

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

July 7, 2026

First-floor conference room (Room 103)
SSA Administrative Offices
228 Palmer Avenue
Falmouth, 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, Robert S.C. Munier of Falmouth, and Nathaniel E. Lowell of Nantucket. Messrs. Cahill, Dawicki, Egan, Lowell, and Munier participated via Zoom videoconferencing.

Authority Board Members present: Chair Peter J. Jeffrey of Falmouth and Dukes County Member Edward T. Gavin. Mr. Gavin observed the meeting via Zoom.

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; Reservations and Customer Relations Manager Angela C. Campbell (who appeared via Zoom); Director of Shoreside Operations Alison A. Fletcher; Director of Human Resources Janice L. Kennefick; Port Engineer William S. Langlois; Grants Administrator Caroline Muldoon; and Operations and Communications Center Manager Joseph J. Russas.

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 Kaie Quigley (representing the *Nantucket Inquirer and Mirror*) 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 June 2, 2026. (Mr. Cahill abstained from the vote.)
5. Mr. Rozum then reviewed via a PowerPoint presentation the April 2026 business summary. In April, the Authority carried fewer passengers (down 3.2%), more vehicles of less than twenty (20) feet (up 3.3%) and fewer freight trucks (down 1.6%) than it did in the same period in 2025. Year-to-date, the Authority has carried fewer passengers (down 5.6%), fewer vehicles of less than twenty (20) feet (down 2.3%), and fewer freight trucks (down 3.9%) than it did in the same period in 2025.

In May 2026, the Authority had 2,353 trips scheduled, of which forty (40) were canceled for mechanical reasons, thirty-two (32) were canceled for weather, and fifty-three (53) were canceled due to low traffic, while two (2) unscheduled trips were added. The number of diversions from Oak Bluffs to Vineyard Haven was thirty-four (34), the same as in 2025.

In May 2026, the Authority had approximately \$15,107,000 in operating income and \$12,684,000 in operating expenses, which, combined with nonoperating income and nonoperating expenses, resulted in a net operating income of \$3,565,000, which was \$477,000 ahead of budget. Mr. Rozum noted the timing of the grant revenue that was discussed as not being realized last month was realized this month.

Mr. Munier asked why there was a disconnect between the sixteen percent (16%) drop in parking figures but a lesser drop in parking revenue; Mr. Rozum said it was because of a parking rate adjustment in 2026.

Mr. Munier also asked why training expenses were so far below budget given the Authority's emphasis on training; Mr. Rozum said he would investigate that and get back to Mr. Munier.

Preliminary traffic data for June 1-21, 2026, showed the Authority carried more passengers (up 1.1%) and more vehicles of all sizes (up 1.9%) on both routes combined than it did in the same period in 2025.

Mr. Cahill asked if the Authority received information about the performance of its licensed carriers; Mr. Rozum said the information was presented in the business summary and reviewed some of the data points with the Port Council.

Mr. Sollitto noted that more people were bringing over and leaving cars on the island. Mr. Lowell noted that, with the rideshare options, there were more options to get travel without having to bring a car.

Mr. Dawicki said he believed the economy has been “slowly tanking” for months and has seen indicators in the maritime sector that lead to a slowdown in about six (6) to eight (8) months. He said the numbers presented are a reflection of the economy and not of the Authority itself.

Mr. Rozum noted he had executed fuel hedges for 2027, with a 7-cent increase in the premium to purchase them due to global uncertainty.

Mr. Lowell said, despite Mr. Dawicki’s thoughts, the islands seemed to be booming.

6. Mr. Kryska then thanked staff for their hard work over the Independence Day weekend, noting that the *M/V Iyanough* had been out of service on Sunday, which made for a challenge in Hyannis and on Nantucket. Additionally, the *M/V Island Queen* was out of service on Sunday, so the Authority accommodated those passengers on its vessels.
7. Mr. Kryska noted that the Authority was continuing to look at using RD99 for its vessels, but it’s a matter of “dollars and cents” and that the price of it was “not great” and unbudgeted.
8. Mr. Kryska then invited Port Engineer Will Langlois to share thoughts on the recent Marine Log conference that they attended, along with Director of Engineering and Maintenance Zach Lawrence and Mr. Munier. Mr. Langlois said the theme of the conference was dry dock availability, and he said it was nice to speak to some of the shipyards about how the Authority could make their repair packages more attractive to them. He noted the Authority regularly sends its bid packages to fifteen (15) shipyards but only gets one or two bids, and while it would be nice to find more smaller yards to service its vessels, being a smaller operation limits its attractiveness, he said.

