mainland facilities for further processing and recycling.

We receive multiple one-way reservations either from Nantucket or from Hyannis, but many times an open reservation either from Nantucket or back from Hyannis (on the same day). Various times we have opens on both the reservations from Nantucket to Hyannis and back from Hyannis to Nantucket on the same day. We also lose a full set of reservations normally through a process called "smoothing".

If we were to change our bulk reservation requests to "Commodity Of Trash" would we receive more bulk reservations, and with the reservations received, set times from Nantucket to Hyannis and from Hyannis to Nantucket on same day, without open reservations.

Much appreciate it if you could let us know.

Thanks,

Nathan Widell
CEO
Waste Options Nantucket, LLC



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

July 17, 2026

2026 GOVERNANCE COMMITTEE MEETING SCHEDULE*

The Steamship Authority Governance Committee meets monthly, generally on the third Thursday of each month.

<u>Date</u>	<u>City/Town</u>	<u>Location**</u>	<u>Time</u>
Thursday, August 20, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Thursday, September 17, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Thursday, October 15, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Thursday, November 19, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Thursday, December 17, 2026	VIRTUAL	VIRTUAL	10:00 a.m.

**Schedule subject to change. **All meetings will be made accessible via remote videoconferencing.*

Our mission is to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

228 Palmer Avenue
Falmouth, MA 02540
(508) 548-5011



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

July 17, 2026

2026 CAPITAL PROJECTS COMMITTEE MEETING SCHEDULE*

The Steamship Authority Capital Projects Committee meets monthly, generally on the second Tuesday of each month.

<u>Date</u>	<u>City/Town</u>	<u>Location**</u>	<u>Time</u>
Tuesday, August 11, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Tuesday, September 8, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Tuesday, October 13, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Tuesday, November 10, 2026	VIRTUAL	VIRTUAL	10:00 a.m.
Tuesday, December 8, 2026	VIRTUAL	VIRTUAL	10:00 a.m.

**Schedule subject to change. **All meetings will be made accessible via remote videoconferencing.*

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Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

July 17, 2026

2026 IT EXECUTIVE STEERING COMMITTEE MEETING SCHEDULE*

The Steamship Authority IT Executive Steering Committee meets monthly, generally on the fourth Tuesday of each month.

<u>Date</u>	<u>City/Town</u>	<u>Location**</u>	<u>Time</u>
Thursday, January 15, 2026	VIRTUAL	VIRTUAL	1 p.m.
Friday, January 30, 2026	VIRTUAL	VIRTUAL	2 p.m.
Monday, February 23, 2026	VIRTUAL	VIRTUAL	2 p.m.
Monday, March 9, 2026	VIRTUAL	VIRTUAL	2 p.m.
Tuesday, April 7, 2026	VIRTUAL	VIRTUAL	9 a.m.
Tuesday, April 28, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, May 26, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, June 23, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, July 28, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, August 25, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, September 22, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, October 27, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, November 24, 2026	VIRTUAL	VIRTUAL	10 a.m.
Tuesday, December 22, 2026	VIRTUAL	VIRTUAL	10 a.m.

**Schedule subject to change. **All meetings will be made accessible via remote videoconferencing.*

Our mission is to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

228 Palmer Avenue
Falmouth, MA 02540
(508) 548-5011

STAFF SUMMARY

Date: 07/01/2026

File# S0-2026-02



TO:		FOR:		FROM: Alison Fletcher
X	General Manager		Vote	Dept.: Shoreside Operations
X	Board Members		Information	Subject: Update on early truck arrivals in Woods Hole.

PURPOSE:

To give the Port Council and Board an update on the early truck arrivals in Woods Hole for the Summer 2026 Operating Schedule.

BACKGROUND/INFORMATION:

Beginning with the Summer 2020 schedule, the Authority implemented a process of sending letters to all shippers outlining their designated arrival times for early morning trips. During this period, we began using our camera system to monitor trucks entering the property and record their arrival times. Operations would then send notification emails to any shipper that arrived two minutes or more before their scheduled reservation time. This process has continued each summer since 2020.

With the Summer 2026 schedule, starting 14 May 2026, we are continuing this process. Attached are copies of the most recent shipper notification letter and an example of an email sent to shippers identified as being in violation. Letters are sent to shippers who have trucks that have arrived 2 minutes or more prior to the approved arrival window.

As of June 29, we have identified 728 trucks arriving between 4:30 a.m. and 6:00 a.m. Of those, 15 were identified as Diesel Direct trucks servicing our vessels, and 44 were identified Centerplate deliveries supplies for the vessels.

At the end of May, it was discovered that the timestamp of the camera system had been inaccurate. This was subsequently verified and corrected. Of the 728 trucks identified, 24 shippers were determined to have arrived early, with a total of 78 occurrences of early arrival, with on average being 5.21 minutes early. Each of these shippers received the email notification.

After the times were adjusted to take into account the camera time stamp error, the total number of shippers with early occurrences drops to 20 and the total number of early arrivals reduces to 44 with an average early arrival being 6.48 minutes early. Please see the following charts.

Companies	<u>Early Arrivals - unadjusted time</u>					
	May-26		June-26		Season to date	
	Number of Occurrences	Average Minutes Early	Number of Occurrences	Average Minutes Early	Number of Occurrences	Average Minutes Early
Company 1	2	7.00			2	7.00
Company 2	1	3.00	1	8.00	2	5.50
Company 3	3	6.00	5	6.00	8	6.00
Company 4	1	2.00			1	2.00
Company 5	1	7.00			1	7.00
Company 6	1	8.00			1	8.00
Company 7	3	8.67	1	7.00	4	8.25
Company 8	3	2.33			3	2.33
Company 9	3	2.00			3	2.00
Company 10	1	8.00	1	8.00	2	8.00
Company 11	6	2.83	1	2.00	7	2.71
Company 12			1	9.00	1	9.00
Company 13	1	5.00			1	5.00
Company 14	1	15.00	1	2.00	2	8.50
Company 15	2	2.00	1	11.00	3	5.00
Company 16			1	20.00	1	20.00
Company 17	3	5.33			3	5.33
Company 18	1	10.00			1	10.00
Company 19	1	8.00	2	18.00	3	14.67
Company 20	14	3.21	4	2.25	18	3.00
Company 21			2	4.00	2	4.00
Company 22	3	3.00	1	2.00	4	2.75
Company 23	4	2.00			4	2.00
Company 24	1	18.00			1	18.00
Grand Total	56	4.54	22	6.91	78	5.21

