

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

The Meeting in Public Session

April 15, 2025

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 10:02 a.m. Tuesday, April 15, 2025, in the first-floor conference room (Room 103) of the Authority's Administrative Offices, 228 Palmer Avenue, Falmouth. All five (5) Members were present: Chair James M. Malkin of Dukes County; Vice Chair Peter J. Jeffrey of Falmouth; Secretary Moira E. Tierney of New Bedford; and Members Robert F. Ranney of Nantucket and Robert R. Jones of Barnstable. Mr. Malkin and Ms. Tierney participated via Zoom videoconferencing.

Port Council President Nathaniel E. Lowell of Nantucket participated in the meeting via Zoom, and Secretary Gregory R. Egan of Barnstable observed the meeting via Zoom. The following staff members were also present: General Manager Robert B. Davis; General Counsel Terence G. Kenneally; Treasurer/Comptroller Mark K. Rozum; Chief Operating Officer Mark H. Amundsen; Communications Director Sean F. Driscoll; Director of Shoreside Operations Alison A. Fletcher; Director of Human Resources Janice L. Kennefick; Assistant Treasurer Courtney M. Oliveira; Financial and Data Analyst Kelly E. Conrad; and Internal Audit Manager Chris I. Chase.

Video and Audio Recording of Today's Meeting:

Mr. Jeffrey announced Mr. Driscoll and Falmouth Community Television were making an audio and video recording of the meeting; Louisa Hufstader (representing the *Vineyard Gazette*), Jason Graziadei (representing the *Nantucket Current*), Eunki Seonwoo (representing the *Martha's Vineyard Times*), Kaie Quigley (representing the *Nantucket Inquirer and Mirror*), and Devin Ankeney (representing the *Falmouth Enterprise*) indicated they were making audio recordings of the meeting.

Statement Regarding Remote Participation:

Mr. Jeffrey announced that, pursuant to Section 20 of Chapter 20 of the Acts of 2021, as amended, Mr. Malkin and Ms. Tierney were participating in the meeting remotely because their physical attendance would be unreasonably difficult. Mr. Malkin and Ms. Tierney were participating in the meeting by the Zoom videoconferencing app and all Members would be clearly audible to each other.

As a result of the remote participation, any and all votes taken by the Members shall be by roll call vote, he said.

Minutes:

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to approve the minutes of the Board’s March 21, 2025, meeting in public session.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
Ms. Tierney	10 %	
Mr. Ranney	35 %	
Mr. Jones	10 %	
TOTAL	100 %	0 %

Port Council Report:

Mr. Lowell reviewed the following items from the Port Council’s April 1, 2025, meeting:

- Project updates, including a review of the status of the *M/V Aquinnah* and *M/V Monomoy*; the dry docking of the *M/V Iyanough*; the dry docking of the *M/V Woods Hole*; and the Woods Hole Terminal Reconstruction Project.
- An update on the Request for Responses for the reservation system.
- An update on the Blue Line usage to date. The Port Council voted to recommend reservation-only travel on the Vineyard Route through the spring and early summer schedules, which end June 17, 2025.
- The preliminary draft of the 2026 Operating Schedules.

- A review of the results of the preseason sale for high-speed passenger ferry ticket books.
- The February business summary.

RSM Audit Review:

With the permission of the Members to proceed out of order, Mr. Rozum introduced Valerie Coliman, Madison Palin, and Melissa Halbeib with RSM US LLP, who shared a presentation on the 2024 audited financial statements, the highlights of which are as follows:

