

MINUTES
OF THE
PORT COUNCIL
OF THE
WOODS HOLE, MARTHA'S VINEYARD
AND NANTUCKET STEAMSHIP AUTHORITY

February 3, 2026

Second-Floor Meeting Room
Steamship Authority Hyannis Terminal
141 School Street, Hyannis, Massachusetts

Port Council Members present: Chair Gordon M. Carr of New Bedford; Vice Chair John F. Cahill of Tisbury, Secretary Joseph E. Sollitto Jr. of Oak Bluffs, and members Gregory R. Egan of Barnstable, Eric R. Dawicki of Fairhaven, and Nathaniel E. Lowell of Nantucket. Other than Mr. Egan, all members participated via Zoom videoconferencing.

Port Council Members absent: Member Robert S.C. Munier of Falmouth

Authority Board Members present: Chair Peter J. Jeffrey of Falmouth, who observed the meeting via Zoom, and Member Robert R. Jones of Barnstable

Authority Management present: General Manager Alexander T. Kryska; Treasurer/Comptroller Mark K. Rozum; General Counsel Terence G. Kenneally; Chief Operating Officer Mark H. Amundsen; Communications Director Sean F. Driscoll; Director of Information Technologies Stephen M. Colman; Director of Shoreside Operations Alison A. Fletcher; Director of Human Resources Janice L. Kennefick; and Marketing and Creative Specialist Ian Chase Nichols.

1. Mr. Carr called the meeting to order at 1:02 p.m.
2. Mr. Carr announced Mr. Driscoll was making a video and audio recording of the day's meeting; Louisa Hufstader (representing the *Vineyard Gazette*) and Kaie Quigley (representing the Nantucket *Inquirer and Mirror*) indicated they were making an audio recording of the meeting. At 1:05 p.m., Eunji Seonwoo (representing the *Martha's*

Vineyard Times), indicated to Mr. Driscoll that he had joined the meeting and was making an audio recording.

3. Mr. Carr announced that, pursuant to Section 20 of Chapter 20 of the Acts of 2021, as amended, Port Council members were participating remotely in the day's meeting because their physical attendance would be unreasonably difficult. Those members were participating via Zoom videoconferencing and were clearly audible to one another. As a result of the members' remote participation, all votes taken were to be by roll call vote.
4. During discussion of the minutes, Mr. Dawicki asked if any material matters raised during public comment regarding the Inspector General's report had been deferred and, if so, why. Mr. Carr noted that, at that meeting, his response was that the report was still under consideration by management and that a further presentation would be forthcoming. Mr. Carr also noted that Mr. Kryska had provided a response at the January 20, 2026, Board meeting, and that a copy of that could be provided to Mr. Dawicki.

Then, upon a motion by Mr. Sollitto and a second by Mr. Egan, the Port Council **voted** 6-0 to approve the minutes of its meeting on January 6, 2026.

5. Mr. Kryska noted that there were cancellations over the weekend due to wind and the *M/V Nantucket* was briefly out of service due to a fire main issue, but the *M/V Sankaty* ran in its place until repairs were completed.
6. Mr. Lawrence shared an update on the status of the *M/V Monomoy* and shared photographs of its transit to the Fairhaven Vessel Maintenance Facility, where it arrived January 19, 2026. The vessel is now undergoing final outfitting and inspections with the U.S. Coast Guard.

Mr. Sollitto asked when the vessel would go online; Mr. Lawrence said there were several weeks of inspection and outfitting to do.

Mr. Dawicki asked if staff was happy with the results and excited for the vessel's service; Mr. Lawrence said staff had been able to learn a lot from the first two (2) vessels and will apply it to the third, and they were excited to see her in action. Mr. Amundsen said the biggest difference in this vessel is the skeg extension, and it would have to be seen in action to determine how it affects performance. If it is a positive effect, then the same modification could be done on the other vessels.

Mr. Dawicki offered his congratulations to all on the project.

7. Mr. Lawrence shared an update on the status of the *M/V Island Home* dry dock at Thames Shipyard in New London, Connecticut. Highlights of the project include propeller and shaft

inspections, hull blasting and coatings, a generator overhaul, deck renewal on the port 01 deck, pilot house ceiling renewal, and pump replacements. The cost of the project, with credits and change orders, stands at \$1,581,775.

8. Mr. Lawrence shared an updated on the *M/V Iyanough* Dry Dock at Fairhaven Shipyard. Highlights of the project include hull coatings, water jet overhauls, pilot house window replacements, and ride control inspections and service. The cost of the project, including credits, stands at \$547,675.