Early Arrivals - time adjusted						
Companies	May-26		June-26		Season to date	
	Number of Occurrences	Average Minutes Early	Number of Occurrences	Average Minutes Early	Number of Occurrences	Average Minutes Early
Company 1	1	10.00			1	10.00
Company 2			1	8.00	1	8.00
Company 3	3	4.00	5	6.00	8	5.25
Company 4						
Company 5	1	5.00			1	5.00
Company 6	1	6.00			1	6.00
Company 7	2	9.50	1	7.00	3	8.67
Company 8						
Company 9						
Company 10	1	6.00	1	8.00	2	7.00
Company 11	1	4.00	1	2.00	2	3.00
Company 12			1	9.00	1	9.00
Company 13	1	3.00			1	3.00
Company 14	1	13.00	1	2.00	2	7.50
Company 15			1	11.00	1	11.00
Company 16			1	20.00	1	20.00
Company 17	2	4.50			2	4.50
Company 18	1	8.00			1	8.00
Company 19	1	6.00	2	18.00	3	14.00
Company 20	4	3.25	4	2.25	8	2.75
Company 21			2	4.00	2	4.00
Company 22	1	3.00	1	2.00	2	2.50
Company 23						
Company 24	1	16.00			1	16.00
Grand Total	22	6.05	22	6.91	44	6.48



Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

June 18, 2026

Dear Valued Freight Carrier:

Thank you for your continued patronage onboard the Steamship Authority's ferries. Please take this opportunity to once again review our terminal traffic and noise mitigation policies with your truck drivers. The Steamship Authority will be strictly enforcing those policies, and you will forfeit your reservations if any of your drivers intentionally or repeatedly violate them. These policies include restrictions (described below) on how early trucks can arrive at the Woods Hole terminal in the morning.

- Truck drivers are prohibited from idling their trucks' engines at any of our ferry terminals for more than five minutes in violation of as stated in chapter 90, section 16A, of the Massachusetts General Laws.
- Trucks are not to be backed up on terminal property except when necessary to stage them for boarding or to load them onto a ferry, with the permission of unless instructed by the Terminal Agent on duty. In addition, when trucks are being backed up on terminal property, their back-up alarms may not be excessively loud, and should be adjusted to the extent possible so that they are only loud enough for their intended safety purposes.
- When driving to or from any of our ferry terminals, truck drivers are required to obey all posted speed limits and all other traffic laws, signs and restrictions, including stopping when required at all pedestrian and bicycle crossings. Truck drivers also should drive at all times in a safe and courteous manner towards other drivers, bicyclists, and residents of our surrounding communities.
- When driving on Woods Hole Road, drivers should reduce their speed well in advance of curves and downhill stretches so that they can minimize using their engine compression brakes (Jake brakes).
- Truck drivers may not stop or park alongside highways or roads where it is illegal to do so, such as alongside Woods Hole Road.

Trucks, when coming onto Steamship property should not cross the double yellow line until safely on Steamship property. This is best noted by the entrance to the employee parking lot.

Freight carriers will not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck that has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's engine compression brakes or due to the truck's age and/or lack of proper maintenance.

During the 2026 Summer Operating Schedules from June 19 ,2026 to September 10, 2026, trucks are **prohibited** from arriving at the Woods Hole terminal prior to **6:30 a.m.**, except as follows:

- Trucks with reservations for 5:30 a.m. trip may arrive beginning at **5:10 a.m.**
- Trucks with reservations for the 6:00 a.m. trip may arrive beginning at **5:30 a.m.**
- Trucks with reservations for the 6:30 a.m. trip may arrive at the terminal beginning at **6:00 a.m.**
- Trucks with reservations for the 7:00 a.m. trip may arrive at the terminal beginning at **6:15 a.m.**

Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations.

In addition, unless specifically approved by a Truck Coordinator in the Steamship Authority's Mashpee Reservations Office (for vehicles with reservations) or the Terminal Agent at the departure terminal (for vehicles traveling without reservations), the weight of vehicles traveling on the Steamship Authority's vessels may not exceed: (a) 52,000 pounds for vehicles up to thirty (30) feet long; or (b) 86,000 pounds for vehicles thirty (30) feet or more in length. Vehicles in excess of the above weights may be accepted for travel only if the customer complies with all conditions as may be required by the Authority for such travel.

All travel on Steamship Authority ferries and use of its facilities are subject to these policies as well as the Steamship Authority's other published tariffs, policies and regulations, including its Customer Policy Handbook and its Rules and Regulations Governing Public Conduct on Terminal Property, both of which are posted on the SSA's website. If you choose to travel with us and/or use our facilities, you will be agreeing to abide by all of the terms and conditions of these policies.

We thank you for all of your assistance and cooperation in respecting our neighbors in all of our port communities by reducing the amount of noise generated by your trucks as much as possible. We also thank you for your continued business with the Steamship Authority. If you have any questions or concerns, please feel free to contact me at (508) 548-5011, ext. 219, or any of our Terminal Managers.

Sincerely,



Alison Fletcher
Director of Shoreside Operations



Early Arrival

From Alison Fletcher <afletcher@steamshipauthority.com>

Date Mon 6/29/2026 11:20 AM

To [REDACTED]

 1 attachment (201 KB)

Freight Carriers Letter- Early Summer 2026.pdf;

Please be advised that on June 29th your vehicle arrived at our Woods Hole ferry terminal at 5:18AM. According to the letter attached (it was sent to all shippers), if you have a 6:00 AM reservation you are prohibited from arriving at the terminal before 5:30 AM. As also stated in the letter, we are strictly enforcing this policy, as well as all of the other policies set forth in that letter, and you will forfeit your reservations if any of your drivers intentionally or repeatedly violate them. Accordingly, you are expressly advised not to have any of your drivers traveling on the 6:00 AM ferry arrive at our Woods Hole ferry terminal before 5:30 AM again. Any questions or concerns please email me.