In response to a question from Mr. Dawicki, Mr. Langlois said there was discussion about new propeller coating technologies, which do not apply to the Authority’s vessels because

of the short distances they travel. There was also discussion of new kinds of cathodic protection and robotic hull cleaning.

Mr. Lowell said the Authority was “not really in trouble” because of its good relationship with Thames Shipyard. Mr. Amundsen said losing Senesco Marine as an option changes the risk profile and, while he appreciates what Thames does for the Authority, if something happens to the yard the Authority’s operations could be in trouble.

Mr. Munier said he thought the conference painted a rosier picture of the nation’s ship repair capability than the reality of it. Mr. Dawicki said there was a lot of “fluff” out there on this topic and it would behoove the Authority to have a good, cogent list of shipyards. Mr. Amundsen said the Authority had such a list, but everyone needs more options.

9. Ms. Muldoon then reviewed the Authority’s grants portfolio, including formula funds received from the Federal Transit Administration and Federal Highway Administration. Both are eligible for use for capital projects and preventative maintenance, with an eighty percent (80%) cost share from the grant program. From 2024-2026, the Authority has received \$15,772,264 and \$8,522,097 from the Federal Transit and Federal Highway programs, respectively.

Previous grant-funded projects include:

- Annual vessel drydock and repair program
- *M/V Barnstable* and *M/V Aquinnah* vessel conversions
- Vineyard Haven transfer bridges replacement
- Nantucket transfer bridges replacement
- Website & reservation system hardware project
- Fairhaven maintenance vehicle replacement
- Vineyard Haven slip work (phase 1)
- Diesel bus replacement with battery-electric buses

The program of upcoming projects includes additional electric or hybrid bus purchases; four (4) new rescue boats; phases two and three of the Vineyard Haven slip work; and new vessel construction, she said.

Mr. Carr asked, of the competitive applications, how many are annual opportunities versus one-offs. Ms. Muldoon said the Authority applies for funding each year the federal programs are available. With the change in administration, the rules and names of some programs have changed, she added, and noted the Authority takes full advantage of its federal formula funding. Mr. Rozum noted that the Authority reviews its applications after every submission with the awarding agency to get feedback on how to improve its application.

Mr. Munier said this is a skill and he’s glad the Authority has acquired it. He noted that WHOI has seen delays in having its funding deployed and asked if the Authority had the same issues; Ms. Muldoon noted that she had heard that from Mass DOT and other

programs. Mr. Munier noted that the Office of Management and Budget was also reviewing fund disbursements, which is slowing down the overall process.

Mr. Kryska said the Authority continues to build relationships with the state and federal transportation authorities to find more grant opportunities.

10. Mr. Russas reviewed the Authority's staffing levels heading into the 2026 summer season. He reported that the Authority is at the budgeted number of pursers, bosuns, and ordinary seafarers, and above target for the number of captains, pilots, able-bodied seafarers, chief engineers, and oilers. He noted these levels position the Authority to meet its operational demands while preparing for future workforce concerns.
11. Mr. Amundsen shared updates on the following Engineering and Maintenance items:
 - *M/V Barnstable* dry dock at Thames Shipyard is under way. Highlights include hull inspection and cleaning, shaft inspections, and installation of the skeg.
 - The *M/V Sankaty* dry dock spec is on the street, with bids set to open August 6, 2026.
 - The *M/V Woods Hole* and *M/V Iyanough* specs are under development and review.
 - The Fairhaven Transfer Bridge Replacement Project specs are under development and review.

Mr. Munier asked if the dry dock was regulatory or planned maintenance; Mr. Amundsen 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.

Mr. Egan asked if the shaft removal was standard or in response to an incident; Mr. Amundsen said it was planned work that was not able to be done during the conversion projects.