- The audit report was issued March 28, 2025.
- The audit was performed in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in Government Accounting Standards issued by the comptroller of the United States.
- The Authority adopted Governmental Accounting Standards Board statements No. 100, "Accounting Changes and Error Corrections," and No. 101, "Compensated Absences."
- RSM is required to communicate various matters to the Board Members, which were reviewed as part of the presentation and include the following:
 - **Reporting matters:** The auditors included an emphasis-of-matter paragraph in the auditor's report regarding implementation of GASB Statement No. 101, "Compensated Absences," during the year.
 - **Audit adjustments:** There were no audit adjustments made to the original trial balance presented to RSM.
 - **Uncorrected misstatements:** Nine (9) uncorrected misstatements regarding business-type activities and one (1) uncorrected misstatement regarding fiduciary fund activities were identified that were not, individually or in the aggregate, material to the financial statements.
 - **Internal control matters:** One (1) deficiency in internal control matters was identified regarding inadequate segregation of duties due to inappropriate user access. It was noted a corrective action plan has been developed and is in the process of being implemented.
 - **Single audit:** A single audit was performed due to the Authority's receipt of Federal Transit Formula Grants. It showed no reportable findings.

- **Observations about the audit process:** No disagreements with management or significant difficulties performing the audit were noted.

Mr. Davis then thanked Mr. Rozum; Ms. Oliveira and Conrad; Mr. Chase, and the rest of the accounting team for their hard work on the audit.

Mr. Jeffrey asked if the Authority was changing the way grants receivable were recorded in terms of accounting estimates given some uncertainty regarding federal grants; Mr. Rozum said that was discussed during the audit, but he did not see any issues.

Mr. Jeffrey asked if changes in policy being made in Washington D.C. needed to be noted in the audit; Ms. Coliman said they were acknowledged in the subsequent events section of the audit.

Mr. Jeffrey asked who was responsible for maintaining the IT security control mentioned; Mr. Rozum said it would be Director of IT Stephen Colman, who has already written a corrective action plan.

Mr. Rozum noted that RSM and the accounting team put in a lot of hours to meet the statutory deadline for the audit, and the team did an excellent job.

M/V Aquinnah and M/V Monomoy status:

Mr. Amundsen presented an update on the conversions of the *M/V Aquinnah* and *M/V Monomoy* underway at Alabama Shipyard in Mobile, Alabama. The *M/V Aquinnah* is awaiting U.S. Coast Guard inspections, which are expected to be conducted on Wednesday. Following those inspections, SSA sea trials and Coast Guard sea trials, the vessel is expected to depart Alabama for transit to the Authority's Vessel Maintenance Facility in Fairhaven.

Recent milestones for the *M/V Monomoy* include hull blasting, installation of the stern ramp, bulwark, cap rail, and engine room door. Steel renewal is needed under the keel cooler, which will delay the undocking of the vessel to August 2025. Other work will be accelerated to be completed prior to the vessel's return to the pier.

Mr. Jones asked if the stern of the *M/V Monomoy* was cantilevered; Mr. Amundsen said it was. Mr. Jones asked how it was filled in; Mr. Amundsen said it was open and was made of 1-inch steel and was well above the waterline.

Woods Hole Terminal Reconstruction Project:

Mr. Davis shared an update on the Woods Hole Terminal Reconstruction Project. Recent milestones at the terminal building included the ongoing form work for the upcoming concrete pours; installation of footings for the terrace area; and installation of the sewer lines and storm drainage. Structural steel erection is scheduled to begin in April, and the super structure is scheduled to be completed by the end of the month. Progress at the utility building included installation of various HVAC elements, completion of the exterior waterproofing and vapor barrier; framing of interior portions on the second floor; and installation of the lateral piping of the geothermal wells.

Mr. Malkin noted the concern everyone shared about safety at the site during construction. He asked who was responsible for coordinating with the contractor and how management of the daily situation gets handled. Mr. Davis said the contractor has daily safety meetings to start the day, and the project manager for the general contractor works with the terminal manager and agent in that regard. Staff are working on an alternative plan for the pickup and drop-off zones behind the temporary terminal building, and a golf cart will be used to help transport passengers to the slips if needed. Once the weather improves, the site will be restriped to better indicate passenger walkways.

Mr. Jeffrey said he is getting “quite a few” complaints about traffic during construction drop offs. He asked if the Authority had considered hiring a police detail when those happen. Mr. Davis said that discussion had not been had, but the State Police trooper does help with traffic in those times. The goal is to get to the point where pieces of equipment are not arriving on a frequent basis. Mr. Jeffrey said the Authority needed to accelerate those plans as it is almost Memorial Day, and those plans need to be communicated to the public. He added it would be a good time to schedule a “listening session” on the status of construction.