Alison Fletcher
Director of Shoreside Operations
Woods Hole, Martha's Vineyard and Nantucket
Steamship Authority
228 Palmer Ave.
Falmouth, MA 02540
afletcher@steamshipauthority.com
(508)-548-5011 X219

June 29, 2026

Dear Steamship Authority Board of Governors:

We, the undersigned, are writing to renew our continuing and strenuous objection to the Steamship Authority's 5:30AM freight boat scheduling from Vineyard Haven to Woods Hole and 5:30AM freight boat scheduling from Woods Hole to Vineyard Haven. We oppose the [proposed Woods Hole/Martha's Vineyard freight operating schedules](#) for 2027 as announced by the SSA and demand that you revise them immediately.

When the Steamship Authority initially changed the schedule to add the 5:30AM freight boats, you stated that this was temporary and subject to change. (i) Despite this statement and despite the community's objections, the SSA continues to schedule the 5:30AM freight and makes no meaningful effort to address the concerns of your port community in Falmouth that is significantly negatively impacted by your decision.

We object to (1) the daily 5:30AM freight trucks scheduled from Vineyard Haven to Woods Hole, and to (2) the daily 5:30AM freight trucks scheduled from Woods Hole to Vineyard Haven and the related and numerous deleterious impacts on port communities and residents.

We request that you conduct a public hearing to be held within 14 days of receipt of this petition, per Section 15A of the Steamship Authority's Enabling Act.

We seek to address the following topics during the public hearing and demand immediate action as requested:

1. As an impacted port community significantly harmed by the actions of the SSA, we request that the SSA revise its proposed freight schedules for 2027 to eliminate the

5:30AM freight trucks scheduled from Vineyard Haven to Woods Hole, and the 5:30AM freight trucks scheduled from Woods Hole to Martha's Vineyard.

Failure of the Steamship Authority to address the health and safety impacts of the continuing increase of the Steamship Authority's freight truck traffic borne by Falmouth residents; those impacts include noise (ii) but are not limited to noise; other impacts include other forms of air pollution, increased threat to public safety, a deterioration in quality of life for Falmouth residents, overuse of Falmouth roadways, and related and unnecessary costs borne by residents and the Town of Falmouth through misuse of non-SSA property.

The Falmouth Select Board has repeatedly requested that the 5:30AM scheduling of freight trucks through Falmouth be eliminated.

2. As impacted port communities we respectfully request that the Steamship Authority launch or license a meaningful off-Cape marine freight service to the islands.

Failure of the Steamship Authority to take steps in a sustained way to shift non-time-sensitive Vineyard freight (landscaping materials such as gravel/rocks/mulch, demolition, construction materials, etc.) to an off-Cape port as an alternative to increasing freight capacity through Cape Cod port communities. (iii)

The single-trip-a-day license issued to 41 North is not meaningful.

In the words of a SSA Board member, the SSA has demonstrated only "lip service" for launching an off-Cape freight route to the islands.

3. As impacted port communities we demand that the Steamship Authority consolidate its freight schedules to the islands given that the SSA now has larger freight capacity vessels in comparison with earlier years.

Failure of the SSA to adjust the 2027 schedule to take into account the fact that the SSA has recently begun operating new freight vessels with 25% larger deck capacity than the freight vessels they replaced.

The SSA has not consolidated any of its freight schedules for 2027 in order to reflect the larger carrying capacity of those newly acquired freight vessels.

4. As impacted port communities we demand that the SSA negotiate an agreement to limit the number of freight trips through the Town of Falmouth.

The Town of Barnstable has had such an agreement in place to limit the number of freight trips through Barnstable since 1997. (iv)

A supplemental off-Cape port such as New Bedford could provide freight trips to and from the Vineyard and reduce the need for the current number of SSA trips to and from Woods Hole (56 trips per day in summer between Woods Hole and Martha's Vineyard).

5. As impacted port communities, we believe the Steamship Authority is engaging in mission overreach as it carries freight trucks in the pre-dawn hours between Vineyard Haven and Woods Hole.

The SSA's Enabling Act states that the SSA is "to provide adequate transportation of persons and necessities of life for the islands of Nantucket and Martha's Vineyard." (v)

As an example of how pre-dawn truck freight deliveries appear not to be essential, during two recent extended period between January and March 2025, and then again between January and May 2026, the Steamship Authority did not provide 5:30AM freight service from Vineyard Haven to Woods Hole. No essential freight deliveries appear to have been missed.

In summary, the consistent failure of the SSA to consider the impacts of its freight schedules on the people of the Commonwealth, including Falmouth residents, is unacceptable.

The SSA is not following Section 6 of its own Enabling Act:

"The exercise of the powers granted by this act will be in all respects for the benefit of the people of the Commonwealth ... and for the improvement of their health and living conditions." (vi)

Respectfully submitted,

1	Alessandro Bocconcelli	64 Nobska, Woods Hole MA 02543
2	Alexandra Robb	36 Needles Ln, North Falmouth MA, 02543
3	Alice Rushforth	74 Haynes Ave, Falmouth
4	Amy Cody	4 Pondmark, Chilmark
5	Andrea B. Rugh	37 Gosnold Rd. Woods Hole 02543
6	Andrew D Bowen	256 WOODS HOLE RD
7	Andrew Solow	44 Quissett Ave Woods Hole
8	Ann Renshaw	58 Leslie Street Woods Hole, MA 02543
9	Anne Clarkin	272 Woods Hole Rd. Falmouth
10	Anne D Halpin	319 Woods Hole Road
11	Anne Densmore	37 Penzance Rd Woods Hole