12. Mr. Amundsen shared an update on the Woods Hole Terminal Reconstruction Project. The terminal and utility buildings are now open, and Mr. Amundsen shared images from its interior.

Mr. Kryska shared the most recent version of the site plan and said discussions were ongoing with the Town of Falmouth over the curb cut onto Railroad Avenue. Without it, he said the Authority will send all outbound trucks up Cowdry Road, and likely would use Slip No. 1 for freight boats, and maintaining the access point to Railroad Avenue was crucial. He noted the next phase of landside site work would include bicycle parking spots and solar canopies as well as an additional traffic booth. He noted the traffic booths are currently the choke point for traffic and staff was looking at increasing the speed of that entry point and the physical flow of cars.

Mr. Dawicki praised staff for the work and thanked them for engaging with the community, as well as former General Manager Robert B. Davis for shepherding the project during his tenure.

Mr. Kryska noted he had been approached about adding both a grand piano and a museum piece to the terminal, and both of those requests were under review.

13. Mr. Amundsen then provided an update on the True North Initiative, including its recent progress and upcoming key activities. E-Dea will be on site for a week in July, and the beta testing group had its first meeting on May 28, 2026. The next set of town halls are set to be scheduled in July for the third round of policy changes.

Mr. Amundsen noted the project team was seeking greater representation on the Beta Group from Nantucket residents, and Mr. Driscoll said he was planning a series of advertising buys with the local newspapers to gain more interest from island residents.

Mr. Carr asked if there was a schedule risk for the testing process; Mr. Amundsen said E-Dea was expecting a significant improvement on its version 1.4 release.

Mr. Cahill asked about the benefits to visiting CalMac Ferries and BC Ferries; Ms. Fletcher said, in regard to CalMac, they learned a lot about what was done with their implementation, which was done in one phase instead of multiple phases. She noted CalMac officials admitted they were not ready for their implementation and, while they still have issues to overcome, they established a Center of Excellence for training.

14. Mr. Kryska said staff continues to work with Offshore Tug and Transportation officials on their application to run freight service between Nantucket and New Bedford. Mr. Carr said the Authority's staff and New Bedford officials have been working to determine the demand for such a service, but in his opinion a short-term pilot was in order to see how it operates and how the service folds into the Authority's operations on Nantucket. Mr. Kryska said he agreed and said he thought it was worthy of a trial. Hopefully, the service would be successful, but he said it should be done in light of future bridge work on the Cape. He said the original license proposal called for 100% of the freight fees the Authority would have received with those vehicles, but that was still under negotiation.

Mr. Sollitto asked what dates the pilot would run; Mr. Kryska said it would have to be reconsidered because the initial request was for the summer. Mr. Carr said the license was a bit "on spec" because it wasn't clear what the demand would be from the island. Mr. Sollitto said he thought the license would be good for the Vineyard to observe as well.

Then, upon a motion by Mr. Sollitto and a second by Mr. Carr, the Port **voted** 7-0 to recommend to the Board that the Authority enter into the license agreement.

15. Mr. Kryska introduced George Pimentel, the veteran service officer for Dukes County, whom he said asked to discuss policies for veteran fares.

Mr. Pimentel noted that, when a veteran died, honor guards often travel to the islands to provide services at the funeral. This program is often last-minute, and transportation is sometimes provided via air from Joint Base Cape Cod, but other times the Authority's services are used. He asked if this travel could be provided free of charge by the Authority.

Mr. Pimentel also asked if island-based veterans could receive a fifty percent (50%) discount on travel for medical appointments. He noted that Excursion Program customers receive a similar discount when traveling to five (5) or more medical appointments for the same condition within the course of a year and said veterans often have multiple medical appointments that stem from their service but aren't specifically for the same condition. He noted that a DD214 discharge form could be used as identification to help verify the veteran's status.