Mr. Lowell asked if the tables on the seatbacks could be returned; Mr. Lawrence said that could be investigated. Mr. Lowell asked for the timing on the project; Mr. Lawrence said the dry dock is scheduled to finish in the third week of February, and some storage fees are built into the cost if the Authority does not wish to return it to the water immediately.

9. Mr. Amundsen shared an update on the Woods Hole Terminal Reconstruction Project. He noted the utility building as nearly complete and shared photographs of installation of main power from the utility building to the terminal building; and installation of handrails at the northeast stairwell. At the terminal building, highlights include plumbing installation; telecommunication and data wire installation; electrical wire installation; and installation of cast-iron sprinkler lines. Ceiling grids and curtain wall frames have also been installed, and trench work has begun along Railroad Avenue to install electrical data conduits. That work is on hold awaiting a connection to a utility pole by Eversource.

The current project cost, including change orders, is \$37 million.

Mr. Amundsen said the occupancy for the utility building is expected in March, and on May 23, 2026, for the terminal building. Mr. Sollitto asked if that was a firm date, and Mr. Amundsen said they are feeling confident about that date but it's still a few months away.

Mr. Dawicki asked Mr. Amundsen if he was happy with progress, noting he recently had been to the site and was impressed. Mr. Amundsen said he's happy with the product and general contractor Colantonio Inc. has done a great job working with the Authority. He said he's looking forward to getting construction done and moving on to the final phase.

Mr. Dawicki said traffic flow concerns should be addressed when work is done. Mr. Amundsen said staff was working with circulation engineers and that there would be more room once fencing was down. Mr. Dawicki said he thinks everyone will be proud of the work when it's done.

Mr. Cahill asked what the plan was for the temporary terminal building; Mr. Amundsen said a plan has to be developed for its removal, and that phase of the project is expected in the fall.

Mr. Carr asked about the status of the traffic study; Mr. Amundsen said that would be presented in March, as meetings with the town were still to be scheduled. Mr. Kryska said the study is being reviewed by an external vendor as well.

10. Mr. Amundsen then provided an update on the True North Initiative and the reservation system replacement project. Recent progress included working through the solution design and recent town hall meetings, with more scheduled to continue to get public feedback on proposed policy changes. Upcoming key activities include refining and approving E-Dea's solution design; reviewing updated draft policies with the Port Council and Board; sharing an updated procurement plan and budget with the Board and Port Council; and topic-based town hall meetings in early February.

Mr. Kryska noted a press release was issued that day on the upcoming town hall meetings, and a web page had been launched at www.steamshipauthority.com/TrueNorth with FAQs and resources on the project. He said staff was working to get a lot of information out ahead of the town halls to help people understand how the standby and wait list systems work. Mr. Amundsen said representatives from E-Dea would be invited to participate as well.

Mr. Sollitto asked if the meeting could be done in person and that it may be beneficial for people on the Vineyard. Mr. Amundsen said a robust conversation was important to get support for these positive changes. Mr. Lowell said he concurred with in-person meetings, and Mr. Kryska said he would consult with staff on the matter.

Mr. Lowell said no one is saying the system isn't going to work or that it's a mistake, but the new terms must be fully explained.

Mr. Cahill said it's been interesting to see E-Dea already wrapping its arms around these issues, and the solutions will be found in ways that will be appreciated, he said. He suggested the Authority continue with these forums and then consider another on-island meeting.

Mr. Egan asked how the sessions would be promoted; Mr. Driscoll reviewed the ad placements and other efforts.

Mr. Dawicki said the recent petition should encourage the Authority to pay attention to the Vineyard's feelings, and it's important to work hard to keep the public informed and engaged. All of these projects have been headed in the right direction, he said. Mr. Kryska said he agreed and that transparency was the primary reason to have the town halls.

11. Mr. Driscoll then reviewed the proposed Commercial Filming Policy to establish a framework for use of vessels or terminal facilities as a venue for commercial filming and photographic activities by production companies. He noted that Martha's Vineyard and Nantucket have become more popular as filming locations and the Authority is

occasionally approached for those purposes. The frequency has increased to the point where, he said, a fee structure is in order.

He noted that all activities must be done under supervision of the Communications and Marketing Department, and all projects must complete a request form, provide proof of insurance, and have release forms signed by all crew members.