12	Anne L Reed vine	33 ocean Ave. east Falmouth ma 02536
13	Anne Macaulay	25 Meadow Lane, Falmouth MA 02540
14	Annie Sutherland	12 Hilton Avenue Woods hole MA 02543
15	Ariela Buxbaum Grice	416 Woods Hole Rd Woods Hole MA 02543
16	Athena Aicher	38 Whitman Road Woods Hole, MA 02543
17	B J Atwood-Fukuda	41 High Street, Woods Hole 2727 Palisade Ave, Bronx, NY
18	Bob Johnston	12 Bea Lane West Tisbury, MA 02575
19	Brian Switzer	6 Quissett Ave Woods Hole
20	Bronwen Prosser Polloni	24 Sumner street Woods Hole MA 02543
21	Carissa April	448 Woods Hole Rd
22	Carol Lee Rawn	15 Penzance Rd. Woods Hole MA
23	Carolyn Burr	89 FR Lillie Rd Woods Hole
24	Catherine Cetta	315 Hatchville Rd Falmouth, MA 02536
25	Christine Uljua	181 Hayway Rd. East Falmouth MA 02536
26	Colleen Breitbord	28 Eldona Ave Falmouth
27	Cynthia Rankin	82 Siders Pond Rd Falmouth, MA 02540

28	Damien Kuffler	49 Gosnold Rd, Woods Hole, MA 02543
29	Daniel Robb	P.O. Box 186 Woods Hole MA 02543
30	David Hastings	18 Spencer Baird Rd Woods Hole, MA 02543
31	David Kabat	98 Quissett Ave. Woods Hole, MA, 02543
32	David Kessler	21 High Street Woods Hole, MA 02543
33	David Martin	10 Buzzards Bay Ave
34	Deborah Coulombe	5 Buzzards Bay Ave Woods Hole MA 02543
35	Deborah Siegal	50 Friends Way West Falmouth
36	Dennis Giaya	28 Lawrence Farm Rd Woods Hole, MA
37	Diana Roth	52 A Kirk Street North Falmouth, MA 02543
38	Dorothy Grice	416 Woods Hole Road Woods Hole MA 02543
39	Douglas Amon	8 Quissett Ave Woods Hole 02543
40	Douglas C Brown	199 Old Main Road Unit B North Falmouth MA 02556
41	Dr. Bernhard Glaeser	11 High St. Woods Hole MA 02543

42	Ed DeWitt	116 Pin Oak Way Falmouth, MA 02540
43	Elena Trumbull	11 Church, Woods Hole
44	Elizabeth Brett	53 FR Lillie Rd Woods Hole, MA 02543
45	Elizabeth Egloff	41 Fern Lane Woods Hole, MA 02543
46	Elizabeth Makrauer	267 Quissett Avenue
47	Elizabeth OConnor	PO BOX 5128 Edgartown MA 02539
48	Elizabeth Sheehy	22 Millfield Street Woods Hole, MA 02543
49	Elliot Glist	272 Woods Hole Rd, Falmouth
50	Emily KelIndorfer	152 Two Ponds Rd Falmouth MA 02540
51	Eugenie Kuffler	49 Gosnold Rd, Woods Hole 02543, MA
52	Fuortes, Laurence J	402 Woods Hole Rd.
53	Gail Stetten	6 Brooks Rd Woods Hole, MA 02543
54	Gary Belowich	29 Old Colony Place Falmouth, MA 02540
55	Gordon Thomson	18 Millfield Street Woods Hole 02543
56	Hannah Coppola	40 Eric Clauson Lane Falmouth, MA 02540
57	Henry Nieder	30 NORTH WILLIAMS ST Vineyard Haven. MA

58	J Nicholas Newman	1 Bowditch Rd Woods Hole
59	James D. Sullivan	22 Scraggy Neck Road Cataumet Mass.
60	James Mavor	19 Standpipe Hill Rd, Woods Hole
61	Jane Evelyn ATWOOD	13 Square de Port Royal Paris 75013 FRANCE & Woods Hole
62	Jane Naylor	10 Kings Highway West Chilmark, MA
63	Jean and Lewis Stern	49 Loop Rd, Falmouth, Ma 02540
64	Jennifer (Jen) Hastings	18 Spencer Baird Woods Hole
65	Jessica L. Andrews	54 Waterview Road Oak Bluffs, MA 02557
66	Jim Newman	5 Buzzards Bay Ave, Woods Hole MA 02543
67	Joan Lederman	11 Leslie Street, Woods Hole MA. 02543
68	Joan Tweedell	41 Wilson Road, Woods Hole MA 02543
69	John Woodwell	Church Street, Woods Hole MA 02543
70	jonathan and Nicole Goldman	12 Sidney Street Woods Hole 02543
71	Jonathan Chatinover	30 Simpsons Lane Edgartown, MA 02539

72	Jonathan Freed	530 Woods Hole Road Woods Hole, MA 02543
73	Judith Day	55 Larches way Woods Hole Ma 02543
74	Judith Dowling	106 Random Road Falmouth MA
75	Judith Fenwick	18 Mill Road, Falmouth MA 02540
76	Judith Laster	Lawrence Farm Road, Woods Hole
77	Julie Rosen	413 A Dedham St
78	Karen Kabat	98 Quissett Ave Woods Hole 02543
79	Karen Mareb	61 Central Park Ct
80	Karen Olcott	141 Fay Road, Woods Hole
81	Karen Toner	19 Fern Lane Woods Hole, MA
82	Katherine M Jansen	36 Waquoit Farms Drive, East Falmouth, MA, 02536
83	Kathleen Denham	31 Buzzards Bay Ave. Woods Hole. 02543
84	Kevin Thompson	Club Valley Drive. East Falmouth
85	Kit Hoyerman	26 Gray Rocks West Rd North Falmouth, MA 02556
86	Klem Klimek	8 Quissett Harbor Rd
87	Kristin Alexander	101 Cumloden dr Falmouth

88	Laela Sayigh	64 Nobska Road Woods Hole, MA 02543
89	Laura Hastings	18 Spencer Baird Rd. Woods Hole, MA
90	Lauren Hoyerman	351 woods hole road
91	Linda Levu	349 Middle Rd Chilmark MA
92	Lore Loftfield DeBower	16 Wilson Rd
93	Lorraine Towle	44 turner rd east falmouth 02536
94	Louie Kerr	678 County Road Pocasset, MA 02559
95	Lynne Browne	36 RIDDLE HILL Rd Falmouth MA 02540
96	M Kathryn S Brown	90 Teaticket Path E. Falmouth, MA 02536
97	Maia Porter	36 Needles Lane Falmouth, MA 02556
98	Margaret Hannemann	47 High Mark, Chilmark, MA 02535
99	Margaret McCormick	44 Quissett Ave Woods Hole
100	mark koide	33 fern lane woods hole, ma
101	Mary Connelly	36 Richards Road Falmouth, Ma 02540
102	Mary Musacchia	12 Wilson Road Woods Hole, MA 02543
103	Mary Revelle Paci	5 Little Harbor Road Woods Hole, MA 02543