Mr. Pimentel also noted that a pilot program was under investigation to arrange transport from the Vineyard to the Sagamore Bridge, where the Cape Cod Regional Transit Authority medical bus to Boston left during the week. He said, under the proposed pilot, islanders would leave on the 6 a.m. ferry departure, be transported by bus to the bridge and then picked up for their trip to Boston. He added that the project could happen if the Authority provided a bus to transport the veterans to and from the Sagamore Bridge. He further noted that he and Cindy Trish, the director of Healthy Aging Martha's Vineyard, had been working on this itinerary with Vineyard Transit Authority Administrator Angie Gompert.

Mr. Carr said these proposals would require input from staff before any action could be taken.

Mr. Sollitto asked if a VTA bus could be stationed in Woods Hole and used to provide the transportation to and from the bridge. He added that Peter Pan and Plymouth and Brockton may have a problem with this project cutting into their services.

Mr. Kryska noted the Authority is challenged in providing bus drivers for its customers during the summer. He said he appreciated the ideas, but it was a matter of dollars and cents, and it may not be realistic to offer the discounts to the large number of veterans on the islands.

Mr. Cahill said the Port Council needed data to make a recommendation.

Mr. Dawicki said the honor guard request was a "no brainer" and is something the Port Council should support. He said it did not require much analysis or debate. He said the Authority "exists for the islands" and there are approximately 1,175 veterans on the islands, so he knows how he would vote. He said it shouldn't be a discussion, but for good faith he supported a discussion. He asked if it would be more of a discount than the excursion rate but noted the "hemming and hawing" was "really offensive" to him.

Mr. Lowell said similar requests have been made in the past and the conversation may need to consider other programs that are already in place.

Ms. Campbell noted there were currently no discounts offered to veterans or active-duty military for their vehicles, only for their passenger tickets. She also clarified, at Mr. Lowell's request, that veterans living on the islands would be eligible for the excursion fare.

Mr. Munier asked how many honor guards typically traveled to the islands; Mr. Pimentel said four (4) did so last month. Mr. Munier said the Port Council's role was primarily fiduciary in nature and that it should, in all cases, understand the financial aspects of what is being voted on.

Mr. Rozum said, assuming four (4) transports per month, the cost would be approximately \$12,000 a year to the Authority.

Mr. Lowell asked if they needed a vehicle; Mr. Pimentel said when they travel, they bring their uniforms and associated gear with them, so a vehicle is a great convenience.

Mr. Lowell asked if another fare, such as the "reverse excursion fare" or the ambulance fare, would be able to be used. He said the matter wasn't about revenue but about trying to create a way forward, which is something staff should do, not the Port Council.

Mr. Pimentel also said having a dedicated point of contact for these matters would be helpful. Ms. Campbell said she would be that point of contact.

Mr. Munier asked if the honor guards were paying for this out of their own pockets; Mr. Pimentel said either the branch or the county would pay for it. He said it is complicated for the honor guards to file their paperwork.

Mr. Carr said several questions had been identified and staff should review the matter further.

16. Mr. Kryska noted that the Governance Committee would be meeting on the third Thursday of the month and the Capital Planning Committee would be meeting on the second Tuesday of the month, which Mr. Carr confirmed. Both meetings would be monthly to start.
17. Ms. Fletcher then provided an update on the tracking of early-morning truck arrivals in Woods Hole. She said letters are sent to shippers who have trucks that arrive two (2) minutes or more before the approved arrival window. As of June 29, 2026, 728 trucks arrived between 4:30 a.m. and 6 a.m. Of those, fifteen (15) trucks were identified as Diesel Direct trucks fueling the Authority's vessels, and forty-four (44) were SodexoLive! trucks delivering concessions supplies for the vessels. Twenty-four (24) trucks were determined to have arrived early, with a total of seventy-eight (78) occurrences. The average early

arrival time was 5.21 minutes. However, she noted that the timestamp on the camera used for tracking was recently determined to be inaccurate. After the camera's clock was adjusted, the total number of shippers fell to twenty (20) and the occurrences fell to forty (44), with an average early arrival of 6.48 minutes.

Mr. Sollitto asked if the trucks could stage at Palmer Avenue; Ms. Fletcher said there was not space available, particularly in the summer months. He asked about the former Gifford Street lot; Mr. Kenneally said the Authority was limited to using that lot as a laydown area only for construction.