Mr. Davis noted that, to date, 274 emails have been sent with updates to the project.

Reservation System Request for Responses Issuance:

Mr. Davis presented an update on the Request for Responses (RFR) for the new reservation system. The RFR was issued on December 10, 2024, and nine (9) submittals were received by the February 21, 2025, deadline. The evaluation team is arranging for demonstrations to be held by four (4) of the proponents, after which time a recommendation is expected to be made to the Board.

Mr. Rozum noted that demonstrations from potential vendors are scheduled from April 29-May 2, 2025, and then the internal committee will review the financials before making a recommendation to the IT Executive Steering Committee.

In response to a question from Mr. Jones, Mr. Jeffrey said, depending on which vendor is chosen, additional hardware implementations may be necessary. Additionally, a business process review must be held to develop or codify the business rules and standard operating procedures. He said that portion is both the most exciting and most challenging, and the Authority will definitely need help developing those processes.

Mr. Rozum noted that it was an understatement to say this is just the procurement of a reservation system. The goal and hope is that it's a transformation of the Authority into a data-driven transportation system.

Mr. Malkin noted the Port Council had a good discussion on the criteria being used to review the components of the systems that are being proposed. He said he appreciated the depth and seriousness being used for the review.

Mr. Jones asked if the vendors will be integrating their software into the Authority's or developing new software; Mr. Rozum said it is off-the-shelf software that the Authority will be putting its business rules into. Mr. Malkin noted that it was typical for eighty percent (80%) of the software to be fine and twenty percent (20%) to need customization, so the Authority should be eighty percent (80%) of the way there with what is used.

Mr. Jeffrey asked where the Authority was with SOPs; Mr. Rozum said an RFP for management services on a go-forward basis would have to be issued, as well as for project management services.

Nantucket North Slip Fender Status:

Messrs. Davis and Amundsen reviewed updates on the north slip fender at the Nantucket Terminal. The dolphin failed April 5, 2025, dislodged and fell to the north of the slip, exposing the pipe piles. AGM Marine was contracted to retrieve the fender and concrete clump, which was completed Friday, April 11, 2025. Visual inspections will be conducted at the other fender systems at the terminal and a root-cause analysis of the incident is pending.

Mr. Jones asked if the fender had been fatigued over the years; Mr. Amundsen noted that the *M/V Eagle* struck the reaction block and not the fender

itself. The reaction block was installed in 2016, so the issue would have to be looked at carefully. The good thing was that the underwater superstructure was in good shape.

Mr. Jones asked how deep the pilings would be. Mr. Amundsen said no change to the pilings will be made; a new cement block will be built over the top of the current pilings and attached with rebar. Most of the work will be done shoreside before installation.

Mr. Ranney asked if there was a plan to inspect any other dolphins, and if something may have happened over the years to weaken this dolphin or others. Mr. Amundsen said staff needs to do further inspections, but he noted that this was the approach dolphin that often has contact during docking and undocking. It's common for vessels to use the dolphins as an assist, but a review of the design may be in order.

Mr. Jeffrey said he was glad the dolphin design was being reviewed. He said he would like to see the infrastructure inspection plan that ensures staff are aware of potential failures before they happen.

Mr. Malkin said the public needs to understand dolphins are used as pivot points, so coming into contact with one is how a ship is maneuvered into limited space. It is not at all unusual or inappropriate for a vessel to use them as a guide.

Blue Line Update and Recommendation:

Ms. Fletcher noted that Reservation-Only Days for the 2025 Winter Schedule was approved by the Board in November 2024 on a trial basis. From January 4 to March 21, 2025, the Blue Line was utilized successfully 762 times leaving Vineyard Haven. Due to vessel space availability, the Blue Line was not needed leaving Woods Hole until January 10, 2025. From January 10 to March 14, 2025, it was used 273 times.

She said staff modified the online standby program that is utilized on the Nantucket route for use on the Vineyard route as well. This online standby program provides customers with a call back or text message when there is space available at the terminal or on upcoming trips. Customers can also view their status on the Authority's website.