104	Matthias Bossi	1 Wilson Road Woods Hole, MA 02543
105	Michael Lambert	30 Davis Road
106	Michele Hagan	533 woods hole rd c102 woods hole
107	Molly Cabral	185 Sandpiper Ln Vineyard Haven MA 02568
108	Molly garrett Bang	43 Drumlin Rd
109	Myla Kabat-Zinn	46 Buzzards Bay Ave. Woods Hole, MA 02543
110	Nan W. Schanbacher	14 Cowdry Rd Woods Hole, MA 02543
111	Nat Trumbull	11 Church St., Woods Hole
112	Nawrie Meigs-Brown	PO Box 33 Woods Hole 16 Butler Street
113	Nicole Goldman	12 Sidney Street, Woods Hole, MA 02543
114	Olivia Briley	175 Old Kings Hwy, Wellfleet
115	Pamela Stark	9 Little Harbor Rd Woods Hole, MA 02543
116	Patricia Keoughan	80i Riddle Hill Rd. Falmouth, MA 02540
117	Penelope McGill	8 QUISSETT HARBOR RD FALMOUTH, MASSACHUSETTS 02540
118	Peter Mayer	20 Menemsha Gate Chilmark, MA 02535
119	Peter Shile	25 Gardiner Road Woods Hole, MA 02543

120	Philip Logan	482 woods hole road, Woods Hole MA
121	Rachel Cox	33 High St Woods Hole MA 02543
122	Rachel Gore Freed	530 woods hole road Falmouth ma
123	Ralph Herbst	121 regis rd, falmouth, ma
124	Rebecca Lash	15 High Street Woods Hole, MA 02543
125	Robert Hannemann	47 High Mark Chilmark, MA 02535
126	Robert Morris	45 Quissett Ave Woods Hole
127	Robin Bierstedt	20 Menemsha Gate Chilmark, MA 02535
128	Robin Saitz	7 Leslie St. Woods Hole, MA
129	Ronald Zweig	8 Fay Road Woods Hole
130	Russell G Murphy	5 Bowditch Rd
131	Ruth Alice Fitz	141 Gardiner Road Woods Hole, MA 02543 and 46 Gunning Point Ave Falmouth, MA 02540
132	Sally Houghton	82 Sam Turner Rd East Falmouth MA 02536
133	Sarah Leary Church	533 Woods Hole Rd, Unit C101, Woods Hole, MA 02543
134	Sari Friedman	15 Fern Ln, Woods Hole, MA 02543

135	Carol Wagner	526 Woods Hole Road Woods Hole, MA 02543
136	Stephen Wagner	526 Woods Hole Road Woods Hole, MA 02543
137	Stephen Gillooly	10 Sycamore St Teaticket, MA 02536
138	Stephen Laster	58 Two Ponds Rd Falmouth
139	Steve Bernier	9 Hammett Rd. Chilmark MA 02535
140	Sumner Saitz	7 leslie St, Woods Hole, Ma
141	Susan Laster	8 Lawrence Farm Road Woods Hole, MA 02543
142	Susan Shup	8 millfield street, woods hole
143	Susanna Elizabeth McKenna	90 Woods Hole Rd, Falmouth, MA, USA
144	Susanne Goodman Hallstein	36 South Road Falmouth,MA
145	Suzanne Boyer	3 Clay Pit Lane Aquinnah
146	Suzanne Kuffler	49 Gosnold Road Woods Hole, 02543 MA
147	Tamara Takoudes	6 westmoreland drive
148	Tessa Lineaweaver	410 Woods Hole Rd Woods Hole
149	Theresa K McKee	264 Sippewissett Road
150	Thomas Mountford	87 Braeside Rd Falmouth, MA 02540
151	Thomas H. Renshaw	58 Leslie Street Woods Hole, Mass 02543

152	Timothy Lineaweaver	410 Woods Hole Road Woods Hole, MA 02543
153	Tony Green	75 Clinton Ave Falmouth 02540
154	Trina Novak	19 Standpipe Hill Rd Woods Hole, MA 02543
155	Sue Fuortes	402 Woods Hole Rd Woods Hole MA
156	Megan Zottoli	812 Carriage Shop Road East Falmouth MA
157	Walt Schanbacher	14 Cowdry Road Woods Hole, MA 02543

(i) When a 5:30AM freight schedule was first proposed from Woods Hole to the SSA Board, the October 2011 Steamship Board meeting minutes state: "Mr. Hanover ... cautioned that there should not be any excessive noise in either Woods Hole or Vineyard Haven, observing that if the Authority's operations begin to cause problems at that time of the morning, the early trips may have to be discontinued." The Falmouth Port Council member voted against the 5:30AM freight scheduling.

(ii) When large Steamship Authority-related trucks pass through Falmouth, the noise level rises to 76-78 dB. The noise from trucks scheduled on 5:30AM boats occurs at a time of day when most Falmouth residents are sleeping. The daily pre-dawn noise from the Steamship Authority-related trucks represents a public health concern in terms of sleep deprivation.

Such noise is regulated as air pollution in the Commonwealth of Massachusetts: “Noise is a public health concern that falls within the scope of Massachusetts Department of Environmental Protection (MassDEP) authority as a form of regulated air pollution (M.G.L. Chapter 111, Sections 142A-M provide statutory authority for MassDEP's Air Pollution Control Regulations, 310 CMR 7.00, and the MassDEP Noise Policy,” according to MassDEP. According to 310 CMR 7.00, air pollution is defined as: “... the presence in the ambient air space of one or more air contaminants or combinations thereof in such concentrations and of such duration as to: (a) cause a nuisance; (b) be injurious, or be on the basis of current information, potentially injurious to human health or animal life, to vegetation, or to property; or (c) unreasonably interfere with the comfortable enjoyment of life and property or the conduct of business.”