Ms. Fletcher said the only trucks that were arriving "astronomically early" were third-party shippers who were unfamiliar with the Authority's practices, and most shippers were staying as cognizant as possible about the Authority's regulations.

18. Mr. Kryska noted the Authority had received a petition filed under Section 15A of the Enabling Act regarding the draft proposed 2027 Operating Schedule, and a hearing was scheduled at 2 p.m. July 9, 2026, via Zoom.
19. Regarding Mr. Kryska's review, Ms. Kennefick noted that several Port Council members indicated they had not had a chance to complete the actual review document, so the reviews would be given orally and the completed paperwork submitted after the fact.

Mr. Sollitto thanked Mr. Kryska for his summation of his achievements thus far and said he liked the idea of his accountability and, in the future, delegating more tasks to senior management. He said he would give Mr. Kryska a B+ and said he's seen Mr. Kryska on the Vineyard more than anywhere else, and the staff appreciates that. He also noted that he would be making a motion to adjust Mr. Kryska's salary to equal the pay of the former general manager.

Mr. Lowell said he echoed Mr. Sollitto's comments and that his biggest concern had been how Mr. Kryska would deal with people who knew a lot more than he did, but he said Mr. Kryska's demeanor and skillset is exactly what was needed to come into this very complex organization. He said he has been "unbelievable" dealing with community issues and has a very challenging role.

Mr. Egan said he didn't need to repeat Messrs. Sollitto and Lowell but said Mr. Kryska came into the organization at a very confusing time and has a lot of "balls in the air" and has managed it very well. He said Mr. Kryska has shown a lot of initiative with the Town of Barnstable and has witnessed his work first-hand.

Mr. Cahill said he supported all of what had been said and gave Mr. Kryska a 90% on his written evaluation. He said Mr. Kryska continues to demonstrate his ability to understand the complexity of the business but has a wonderful way of dealing with the public with empathy.

Mr. Dawicki said Mr. Kryska has done an “outstanding” job and is proud of the job he’s been doing. He said everyone should pay attention to empathy and using it. He said, while he still has not met Mr. Kryska in person, it has been a nice experience seeing him work from afar.

Mr. Munier said he reviewed Mr. Kryska’s work plan and said he found it interesting that he’s been “very transparent” about everything, noting that not all short-term goals have been achieved because of Mr. Kryska’s increasing focus on long-term matters. He said there was a lot of work to be done, and it was hard to get 100%, but he thought the trajectory was very good.

Mr. Carr said joining any organization from the outside is going to be difficult, and joining at this moment in time amplifies that, but he said Mr. Kryska had a very quick appreciation that the job needed more outreach.

Mr. Sollitto motioned, and Mr. Cahill seconded, to recommend to the Board that Mr. Kryska’s salary be raised to the level of the former general manager. Mr. Munier said he had some trepidation because the Board engaged in contract negotiations and Mr. Kryska is a very short time into his tenure. On the face of it the job could certainly support that salary, but it’s early on to be revisiting this matter. He said he understood the comparison and there is certainly an element of seniority to the matter, but he didn’t know that he saw the direct connection.

Mr. Lowell noted he served on the hiring committee and that he said many times hiring from the outside had never been done before, and he thought the motion was warranted.

At Mr. Dawicki’s request, Mr. Kryska said he’s been “having a great time” and thoroughly enjoying the job, which he said is challenging but that he has a great team behind him. He said he did go off his initial plan and has leaned more into community and employee engagement than he initially planned.

Then the Port Council **voted** 6-1 to approve Mr. Sollitto’s motion. (Mr. Munier voted no.)

20. Mr. Sollitto noted that a recent diversion from Oak Bluffs did not include notifications to the public and asked if a chalkboard or other simple device could be used to announce to customers that the boats were diverted.
21. In response to Mr. Carr’s call for public comment, Giulio Capua noted Mr. Kryska’s role was challenging and the outreach has been appreciated. He said part of the reason travel is down, aside from the economy, is that the Authority’s customer service needs “dramatic improvement.” He said, as a consumer, it is very difficult to get reservations, and that the reservation system needs to show real-time inventory. He then cited a recent example where he was trying to change a reservation, and it showed no availability until three (3)

boats suddenly opened online. He said the conversation at the meeting was “very insular” and that the Authority needed to think more about customer experience.