Given the ongoing construction at the Woods Hole Terminal, staff is recommending Reservation-Only Days should continue to be used seven (7) days a week through the spring and early summer schedules, which run through

June 17, 2025. Staff will bring a recommendation for the use of the program for the summer schedule to the Port Council and Board for consideration at a later time.

At its April 1, 2025, meeting, the Port Council voted to recommend the matter to the Board.

Mr. Malkin said he thought the staff had done a pretty good job managing this. His only suggestion was to call the Blue Line the Excursion Standby Program to make it more clear to the public.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to continue with Reservation-Only Days seven (7) days a week on the Woods Hole-Martha’s Vineyard route through June 17, 2025, due to the ongoing construction, as proposed in Staff Summary #SO-2025-04, dated April 10, 2025.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
Ms. Tierney	10 %	
Mr. Ranney	35 %	
Mr. Jones	<u>10 %</u>	<u> </u>
TOTAL	100 %	0 %

Preliminary Draft of the 2026 Operating Schedules:

Ms. Fletcher presented the preliminary draft of the 2026 Operating Schedules. The proposed 2026 operating schedules from January 5, 2026, to January 5, 2027, would start one (1) day later and end one (1) day later than the 2025 schedule for both the Martha’s Vineyard and Nantucket routes. The 2026 Martha’s Vineyard and Nantucket operating schedules would be essentially the same as 2025, except for the assigned vessels and the start and end dates of the schedules. The full schedules will be advertised locally starting Friday in the *Cape Cod Times* and *Standard-Times* of New Bedford.

Results of the Preseason Sale on High-Speed Ticket Books:

Mr. Driscoll reviewed the results of the 2025 preseason sale on high-speed ticket books. In 2025, a total of 4,173 ticket books were sold during the sale. This total is down seven percent (7%) from 2024 but is still above the 12-year average of sales for the program. The sale generated \$1,101,298.50 in revenue for the Authority at a cost of \$275,290.50 due to the discount offering. One customer bought 140 ticket books; most customers (71%) bought one or two ticket books during the sale.

Results of Operations:

Mr. Rozum reviewed the results of the February 2025 business summary via a PowerPoint presentation, which showed the Authority carried fewer passengers (down 6.8%), fewer vehicles under twenty (20) feet (down 6.9%) and fewer freight trucks over twenty (20) feet (down 5.5%) than in the same month in 2024. Year-to-date figures show the Authority has carried fewer passengers (down 0.7%), fewer vehicles under twenty (20) feet (down 1.5%) and fewer freight trucks over twenty (20) feet (down 1.9%) compared to the same time period in 2024.

During the month of February 2025, the Authority's vessels were budgeted to make a combined 1,446 trips, of which five (5) were canceled for mechanical reasons on the Martha's Vineyard route and two (2) were canceled for mechanical reasons on the Nantucket route, he said.

In February 2025, the Authority's operating revenue was approximately \$5,276,000, and its operating expenses were approximately \$10,856,000, that, when combined with other income and income deductions, resulted in a net operating loss of \$5,537,000, about \$1,258,000 less than budgeted, he said. He noted the variation was due to timing issues of some maintenance work.

Preliminary traffic data for March 2025 shows that the Authority carried more passengers (up 3.7%) and more vehicles of all sizes (up 4.3%), he said.

In response to a question from Mr. Jeffrey, Mr. Rozum said he's seeing the continuation of more excursion customers traveling and fewer standard-fare customers. He said he would add revenue figures on those categories to future reports.

Request for Authorization to Award Contract No. 03-2025 for
Repairs to Slip 1 Approach Dolphin No. 3 at the Nantucket Terminal:

On April 5, 2025, while departing the north slip in Nantucket, the *M/V Eagle* had an allision with the No. 3 approach dolphin. The reaction block dislodged from the steel pilings to the north of the slip and now requires replacement for safe navigation during use of Slip No.1.