Massachusetts requires mitigation of a “new noise source” specifically when it impacts residences, according to Massachusetts Department of Environmental Protection: “A new noise source will be required to mitigate its sound emissions if they are projected to cause the broadband sound level at a residence or building housing sensitive receptors to exceed ambient background by more than 10 dB(A).”

(iii) The governor's [Kass Report](#) in 2001 stated that an offshore freight port must be pursued by the SSA. Yet the SSA has consistently refused to pursue in a meaningful and sustained way a supplementary freight solution. Rather than pursuing supplemental off-Cape freight service to the islands, the SSA has simply increased its capacity and freight truck numbers to the islands through the ports of Hyannis and Woods Hole; at the same time the SSA largely ignores the health and safety impacts of that freight traffic on residentially zoned neighborhoods in Falmouth.

(iv) [Memorandum of Understanding Between the SSA and the Town of Barnstable](#), 1992.

(v) Section 1 of the [ENABLING ACT of the WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY](#) (chapter 701 of the Acts of 1960, as amended).

(vi) Section 6 of the [ENABLING ACT of the WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY](#) (chapter 701 of the Acts of 1960, as amended).

STAFF SUMMARY

Date: July 21, 2026

File# HR-2026-02



TO:		FOR:		FROM:
X	General Manager		Vote	Dept.: Human Resources
				Author: Janice Kennefick
X	Board Members	x	Information	Subject: Cape Cod Community Cost of Living (COLA)

PURPOSE:

To provide the Board with information regarding current compensation trends among comparable Cape Cod employers.

BACKGROUND:

At the June Board of Director's meeting, staff was asked to provide details from neighboring towns to better understand current compensation practices, with a particular focus on annual cost-of-living adjustments (COLAs). Staff spoke with human resources representatives from several area towns and two private employers to determine the cost-of-living increases provided during their most recent annual review cycles.

The information gathered indicated a consistent approach, with annual cost-of-living adjustments generally ranging between **2% to 3%**.

In addition, staff also contacted a sampling of private-sector organizations in the local area. While these organizations generally did not provide a separate, designated cost-of-living adjustment, they indicated that inflationary and market considerations were incorporated into their annual performance-based salary review process.

RECOMMENDATION:

The results of the review indicate that the local communities are generally implementing an annual cost of living adjustment (COLA) between 2%-3% with an annual merit increase in the range of 2%-4% (performance-based).

The Authorities recently approved cost-of-living adjustment (COLA) of 2.5% and merit (performance-based) adjustment up to 3.5% increase are in line with the neighboring communities.

Janice Kennefick
Director of Human Resources

Alex Kryska
General Manager

STAFF SUMMARY

Date: July 17, 2026

File# A-730



TO:		FOR:		FROM:
X	General Manager	X	Vote	Dept.: Accounting
				Authors: Mark K. Rozum
X	Board Members		Information	Subject: MV Island Home Test Trial Period for Utilizing Renewable Diesel R99.

PURPOSE: To request a vote of the Board to authorize the General Manager to execute a purchase of 200,000 gallons of RD99 Renewable Diesel Fuel from Diesel Direct for a cost of \$165,000 upcharge for the M/V Island Home test / trial period from August 1 – December 31, 2026. The quoted price of RD99 from Diesel Direct is an upcharge of \$0.825 per gallon over the contracted price for Ultra Low Sulfur Diesel fuel, inclusive of delivery charges.

BACKGROUND:

Renewable Diesel (RD 99), also known as Hydrotreated Vegetable Oil (HVO), is an alternative option to conventional diesel fuel used in power generation and main propulsion in our fleet and meets the ASTM D975 product category for diesel fuel. This product is currently available and supplied by HF Sinclair from Wyoming and stored in Haverhill, Massachusetts Island (see attached renewable diesel sustainability information sheet). The delivery of the product will be performed by our fuel contractor Diesel Direct. It is our intent to conduct an additional test trial period on the M/V Island Home from August 1st to December 31, 2026. The original test period with the M/V Island Home was from June 1st through September 1st, 2025.

We have vetted the RD99 renewable diesel fuel with all of the engine manufacturers in our fleet including EMD, Caterpillar and John Deere on the M/V Island Home. All of the aforementioned engine manufactures endorse the use of renewable diesel RD99 in their engines. The Steamship Authority has also contacted a major US ferry operator who has just completed their own test trial period similar to this proposal. Following the successful trial, the ferry operator is converting all ten (10) of its ferries to RD99. The engines used for their auxiliary power and main propulsion are Caterpillar and EMD engines, respectively.

A lifecycle analysis conducted by the U.S Environmental Protection Agency (EPA), it is a well to wheel analysis that includes feedstock production and transportation, fuel production and distribution and use of the of the finished fuel (tailpipe emissions including carbon dioxide, methane, and nitrous oxide, based on the estimated average emissions for the United States vehicle fleet) and co-products.

The use of this fuel should significantly reduce the greenhouse gas emissions by the Authority fleet and will assist meeting the Governors 2030 greenhouse gas emissions reduction target by 50%. The Operations and Engineering department will do an analysis of the test program and report the results to the Board.

RECOMMENDATION:

To authorize the General Manager to execute a purchase of 200,000 gallons of RD99 Renewable Diesel Fuel from Diesel Direct for a cost of \$165,000 upcharge for the M/V Island Home test / trial period from August 1 – December 31, 2026.



Mark K. Rozum
Treasurer/Comptroller

APPROVED: _____



Alex Kryska
General Manager

Attachments



Position: Manager of Workforce Training & Development **Grade:** 30

Department: Human Resources

Reports To: Director, Human Resources

Position Function:

The Manager of Workforce Training & Development is responsible for leading organizational wide trainings and career pathways through coordinating, management and execution of workforce development programs. The Manager will proactively assess the needs of the organization and work closely with internal stakeholders.

