

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

June 2, 2026

Second-floor conference room
SSA Hyannis Terminal
141 School Street
Hyannis, Massachusetts

Port Council Members present: Chair Gordon M. Carr of New Bedford; Secretary Joseph E. Sollitto Jr. of Oak Bluffs, and members Gregory R. Egan of Barnstable, Eric R. Dawicki of Fairhaven Robert S.C. Munier of Falmouth, and Nathaniel E. Lowell of Nantucket. Messrs. Lowell and Munier participated via Zoom videoconferencing.

Port Council Members absent: Vice Chair John F. Cahill of Tisbury.

Authority Board Members present: Chair Peter J. Jeffrey of Falmouth and Dukes County Member Edward T. Gavin of Dukes County, both of whom observed the meeting via Zoom, and Member Robert R. Jones of Barnstable, who attended in person.

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; and Director of Engineering and Maintenance Zachary A. Lawrence (who participated via Zoom).

1. Mr. Carr called the meeting to order at 9:00 a.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 Susan Vaughn

(representing the *Cape Cod Times*) stated they were making audio recordings of the meeting. Eunki Seonwoo (representing the *Martha's Vineyard Times*) later indicated to Mr. Driscoll that he was making an audio recording of the meeting.

3. Mr. Carr announced that, pursuant to Section 20 of Chapter 20 of the Acts of 2021, as amended, some 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. Upon a motion by Mr. Sollitto and a second by Mr. Lowell, the Port Council **voted** 6-0 to approve the minutes of the Port Council meeting on May 5, 2026.
5. Mr. Rozum then reviewed via a PowerPoint presentation the April 2026 business summary. In April, the Authority carried fewer passengers (down 2.4%), fewer vehicles of less than twenty (20) feet (down 1.2%) and fewer freight trucks (down 1.1%) than it did in the same period in 2025. Year-to-date, The Authority has carried fewer passengers (down 6.6%), fewer vehicles of less than twenty (20) feet (down 4.3%), and fewer freight trucks (down 4.6%) than it did in the same period in 2025.

In April 2026, the Authority had approximately \$11,177,000 in operating income and \$13,365,000 in operating expenses, which, combined with nonoperating income and nonoperating expenses, resulted in a net operating loss of \$724,000, which was \$732,000 worse than budget.

Preliminary traffic data for May 1-21, 2026, showed the Authority carried fewer passengers (down 6.5%) and more vehicles of all sizes (up 0.9%) on both routes combined than it did in the same period in 2025.

In April, the Authority was budgeted to run 2,008 trips, of which one (1) was canceled for mechanical reasons on the Vineyard route and six (6) were canceled for mechanical reasons on the Nantucket route, he said.

Mr. Rozum noted that the Authority has received \$1.3 million in hedge premiums back due to high fuel prices; the Authority's costs are \$2.78 a gallon against a budgeted rate of \$2.68 a gallon.

Mr. Dawicki praised the decision to have a fuel hedge program; Mr. Rozum noted it had been in place for many years, and that the Authority's costs will be higher in 2027 due to the cost of the hedge premium being driven up due to the global market uncertainty.

Mr. Carr asked about traffic results from Memorial Day; Mr. Rozum said those figures were still being finalized. Mr. Kryska noted that Wednesday and Thursday of the week

before the holiday were busy, but poor weather over the weekend caused service disruptions.

6. Mr. Rozum then reviewed the 2025 cost of service report. On the Martha's Vineyard route, the cost of vessel operations and of indirect non-vessel costs (net of indirect revenue) increased by \$2,771,242 during 2025 versus 2024, a 3.9% increase. On the Nantucket route, on the Nantucket route, the cost of vessel operations and of indirect non-vessel costs net of indirect revenue, after the allocation of indirect expenses to the *M/V Iyanough*, increased by \$10,340,218 during 2025 versus 2024, a 27.6% increase

Mr. Rozum noted that excursion-fare vehicles were covering 30.5% and 37.2% of the per-vehicle cost on the Vineyard and Nantucket routes, respectively. Discussion ensued about possible changes to the program, including yearly requalifications or moving to a straight percentage discount, under the new reservation system.

Mr. Lowell said this report is very helpful when having policy discussions.

Mr. Munier asked how depreciation was accounted for; Mr. Rozum said it was in the general expenses and allocated per route accordingly. Mr. Munier said he was asking given the new Woods Hole Terminal coming online; Mr. Rozum said the entire depreciation expense would be allocated to the Vineyard route. Mixed-use assets are allocated based on miles, he added. Mr. Munier asked if depreciation was budgeted for; Mr. Rozum said a five-year lookback is done to determine the needs for each route.

7. Mr. Kryska then reviewed some of his recent activities, and noted that a Woods Hole community meeting was scheduled for June 17, 2026, at 6:30 p.m.
8. Mr. Lawrence shared updates on the following Engineering and Maintenance items:
 - *M/V Aquinnah* repair highlights: converting engine starts to turbine-style, engine servicing, installation of shore ammeter, and the annual dive survey are all complete. The lifesaving apparatus certificate renewals are in progress, and the company sea trial is scheduled for June 5, 2026.
 - The *M/V Barnstable* dry dock is scheduled to begin June 10, 2026, at Thames Shipyard in New London, Connecticut; highlights include hull inspection and cleaning, shaft inspections, and installation of the skeg. The vessel is due to leave dry dock on July 15, 2026.

Mr. Egan noted rudder work in the *M/V Barnstable* specs; Mr. Lawrence said an allowance was left for rudder work should it be necessary, and it was returned as a credit if it was not used.

Mr. Munier asked if the dry dock was regulatory or planned maintenance; Mr. Lawrence said it was getting the vessel in the Authority's planned maintenance schedule and counted toward the vessel's necessary two (2) dry dockings in five (5) years.

9. Mr. Amundsen shared an update on the Woods Hole Terminal Reconstruction Project. The occupancy permit is expected by June 16, 2026, and Mr. Kryska noted things are coming together quickly in the building's interior. Staff are reviewing plans for the next phase of the project, which will include removing the temporary terminal building, solar canopies, and landscaping.

Mr. Sollitto asked what the utility building was used for; Mr. Amundsen said the bottom floor was temporary storage, and the second floor is the employee locker rooms, lunchroom, and a conference room.

Mr. Sollitto noted a recent letter to the editor in the Vineyard Gazette about curb cuts and said he thought that had been taken care of; Mr. Kryska said conversations are continuing with the town about restoring the curb cuts to their prior state.

Mr. Dawicki said it was wonderful to see the building come together. He noted he hoped it would be cared for, as the last time he was in the Hyannis Terminal it was "a mess." He asked what the plan was to make sure there were staff who were excited about keeping the terminal in good condition; Mr. Kryska noted that Hyannis is short a janitor so that would be rectified. Ms. Flether said the janitorial staff has been stable for several years and if they need anything for their work it's purchased for them quickly. Mr. Kryska said staff are also getting training on how to manage the mechanical systems of the new building.

Mr. Munier asked if there was a plan to have a launch of the new building; Mr. Kryska said there would be a "soft launch" and then a plan for a bigger event.

10. Mr. Amundsen then provided an update on the True North Initiative, including the recent progress and upcoming key activities. E-Dea will be on site for a week in June, and the beta testing group had its first meeting May 28, 2026.

Mr. Sollitto asked the status of waiving the first change fee and if the fee could be \$1 for the first change; Mr. Kryska noted they have been hearing that "loud and clear" and were continuing to work on a solution.

Mr. Kryska noted the beta group meeting was informative and that a lot of people are very committed to the process.

11. Mr. Sollitto noted he'd asked about moving Mr. Kryska's review but was told it was contractually required. He asked Mr. Kryska to update his work plan to assist the members in their evaluation, and Mr. Kryska said he would do so.

12. In response to Mr. Carr’s call for public comment, Mary Musacchia asked how many ticket windows were in the new terminal building; Ms. Fletcher said there were five (5). Ms. Musacchia asked if that many staff were necessary with people increasingly buying tickets online; Ms. Fletcher said five (5) ticket sellers are not staffed at once but the arrangements allow a ticket seller to shut down while another is coming into work without disrupting availability for customers.

Ms. Musacchia asked if the new reservation system would flow directly into the financial system; Mr. Amundsen said it does.

13. Nat Trumbull asked about the off-site staging at Palmer Avenue and noted there had already been backups occurring. Mr. Kryska acknowledged there had recently been a backup at an unusual time, but the situation was rectified quickly and was a combination of recent weather cancelations and the Woods Hole bridge being up. He said the second booth would be used on a regular basis to mitigate these effects. Mr. Kryska noted they were still looking at off-site staging and judging how useful it would be, but said the real chokepoint is the check-in booth.
14. Beth O’Connor noted she was recently at the Woods Hole Terminal and noted the high number of ride-share vehicles there, many of which were circling the village. She said that would be an immediate improvement to ban ride-share vehicles from picking up at the terminal. Mr. Driscoll noted he had looked into it, and it was not easy to do, especially when the Authority did not control the village streets immediately adjacent to the terminal. Staff noted it was a challenging situation.
15. Ms. Musacchia asked if plans had been made to include a ride-share pickup on the new terminal property. She also noted that trucks were stopping in a pull-off on Woods Hole Road and illegally idling, and that police had not been ticketing them. She said it was the Authority’s obligation to warn them, and Mr. Kryska said that was communicated several times a year. He added that plans were in place at the new terminal for ride-share pickup and drop off.
16. Leon Brathwaite noted he had been on the *M/V Monomoy* and thanked staff for including a camera with a screen inside the passenger area to provide a view of the travel.
17. Amy Cody said she was worried about the unintended consequences of Ubers being banned from the property. She brought up an Uber fee that could be assessed to help the situation.

Then, at 10:12 a.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 June 2, 2026, Meeting

1. Agenda for the Port Council's June 2, 2026, meeting, posted May 28, 2026 (amended June 1, 2026).
2. Recording announcement.
3. Statement regarding remote participation.
4. Minutes of the May 5, 2026, Port Council meeting, draft dated June 1, 2026.
5. Presentation, Business Summary, April 2026, dated June 2, 2026.
6. April 2026 Business Summary.
7. Staff Summary #A-728, 2025 Analysis of Rates Versus Cost of Service, dated May 28, 2026.
8. Presentation, 2025 Cost of Service Analysis, dated June 2, 2026.
9. Background Material Relative to the Effectiveness of the Authority's Rate Structure to Cover the Respective Cost of Service for Passengers, Automobiles and Trucks, undated.
10. Presentation, Engineering and Maintenance Project Updates, dated June 2, 2026.
11. Woods Hole Terminal Reconstruction Project, dated May 2026.
12. Presentation, True North Status Summary, dated May 26, 2026.