AGM Contractors conducted a survey of the underwater pilings, the reaction block and fender. It was determined that the steel pilings and fender were in good order. AGM Contractors removed the fender from the reaction block to prevent damage during the salvage.

Repair specifications for replacement of the reaction block and installation of the existing fender were sent out to three (3) marine contractors. Three (3) responsible bids were received. Coastal Marine Construction LLC was the lowest responsible quotation received.

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney – to authorize the general manager to award Contract No. 03-2025, Repairs to Slip No. 1 Approach Dolphin No. 3 at the Nantucket Terminal, to Coastal Marine Construction of Stoughton, Massachusetts, for a total contract price of \$371,567.31, as proposed in Staff Summary #MO-2025-01, dated April 15, 2025.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
Ms. Tierney	10 %	
Mr. Ranney	35 %	
Mr. Jones	10 %	
TOTAL	100 %	0 %

Alternative Energy:

Mr. Malkin said this topic has been discussed for a number of years, and the former chief operating officer was to be looking into it, but given the environment in Washington D.C. and a seeming pause on funding for these projects, the Authority has an opportunity to take some time and examine the best options moving forward. Options that have been discussed are a *M/V Woods*

Hole-style vessel as a hybrid, as well as converting one of the new freight boats. It had been a conclusion from preliminary work that the Vineyard route would be the best place for these vessels. He said he would like to see the Authority engage a firm to review in more depth options for the existing fleet.

Mr. Davis said he has had a number of conversations with Elliott Bay Design Group, which has done similar studies for other ferry companies. He said the work would be a two-phase approach: first determining the emissions baseline from 1990, which is required by the state plan, and then determining the path forward to meeting those goals, both intermediately and for 2050. He noted that, in addition to the opportunities Mr. Malkin noted, the *M/V Island Home* would be due for a midlife refurbishment in the relatively near future. He said this process had started but got put on the back burner, and the timeline will depend on how quickly the Authority can get information about the 1990 baseline emissions.

Mr. Jones noted that Elliott Bay had done a lot of work with the Authority in the past and, while he is in favor of environmentally friendly practices, the Authority is facing a very large dollar figure. He said it was a question as to whether or not the Authority can continue to sustain itself as a farebox-funded organization and incorporate these needs. Mr. Davis said the Authority has continued to apply for grants for clean energy projects, which have been unsuccessful and are taking lower priority with the new administration.

Mr. Davis then offered a brief presentation showing that nearly all of the country's ferry operators were using diesel-powered ferries.

Mr. Jeffrey said, while there are obstacles to implementation, the Authority should create its plan in the meantime. Mr. Davis noted that was a component of the strategic plan as well.

Mr. Malkin thanked everyone for the discussion and said he was aware of and sympathetic to the huge sums of money involved, but it was important to get a solid look at the landscape and options leading up to potential decisions.

Old and New Business:

Mr. Davis noted the 2025 Operating Schedule called for triple-crewing the *M/V Iyanough* starting in mid-May, but the vessel will continue to be double-crewed at least until the middle of June.

Mr. Kenneally reviewed recent difficulties and delays with the solar canopy project at the Thomas B. Landers Road Parking Lot, which the vendor has been experiencing at no fault of their own. He asked the Board if it wished to reaffirm its support to the project before the vendor put down a “sizeable deposit” to get their spot in line with the state for review of the project. The scope of the project has not changed, he said.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to reaffirm the Board’s support for the solar canopy project at the Thomas B. Landers Road Parking Lot.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
Ms. Tierney	10 %	
Mr. Ranney	35 %	
Mr. Jones	10 %	
TOTAL	100 %	0 %

Public Comment:

Jason Graziadei asked how much the retrieval, inspection, and rebuilding of the fender would cost, as well as the last time the dolphin was inspected. Mr. Davis said the diving inspection cost about \$32,000, but the cost of removal was not known. He noted this work was still ongoing. Staff was additionally reviewing the incident to determine if it was the result of cumulative events or a single incident.

Kate Warner thanked the staff for discussing alternative energy. While she understands Mr. Jones’ concerns regarding costs, the relative short-term costs must be weighed against the long-term costs to the health of the public and the planet. She noted new electric cabling was being laid to the Vineyard, so it would be worth examining if that supply changed the situation of potential electric boats. She urged a less conservative overall approach to this work.

Amy Cody asked if the contract with FastStream had been signed; Mr. Davis said it had been, adding discussions as to the next meeting of the GM Search Committee were being had. Ms. Cody then asked what the vote tabling the discussion of a public member on the committee meant; Mr. Malkin said, and Mr. Kenneally affirmed, that the vote meant no further action would be taken.

Margaret Hannemann said there had been “a great lack of oversight” on the Strategic Plan Project, especially if the project ends without ensuring updates and changes. The Authority should not pay \$75,000 more for what should have been done under the auspices of the contract. She asked when the public could hear about the updates to the project; Mr. Davis said updates have been provided during Board and Port council meetings, and he was coordinating another update for the May 2025 meeting. Ms. Hannemann said she thought workforce housing should be part of the discussion.

Beth O'Connor said it was hard to piece together the initial authorization and spending on large projects. She asked for those to be reported to the public more fully.

Leon Brathwaite said he found it “troubling” that people are asking the Board to do things that an individual could investigate for themselves. The community is beginning to micromanage the Board, and each member’s appointing authority was responsible for that oversight.

At 12:13 p.m., Mr. Jeffrey asked for a motion to go into executive session to discuss and review the minutes of the Authority’s meeting in executive session on March 21, 2025, and to discuss the Authority’s strategies with respect to collective bargaining negotiations because a public discussion of these matters may have a detrimental effect on the Authority’s negotiating and bargaining positions. These matters include:

- Anticipated and ongoing negotiations with Teamsters Local No. 59 and MEBA’s District No. 1-PCD; and
- Discussion with respect to a tentative collective bargaining agreement with Teamsters Union Local No. 59 governing the terms and conditions of employment with the Authority’s licensed deck officers.

The public disclosure of any more information with respect to these matters would compromise the purposes for which the executive session is being called. After the conclusion of the executive session, the Board will not reconvene in public.

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney, to enter executive session to review the minutes of the Authority’s meeting in executive session on March 21, 2025, and to discuss the Authority’s strategies with respect to collective bargaining negotiations.

April 15, 2025
Minutes of the Public Session

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
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 TOTAL	 100 %	 0 %

A TRUE RECORD

MOIRA E. TIERNEY, Board Secretary

Documents and Exhibits Used at the
April 15, 2025, Meeting in Public Session of the Board of the
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

1. April 15, 2025, Meeting Agenda, posted April 11, 2025.
2. Statement regarding remote participation.
3. Video and audio recording announcement.
4. Minutes of the meeting in public session on March 21, 2025 (draft).
5. Minutes of the Port Council meeting on April 1, 2025 (draft dated April 8, 2025).
6. Presentation, FY 2024 Audit Results Report to the Authority's Board Members, dated April 15, 2025.
7. Presentation, *M/V Aquinnah* and *M/V Monomoy* conversion at Alabama Shipyard, dated April 15, 2025.
8. Presentation, Woods Hole Terminal Reconstruction Project, dated April 2025.
9. Presentation, Nantucket Terminal North Dolphin Repair, dated April 15, 2025.
10. Staff Summary #SO-2025-04, Blue Line Updated, dated April 10, 2025.
11. Staff Summary #SO-2025-05, Preliminary Draft of the Proposed 2026 Operating Schedules, dated April 9, 2025.
12. Presentation, Preliminary Draft of the Proposed 2026 Operating Schedules, dated April 15, 2025.
13. Staff Summary #COMM 2025-03, Results of 2025 Preseason Sale on High-Speed Ticket Books, dated April 10, 2025.
14. February 2025 Business Summary.
15. Presentation, February 2025 Business Summary, dated April 15, 2025.
16. Staff Summary #MO-2025-01, Award of Contract No. 03-2025, Emergency Repairs to Nantucket North Slip Approach Dolphin No. 3 dated April 15, 2025.
17. Statement to be read prior to entering executive session.