Duties and Responsibilities:

- Collaborate with the HRD to incorporate innovative employee recognition programs and events.
- Implement and oversee organization-wide training programs, including employee customer service, supervisory development, and any workforce and HR-related trainings.
- Collaborate with the management team to provide workforce development, planning & support.
- Facilitate various staff training courses held with internal and external parties.
- Develop and launch career pathways and its curriculum for career tracks.
- Manage employee opinion and workforce-related surveys while assisting managers in implementing a results-oriented action plan.
- Develop staff & supervisory training for new hires and periodically through the year for all staff.
- Implement a train-the-trainer model with consultation from external vendors.
- Partner with community-based schools, colleges and training programs that serve community residents.
- Cultivate employee recognition programs through collaboration and feedback from managers and staff.
- Manage execution of all activities, projects, training and deadlines related to workforce development and employee recognition.

- Provide function direction to subordinates regarding SQMS disciplines.
- Other related duties as assigned.

Requirements:

- A minimum of 5+ years of training experience.
- Excellent customer service and cultural sensitivity is a must.
- Must have strong interpersonal skills, effective communication, including written and oral.
- Advanced skills with Microsoft applications (Outlook, Word, Excel, PowerPoint, Teams) and other web-based applications.
- Ability to work with confidential information.
- Highly organized with ability to manage multiple projects at once.

DRAFT

1 July 2026

To: Steamship Authority Board

CC: Steamship authority Port Council

Ref: General Manager Six-Month Self-Evaluation

Introduction

It is hard to believe that six months have already passed since I assumed the role of General Manager. I came into this position with a clear sense of the Authority's mission, to provide safe, reliable, and essential transportation to the Islands, and with a commitment to lead with transparency, humility, and a willingness to listen before acting. This evaluation reflects candidly on where I have made meaningful progress, where I have fallen short of my own expectations, and how I intend to close the gap between the ambition of my original Work Plan and the realities of the job as I have come to understand it more fully over these first six months.

Progress on the GM Work Plan

When I presented my General Manager Work Plan, I laid out an ambitious set of priorities: governance and oversight clarity, financial controls and planning, strategic planning and operational alignment, and improving transparency and public trust. I want to be direct with the Board: the pace of execution across these workstreams has been slower than I projected. Solid strides have been made on all of them, but significant work remains. Increasing transparency and building public trust have been consistent focal points, and while meaningful gains have been made, this is, and will always be, a work in progress. One-on-one meetings with senior staff have been conducted, and the development of an enhanced organizational chart and decision matrix is continuing to take shape as we identify evolving needs and the best ways to meet them. Some of the slower pace is attributable to the complexity of managing relationships across customers, community stakeholders, the Board, the Port Council, new Board committees, and operational staff. Some of it reflects my own learning curve in calibrating how much can realistically move in parallel within a public authority structure, where consensus-building, procurement timelines, and statutory requirements necessarily take longer than they might in the private sector.

I do not offer these observations as excuses. I take responsibility for a Work Plan timeline that, in retrospect, underestimated the institutional and procedural realities of this organization. What I can say with confidence is that the underlying work has not stalled; it has simply taken a different shape than originally anticipated, often because more urgent and unanticipated priorities required attention. I believe the Work Plan itself remains the right roadmap. What needs adjustment is the pacing, and I intend to bring a revised, more realistic timeline to the Board following this evaluation.

Community, Employee, and Stakeholder Engagement

Where I believe I have exceeded my own initial expectations is in the depth and breadth of outreach to the people who depend on, work for, and oversee this Authority, and, critically, to those who directly or indirectly support it as community stakeholders. I made a deliberate choice early on to prioritize relationship-building and transparency, even when it meant some operational and planning work moved more slowly as a result. I stand behind that choice.

On the community side, I hosted my first Community Meeting at the Woods Hole Community Hall, focused squarely on the relationship between the Authority and our largest host community in Falmouth. I have engaged directly and repeatedly with stakeholders across each of our Cape and Island communities, including Select Boards, the Martha's Vineyard Commission's Island Supply Chain Study, the Falmouth Bicycle and Pedestrian Committee, and the Falmouth Traffic Advisory Committee, as well as with individual residents, on difficult and sometimes contentious topics: the 5:30 a.m. sailing, the Blue Line and reservations, terminal staging and traffic congestion, rideshare impacts, new service routes, and the visual and environmental footprint of the new terminal. I have not always had answers that satisfied every constituency, and I do not expect that I will. But I have tried, consistently, to show up, to listen honestly, to be candid about trade-offs, and to treat critics as partners in problem-solving rather than obstacles to be managed. I believe that approach is beginning to build the kind of trust this Authority has lacked in recent years, even where specific disagreements remain unresolved.

On the employee side, I initiated a series of employee appreciation events across our terminals and maintenance facilities, including Woods Hole, Hyannis, Fairhaven, and more recently Vineyard Haven, with Nantucket, Falmouth, and Mashpee still to come. These events were intentionally informal: an opportunity for me to sit down, share a meal, and hear directly from the people who keep the Authority running every day. They have also proven to be a meaningful opportunity for staff from different departments to come together, build relationships, and remind each other that we are all part of the same mission. I have also made it a priority to address service culture directly and personally when issues arise, including a recent, candid message to staff about a customer service failure that did not reflect who we want to be. I would rather name those moments honestly and ask more of our team than allow them to pass without acknowledgment.

On the federal and state stakeholder side, Board Chair Peter Jeffrey and I traveled to Washington, D.C. to meet with a number of legislative offices and the Department of Transportation, which was a valuable opportunity to introduce ourselves, express our appreciation for their continued support, and discuss the Authority's direction. I have worked closely with our federal and state advocates to begin providing the Board with regular legislative briefings going forward. I have also been actively engaged in federal ferry funding advocacy in support of legislation that increases funding to public ferry operators, work that will strengthen the long-term funding interests of this Authority and of public ferry systems more broadly. In conjunction with the Capital Planning Committee, I will be developing a slate of projects for the Authority that will require federal and state support, including new vessels and port infrastructure. The relationships we are building now will help guide us in securing the assistance these projects will require.

On the service expansion front, I have been working with staff and Port Council Chair Gordon Carr to reevaluate the viability of service from New Bedford to the Islands. We expect to reach a license agreement for service from New Bedford to Nantucket in the near term and look forward to working with the Capital Planning Committee on developing a broader plan for Martha's Vineyard service from New Bedford as well.