He also noted that the Combined Terminal Policies would be updated in Section 5.5, Commercial Photography, to be consistent with this policy, if enacted.

Mr. Lowell said the Nantucket filming was overall a positive for the island and he did not want to seem anti-business. Mr. Driscoll noted that staff worked to find a way to accommodate these projects, but they were labor-intensive. He noted the recent experience with the filming on Nantucket and said it was good for the Authority to have its facilities and vessels featured in a positive light.

Mr. Carr said, in his experience, location scouts would appreciate the policy and it would make it easier for them to evaluate the Authority as a filming location.

Then, upon a motion by Mr. Sollitto and a second by Mr. Lowell, the Authority **voted** 6-0 to recommend the matter to the Board.

12. Mr. Kenneally then updated the Port Council regarding the application by Offshore Tug and Transport to operate a freight service between New Bedford and Nantucket, with a focus on transportation of large equipment and solid waste with the *M/V Tom Nevers* (formerly the *M/V Gay Head*). Mr. Kenneally said the Authority has been working on its due diligence and had numerous discussions, two public hearings, and internal staff meetings on the matter. Mr. Kenneally said the focus has been on finding out where the *M/V Tom Nevers* could fit into the Authority's schedule at the Nantucket Terminal.

Mr. Kenneally said the recommendation is that the vessel operate two (2) days per week , but only between Mondays and Thursdays , arriving at 6:30 a.m. and leaving at 7:30 a.m. The Authority would charge a license on top of a \$500 dockage fee. Mr. Kenneally said the Authority set the per-vehicle license fee at 100% of the total average revenue per truck over twenty feet (20') for the Nantucket route for 2024, given its need to generate revenue and the difficulty at determining what specific services Offshore is providing that the Authority cannot.

Mr. Carr noted this was not a service the Authority solicited but was presented to it, and its priorities need to make sense for the Authority, for the town, for the Port of New Bedford, and for the operator. He noted Robert B. Our is a "terrific operation" but the Authority's goals must be clear. He said there has been an aversion and concern about waste coming into the Port of New Bedford.

Mr. Lowell said, as far as the timing, Offshore needs to have the ability to pull out of the slip and wait while a vessel unloads and then return, if it should be necessary. He said his biggest concern is the attitude on the island that no more vehicles can be accommodated. He said it should be a one-year test and that there will be ways to improve it on both sides, but he said he thinks good can come from the service.

Mr. Cahill asked if staff was looking for a vote; Mr. Carr said he thinks at this stage more information needs to be gathered. Mr. Egan said the staff summary lays it out and it seems to be in good shape.

Further discussion ensued about the time frame for the service, which Mr. Kenneally said came from the operations team. Mr. Lowell reiterated that Offshore needed the flexibility to leave the dock and wait in the harbor to finish its work if it was running late.

Mr. Egan asked if the Authority would have anything to do with the operations, noting that the letter stated the Authority would facilitate and operate the transfer bridge. Mr. Kenneally said that physically lifting the bridge and positioning it on the vessel would be done by the Authority's staff to ensure smooth operation of the bridge, which is critical operationally for all users.

Mr. Sollitto asked what they were carrying, and Mr. Carr said large bulk recyclables, such as computer equipment, tires, and other items that were prohibited to go into the trash.

Mr. Dawicki asked if the Authority could cover this service itself and if it made sense financially. Mr. Rozum said the financials would depend on the average revenue from freight operations, and that calculation might change based on the time of year and the directionality of the service. Mr. Dawicki said the Authority "needs to make sure these folks are successful."

Mr. Kenneally said the Authority has some action items to get feedback on from Robert B. Our and more information from New Bedford.

13. Mr. Rozum then reviewed via a PowerPoint presentation the December 2025 business summary, which showed the Authority carried fewer passengers (down 2.9%), fewer vehicles of less than twenty (20) feet (down 2.0%) and more freight trucks (up 3.0%) than it did in the same period in 2024. Year-to-date figures show the Authority has carried more passengers (up 0.6%), essentially the same number of vehicles of less than twenty (20) feet, and fewer freight trucks (up 0.4%) than it did for the same period in 2024.

During December 2025, the Authority's vessels had 1,852 trips scheduled, of which eight (8) were canceled for mechanical reasons on the Vineyard route and twenty-five (25) were canceled for mechanical reasons on the Nantucket route, he said.

In December 2025, the Authority had approximately \$8,095,000 in operating income and \$12,673,434,000 in operating expenses, which, combined with nonoperating income and

nonoperating expenses, resulted in a net operating loss of \$3,794,000, which was \$868,000 below budget. Unaudited year-end numbers show the Authority saw a net operating gain of \$11,291,000, about \$568,000 more than budgeted.

Preliminary traffic data for January 1-21, 2026, showed the Authority carried fewer passengers (down 0.5%) and more vehicles of all sizes (up 1.6%) on both routes combined, he said.

Mr. Rozum said the final financial data does not reflect an expected pension adjustment. Mr. Carr asked him what he expected that figure to be, and Mr. Rozum said it ranges but he expects it to be about \$200,000.

14. Mr. Rozum said, pursuant to regulations adopted in July 2010, the Commonwealth requires any state entity authorized to issue debt to formally adopt one or more policies related to debt management. The regulations require that the purpose and use of debt proceeds, internal debt management, debt limitations and the process for debt issuance be addressed with the policies. Administration for these new regulations was assigned to the Commonwealth's Executive Office for Administration and Finance. Debt Issuance and Debt Management policies are required to be formally readopted every two (2) years, in each even-numbered year.

In February 2024, the Members reviewed and approved the then-proposed Steamship Authority's Debt Issuance and Debt Management Policy. Since the last adoption of this policy, the Authority has made its required debt service payments. The Authority's current bonding limit is \$150,000,000, and it has \$92,645,000 in outstanding bonds as of December 31, 2025.

Then, upon a motion by Mr. Sollitto and a second by Mr. Lowell, the Board **voted** 6-0 to recommend approval of the policy to the Board.

15. Mr. Lowell asked if policy giving multistop food trucks priority could be expanded, as the island is busy enough to warrant getting those trucks to the island and back as quickly as possible. Mr. Rozum said staff would examine the policy.
16. In response to Mr. Carr's call for public comment, Brian Hughes said everyone is expected to make reservations but the food trucks are expected to go on standby.
17. Amy Cody, who identified herself as a member of the steering committee of the Steamship Authority Citizens Action Group, said the group "in the strongest terms" supports the Offshore Tug and Transport application and endorses a licensing fee that is beneficial to both parties. She said the Authority charging a fee that ensures revenue is not lost should not be a consideration as it will give the Authority an opportunity to sell spaces that will

go on Offshore’s trips. She noted the support letters for the request were not part of the meeting packet.

She said diversification of freight ports should be a priority for the Authority. She noted that, while New Bedford doesn’t want trash, Falmouth does not either.

Ms. Cody further said the True North sessions should be both in person and on Zoom. She also said notices of them should be shared to the Islanders Talk group on Facebook.

18. Beth O’Connor said there have been repeated calls to make the Blue Line for island residents only. Mr. Kryska said that will be discussed as part of the changes to the reservation system. Mr. Sollitto asked if Preferred Program customers can get into the Blue Line, and upon being informed they could, said it was worth a discussion.
19. Mr. Dawicki noted the public comments were of good quality and respectful.

Then, at 2:52 p.m., upon a motion from Mr. Sollitto and a second by Mr. Egan, the Port Council **voted** 6-0 to adjourn its meeting.

A TRUE RECORD

Joseph E. Sollitto Jr., Secretary

Documents and Exhibits Used at the Port Council’s February 3, 2026, Meeting

1. Agenda for the Port Council’s February 3, 2026, meeting (posted January 30, 2026).
2. Recording announcement.
3. Statement regarding remote participation.
4. Minutes of the January 6, 2026, Port Council meeting (draft dated January 30, 2026).
5. Presentation, *M/V Monomoy* Conversion at Alabama Shipyard, dated February 3, 2026.
6. Presentation, *M/V Island Home* Dry Dock at Thames River Shipyard, dated February 3, 2026.
7. Presentation, *M/V Iyanough* Dry Dock at Fairhaven Shipyard, dated February 3, 2026.
8. Presentation, Woods Hole Terminal Reconstruction Project, dated February 2026.
9. Presentation, True North, dated February 2026.
10. Staff Summary #COMM 2026-02, Proposed Commercial Filming Policy, dated January 30, 2026 (draft).
11. Staff Summary #GM-809, Offshore Tug & Transportation’s Request for Licensing of Freight Transportation Service between New Bedford and Nantucket, undated (draft).
12. Presentation, Business Summary, December 2025, dated February 3, 2026.
13. December 2025 Business Summary.
14. Staff Summary #A-725, Reauthorization of Debt Issuance and Debt Management Policy, undated (draft).