He also added there were frustrations about how the Authority deployed its workforce, citing the number of staff members at the traffic booths.

22. Mary Musacchia said she appreciated Mr. Kryska’s outreach and thanked him for considering using Slip No. 1 for freight travel. She said “dark sky lighting” was important for all ports and should be put into place.

She then asked for the time and date of the schedule hearing; Mr. Kryska said it would be at 2 p.m. July 9, 2026, via Zoom. Mr. Driscoll noted there was an advertisement placed in the *Falmouth Enterprise* and Mr. Kryska said he would send it to the email addresses he had for Woods Hole residents.

Ms. Musacchia noted the site plan for Woods Hole would now bring the curb cuts even closer to Cahoon Park, so she asked that the Authority take another look at that.

23. Beth O’Connor noted she did not see anything about New Bedford on the upcoming project list. Mr. Rozum said there was a transfer bridge replacement at the Authority’s Vessel Maintenance Facility included. Ms. O’Connor asked why a New Bedford feasibility study was not on that list; Mr. Rozum said the feasibility study for a new Nantucket Terminal was included, but there were no specific projects related to New Bedford. Ms. O’Connor said it should be on everyone’s mind.

Ms. O’Connor said it was hard to listen to the congratulations on the Woods Hole Terminal when so many people disliked it, and it was hard to hear the Authority couldn’t find money for RD99 when it spent \$37 million on the project.

She added that Mr. Kryska has done a “phenomenal” job of making a bridge with members of the public.

24. Amy Cody congratulated Mr. Kryska on a successful performance review. She thanked the Port Council for passing the OTT application to the Board and asked what the timeline for the fee structure would be; Mr. Kryska said it was hoped to have it ready for the Board meeting in July.

Ms. Cody asked for timelines on the hiring of the project manager and training manager that Mr. Kryska had spoken of earlier. Mr. Kryska said the training manager position would not be part of the reservation system training, which would be done by a third-party contractor. Ms. Cody asked for the timeline for that search, and if Gibbous would be part of it; Mr. Amundsen said he would have more information later and he was not ready to get into that level of detail.

25. Nat Trumbull noted he did not see a link on the website for the hearing; Mr. Driscoll said he would post it immediately after the meeting.
26. Mr. Capua added the terminal had only one vending machine and it was “one of many things” that felt “so completely wrong” about the project. He said the Authority members “were in their own little bubble” and he did not understand how this building could be considered the gateway to the islands.

Then, at 11:56 a.m., upon a motion from Mr. Sollitto and a second by Mr. Lowell, the Port Council **voted** 7-0 to adjourn its meeting.

A TRUE RECORD

Joseph E. Sollitto Jr., Secretary

Documents and Exhibits Used at the Port Council's July 7, 2026, Meeting

1. Agenda for the Port Council's July 7, 2026, meeting, posted July 2, 2026 (amended July 5, 2026).
2. Recording announcement.
3. Statement regarding remote participation.
4. Minutes of the June 2, 2026, Port Council meeting, draft dated July 6, 2026.
5. Presentation, Business Summary, May 2026, dated July 7, 2026.
6. May 2026 Business Summary.
7. Presentation, Steamship Authority Grants Portfolio, undated.
8. Presentation, Marine Operations Staffing, dated July 7, 2026.
9. Presentation, Vessel Employee Attrition, dated July 7, 2026.
10. Presentation, Engineering and Maintenance Project Updates, dated July 7, 2026.
11. Presentation, Woods Hole Terminal Reconstruction Project, dated July 2026.
12. Presentation, True North Status Summary, dated May 26, 2026.
13. Letter, The Islands Veteran Residents, undated.
14. Staff Summary #SO-2026-02, Update on early truck arrivals in Woods Hole, dated July 1, 2026.
15. Petition regarding 2027 Operating Schedule, dated June 29, 2026.
16. Memorandum to Steamship Authority Board, cc: Steamship Authority Port Council, from General Manager Alex Kryska, re: General Manager Six-Month Evaluation, dated July 1, 2026.