On the governance side, working with Peter Jeffrey, we have established the Capital Planning Committee and the Governance Committee, each composed of two Board members and three Port Council members. These committees, like the existing IT Steering Committee, are designed to help develop, inform, and guide the future of the Authority. The Capital Planning Committee's initial focus is on reviewing recent projects and building a strategic blueprint for what the Steamship Authority should look like by 2050. The Governance Committee will ensure that the Board, Port Council, and Authority meet the requirements of the Enabling Act, and will guide the development and implementation of organizational and customer-facing policies and procedures. I look forward to both committees being fully launched in the coming weeks.

At the organizational level, I have met individually with all senior staff and continue to engage with them and as many employees as possible across all of our locations, speaking with terminal staff and vessel crews, listening to their challenges and the opportunities they see. These conversations have provided essential context about where we are succeeding, where we need more effort, and where additional support is required. Training remains an area that demands sustained focus. To that end, we are developing a job description for a Training Manager who will oversee ongoing vessel crew training, front-line customer service training, and support the implementation of training for our new reservation system. This position will be presented for Board consideration in July. We are also preparing to add a Project Manager to plan and oversee the Authority's growing portfolio of concurrent initiatives. These represent only the first stage of the organizational changes needed to position the Authority for sustained success. I have been deliberate about moving thoughtfully rather than quickly, recognizing that I first needed to understand where our organizational strengths lie and where meaningful gaps exist. I have been encouraged by the depth of commitment and energy I have found across the Authority, from front-line staff to senior leadership, in working toward a stronger future.

Where I Am Holding Myself Accountable

I want to be specific about where I believe I need to improve. First, I need to be more disciplined about sequencing. When community and stakeholder engagement has competed for time with Work Plan execution, I have tended to prioritize the former. While I believe that was often the right call in the moment, I need to build a structure, including delegating more deliberately to my senior team, so that both can advance without one consistently coming at the expense of the other. Second, I need to communicate more proactively with the Board when timelines shift, rather than surfacing that information primarily in the context of a formal evaluation. Third, several operational issues this period, including a customer service incident that drew public attention, have reminded me that culture change requires sustained reinforcement, not a single communication. I am committed to following through with more consistent visibility into front-line service standards and expectations going forward.

Compensation

I want to address my compensation directly as part of this evaluation. I came into this role at a starting salary of \$225,000. My predecessor, who served as General Manager with the same title and full scope of responsibility, was compensated at \$239,400, a rate he continues to receive in his current role as Senior Advisor, prior to any annual adjustment. I want to be clear that I appreciate the Senior Advisor role and recognize the commitment and value he has provided to the Authority throughout his career and in his current capacity.

I raise this not as a complaint, but as a straightforward and material point of comparison. The individual receiving compensation meaningfully higher than mine is no longer carrying the full operational, governance, financial, and public accountability responsibilities of the General Manager position. I am. Over these first six months, I believe I have demonstrated the knowledge, judgment, and commitment this role demands, through the depth of community and stakeholder engagement described above, through active involvement in federal and state legislative advocacy, through direct management of sensitive personnel and operational matters, and through a willingness to take honest ownership of areas where progress has been slower than planned.

Given that my predecessor's full-time GM compensation exceeds my current salary, and that I am now performing the full scope of that role while he is not, I believe it is appropriate for the Board to consider adjusting my salary to at least parity with his former General Manager compensation. I would further ask the Board to consider whether an adjustment beyond parity is warranted in recognition of the scope of responsibility I now carry. I welcome the opportunity to discuss this directly with the Board and Port Council as part of this review.

Looking Ahead

As I move into the second half of my first year, my priorities are clear: to bring a revised and realistic Work Plan timeline to the Board and actively advance the development of the Authority's Steamship 2050 plan; to make tangible progress on the new reservation system implementation and the launch of our new committees; to sustain the cadence of community and employee engagement that I believe is foundational to this Authority's long-term health; and to ensure that the trust we are building externally is matched by consistent execution and accountability internally.

More specifically, from the GM Work Plan, the areas requiring most direct attention in the coming months are as follows.

1) Governance, Oversight, and Role Clarity. I will work to ensure that the organization is properly structured, with personnel assigned where they are most effective, and that new roles are added where they will meaningfully improve organizational results. In partnership with the Board and Port Council, we will further develop the decision matrix to ensure that leadership is well informed and that decisions are not made in isolation. Establishing a reporting template and a cadence of regular strategic reviews will help ensure accountability and forward momentum.

2) Financial Controls, Planning, and Transparency. Working closely with our Controller, we are already making progress toward establishing clear financial controls, approval processes, and spending thresholds, and holding departments accountable to their financial expectations. Going forward, we will develop a financial forecast model projecting at least two years out, so that we can anticipate our capital needs and plan for the costs required to meet them. This will require long-term planning for operating budgets as well as projections of future labor agreement costs.

3) Strategic Planning and Operational Alignment. The Steamship 2050 capital plan will be a central tool in guiding the Authority's efforts to meet the Massachusetts Clean Energy and Climate Plan 2050 and to address the future transportation needs of passengers and freight, with careful consideration given to where our workforce lives. This work encompasses not only fleet replacement but also continued workforce development and operational optimization.

4) Committee Development and Integration. We have established the Governance and Capital Planning Committees, and the IT Steering Committee continues its important work. I intend for all three committees to be central to our long-term planning, and I will look to leverage them collectively in developing the Steamship 2050 plan. Going forward, I expect each committee to carry annual goals that align with and support the goals of the General Manager and the Authority as a whole.

5) Transparency and Public Trust. I will continue to engage consistently with our customers, our staff, and our community stakeholders. I am committed to leading a transparent organization and to using the relationships we are building across each of these groups to help inform the decisions we make going forward. We plan to expand our community meeting program to our other port communities and to hold those forums on a regular basis.

Taken together, these priorities reflect where I believe the Authority needs to focus to build on the foundation established over the past six months and move with greater purpose and discipline in the months ahead.

I remain genuinely energized by this work and by the responsibility the Board has entrusted to me. I am grateful for the patience and partnership of the Board and Port Council as I continue to grow into this role, and I welcome their candid feedback as part of this review process.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Alex Kryska', with a long horizontal flourish extending to the right.

Alex Kryska
General Manager

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority