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

The Meeting in Public Session

May 15, 2025

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 9:30 a.m. Thursday, May 15, 2025, in the meeting room at the New Bedford Port Authority, 123 MacArthur Drive, New Bedford. 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. Ranney participated via Zoom videoconferencing.

The Board met jointly with the Port Council on this day. Port Council members present were Chair Nathaniel E. Lowell of Nantucket; Vice Chair Gordon M. Carr of New Bedford; and members Robert S.C. Munier of Falmouth; Eric R. Dawicki of Fairhaven; Joseph E. Sollitto Jr. of Oak Bluffs; and John F. Cahill of Tisbury. Messrs. Lowell, Munier, and Sollitto participated in the meeting via Zoom. Secretary Gregory R. Egan of Barnstable was absent.

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; Director of Information Technologies Stephen M. Colman; and Computer Technician Shawn Cameron.

<u>Video and Audio Recording of Today's Meeting:</u>

Mr. Malkin announced Mr. Driscoll and Falmouth Community Television were making an audio and video recording of the meeting; Louisa Hufstader (representing the *Vineyard Gazette*) indicated she was making an audio recording of the meeting. During the meeting, Jason Graziadei (representing the *Nantucket Current*) indicated to Mr. Driscoll he was also making an audio recording of the meeting.

Statement Regarding Remote Participation:

Mr. Malkin announced that, pursuant to Section 20 of Chapter 20 of the Acts of 2021, as amended, Messrs. Ranney, Lowell, Munier, and Sollitto were participating in the meeting remotely because their physical attendance would be unreasonably difficult. The members participated 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:

Then, upon a motion by Mr. Carr and a second by Mr. Cahill, the Port Council **voted** 6-0 to approve the minutes of their April 1, 2025, meeting.

IT WAS VOTED – upon a motion by Ms. Tierney, seconded by Mr. Jeffrey – to approve the minutes of the Board's April 15, 2025, meeting in public session.

VOTING	**AYE**	**NAY**
Mr. Malkin	**35 %**	
Mr. Jeffrey	**10 %**	
Ms. Tierney	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
TOTAL	**100 %**	**0 %**

Strategic Plan Review:

After asking the Port Council and Board to take the matter out of order, Mr. Davis introduced Janae Janik from Raftelis LLC, who appeared at the meeting via Zoom, to provide an update on the Strategic Plan implementation.

Ms. Janik reviewed the process of the Strategic Plan to date, including:

- Community input sessions and interviews (spring 2023)
- Community survey and input on the draft framework (summer 2023)
- Development of shared initiatives from community input and current projects (fall 2023)

- Adoption of the Strategic Plan framework by the Port Council and Board (January 2024)
- Prioritization of initiatives for work plan development (March 2024)
- Strategic Outcome Area workshops held with staff to develop work plans (spring 2024)
- Workplans loaded into Ellio for regular tracking; held training for staff (fall 2024)
- Reprioritization of initiatives and determination of ongoing reporting structure (spring 2025)

Ms. Janik then reviewed the structure of the strategic plan framework and how it translated into a work plan for each initiative. She noted the following framework time horizon for each element:

- Strategic Plan: 5-10 years
- Strategic Outcome Area: 3-5 years
- Initiative: 1-3 years
- Tactic: 12 to 24 months
- To Do: 6 to 12 months

Ms. Janik then reviewed the strategic outcome areas and each one's progress to date.

Infrastructure and Assets

- Progress in 2024
  - Developed understanding of hybrid conversion options.
  - Began design process for vessel conversion.
- Looking Ahead
  - Integrate new Team Lead
  - Finalize and report capital-related KPIs.
  - Develop new vessel acquisition plan.

Safe, Reliable Service

- Progress in 2024
  - Positioned the organization to support an upgraded website.
  - Leveraged the strategic planning process to inform resourcing and project prioritization.
- Looking Ahead
  - Reservation system replacement.
  - SQMS program operationalized.
  - Opportunity for new initiatives.

Invest in Our Employees

- Progress in 2024
  - Developed standardized and comprehensive onboarding information for new employees.
  - Streamlined new hire forms.
  - Began process for tracking job- specific training and information.
- Looking Ahead
  - Improve employee communication through engagement feedback and developing an electronic platform.
  - Share job-specific training for new employees.

Engage with Our Communities

- Progress in 2024
  - Developed a reservation system replacement plan.
  - Issued a request for proposal for the new system.
  - Increased communication resources.
- Looking Ahead
  - Reservation system replacement.
  - Develop community engagement plan.

Financial Sustainability

- Progress in 2024
  - Developed a grants management program.
  - Improved connection between grant program and annual budget process.
- Looking Ahead
  - Enhance departmental forecasting process.
  - Create a financial dashboard.

Ms. Janik then reviewed the next steps of the process:

- Meet with Outcome Team Leads to debrief and reflect on the first year.
- Identify initiatives that are largely operationalized.
- Evaluate and re-prioritize remaining initiatives.
- Consider new initiatives where there is adequate capacity and resources to support.
- Determine preferred communication and reporting for the Board, Port Council, and the public.

Mr. Jeffrey noted that, as both the Port Council and Board have adopted the Strategic Plan, it should be guiding all the members' decisions. Therefore, he said he would like to see moving forward that all elements of the general manager's report, procurement, and treasurer's report should link back to one of the strategic outcome areas to help evaluate the Authority's performance in carrying out the plan. He also asked that read-only access to the Ellio dashboard be provided to the Port Council and Board members.

Mr. Malkin noted he had intended for this discussion to be an in-person deep dive, but those plans were canceled due to scheduling issues. He would still like to have that session to help the Port Council and Board determine what they should be focusing on, what should be dropped, what should be paid more attention to, and how to make the Strategic Plan more of the day-to-day life of the company.

Mr. Dawicki asked what stakeholders were participating in the process on a consistent basis, noting that the crews are often forgotten in these dialogues. Ms. Janik noted that there was a strong level of public engagement when the Authority developed the plan, and one of the current outcome areas is to engage with the community. How that looks moving forward is in development, but there has not been development of a continued community conversation to reevaluate the plan. She said that it can be addressed with staff, as well as how to push the plan down to all levels of the organization and woven into the daily fabric of the day-to-day operations.

Mr. Munier noted the growth of the Authority should be folded into one of the outcome areas, specifically how growth is managed in the future.

M/V Aquinnah and *M/V Monomoy* status:

Mr. Amundsen presented an update on the transit of the *M/V Aquinnah* from Alabama Shipyard in Mobile, Alabama, to the Authority's Fairhaven vessel maintenance facility. The *M/V Aquinnah* departed Mobile on April 29 and made fueling stops in Tampa Bay and Port Everglades, Florida, and Moorehead City, North Carolina, before arriving in Fairhaven on May 8, 2025. The vessel traveled 1,976 nautical miles and consumed 19,484 gallons of fuel during its voyage. The Authority is holding a commissioning ceremony on Friday, May 16, 2025, at the Oak Bluffs Terminal.

Mr. Dawicki asked if the transit for the *M/V Aquinnah* was smoother than for the *M/V Barnstable*. Mr. Amundsen said there was good weather, but that's not a guarantee at this time of year.

Mr. Amundsen also reviewed the progress of the *M/V Monomoy* conversion at Alabama Shipyard. Recent milestones included installation of the stern ramp;

hull blasting; work on the passenger lounge; and installation of the vessel's name on the stern. He noted that the vessel undocking has moved to August 15, 2025, due to needed steel work under the keel coolers. While the work will be complete in advance of that date, the undocking is being affected by slip availability at Alabama Shipyard.

Mr. Dawicki asked if the conversion process on the *M/V Monomoy* was easier with the benefit of experience; Mr. Amundsen said once you get two (2) sister ships completed, the workers have been through the process twice so the paths both in Alabama and Fairhaven are well established. Mr. Dawicki congratulated everyone on the progression of the project.

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 completion of structural steel erection; the ongoing installation of the glulam beams; and the pouring of terrace walls on the north and west elevations. Progress at the utility building included installation of the exterior stone; beginning of the exterior window installation; and the beginning of interior drywall installation. To date, 277 emails have been sent with updates to the project.

Mr. Davis also reviewed various improvements to passenger flow and safety measures taken at the terminal, including restriping the pedestrian walkways from the slips to the terminal; blocking off the immediate front of the temporary terminal building from vehicle traffic; moving pick-up and drop-off areas to the rear of the temporary terminal building, including two (2) accessible spaces; and establishing a barrier between the bike path and the vehicle traffic.

In response to questions from the Members, Ms. Fletcher noted that Woods Hole Terminal Manager Robert Townes is in daily contact with the project manager to receive updates on when equipment is due to be delivered. Mr. Davis added that the Authority has state police details on site at most times. Mr. Malkin said they should be on site as often as possible for traffic purposes. Mr. Davis added that staff are working with Mr. Townes to hire additional staff to help direct traffic, and a golf cart is on order to assist customers to and from the terminal and slips.

Mr. Jones asked how many subscribers were receiving the weekly email updates; Mr. Driscoll said more than 1,200. Mr. Jones said it sounded like the Authority was doing its due diligence on communicating about the project.

Mr. Jeffrey said he was pleased the Authority was moving forward with the state police, but he asked that the Authority do a better job of coordinating with the Town of Falmouth. He added that, while he was glad the Authority had taken the steps it had regarding bicycle and pedestrian safety, he thinks it could do a better job communicating with the town before those changes are made. He asked if a "foot tour" could be held to show off the improvements made and so staff can better understand how to improve things and be responsive to feedback.

Mr. Davis noted that the Town of Falmouth Department of Public Works had recently checked the back lot for compliance with the lease provisions. He further noted that the Authority was doing everything it could to make the property the safest it could be. It was not an ideal situation, he said, but it will be a temporary situation.

Mr. Malkin said it sounds like the Authority is doing a lot of the right things.

Mr. Munier asked if the Authority had learned anything about the flow of traffic right now given the terminal location; Mr. Davis said the current flow is close to the end state of the project, although the construction fencing is extending beyond the boundary of the terminal. Ms. Fletcher noted that monitors were being installed in the vessel slip traffic booths to allow staff to see to the other side of the building. Mr. Davis noted that using Slip Nos. 2 and 3 now seems to be operationally helpful in terms of staging.

Nantucket North Slip Fender Status:

Messrs. Amundsen and Davis reviewed updates on the north slip fender repairs at the Nantucket Terminal. The dolphin failed April 5, 2025, and dislodged and fell to the north of the slip, exposing the pipe piles. Following a contract award to Coastal Marine Construction, barge mobilization began May 4, 2025, and the north slip is scheduled to reopen May 21, 2025. A root cause analysis preliminarily indicates the failure may not be isolated to a single event but rather a series of impacts, and a review of the fendering system will be made to determine what modifications are needed. Mr. Davis noted that the fender next to this approach fender had also sustained damage that will need to be addressed.

Mr. Dawicki asked if any redundancy opportunities had been reviewed in response to the incident; Mr. Amundsen said the style of fender used in Woods Hole may be used to extend coverage of the blocks. Mr. Davis noted that an underwater survey had been conducted that showed the pilings were in good order.

Mr. Carr asked how close the timeline was to the projection; Mr. Amundsen said it was ahead of schedule.

Blue Line Update and Recommendation:

Ms. Fletcher reviewed Blue Line usage on the Woods Hole-Martha's Vineyard route. From January 4 to May 10, 2025, the Blue Line was utilized 997 times leaving Vineyard Haven. The Blue Line was used 1,113 times, leaving Woods Hole during essentially the same period.

Ms. Flether said usage was definitely picking up and, while the callback option had not been used yet, it would likely be as summer approached.

Mr. Sollitto noted he had asked Ms. Fletcher about getting messaging about the program on the "Islanders Talk" Facebook page; Ms. Fletcher said she was working with Mr. Driscoll on that.

Mr. Davis staff would like to seek continued usage of reservation-only days through at least the end of the summer schedule, although he anticipated staff would be coming back at some point to ask for an extension to the end of the fall schedule as well due to ongoing construction. Mr. Carr asked if there was any reason not to do so now; Mr. Davis said no, and it would make communicating easier.

Several Port Council and Board members noted they would like to explore changing the name of the Blue Line; Mr. Driscoll said, while they had explored those options last fall, they could do so again after the summer season.

Then, upon a motion by Mr. Cahill and a second by Mr. Dawicki, the Port Council **voted** 6-0 to recommend extension of reservation-only days through January 4, 2026.

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Ms. Tierney – to extend reservation-only travel seven (7) days a week on the Vineyard route through January 4, 2026, as proposed in Staff Summary #SO-2025-06, dated May 13, 2025, and as modified by vote of the Port Council.

VOTING	**AYE**	**NAY**
Mr. Malkin	**35 %**	
Mr. Jeffrey	**10 %**	
Ms. Tierney	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
TOTAL	**100 %**	**0 %**

Renewable Diesel Pilot Program:

Messrs. Davis and Amundsen reviewed a proposed pilot program for use of Renewable Diesel (RD 99 or R99), also known as Hydrotreated Vegetable Oil (HVO), which is an alternative option to conventional diesel fuel used in power generation and main propulsion in the Authority's fleet and meets the ASTM D975 product category for diesel fuel. According to an Environmental Protection Agency analysis, the fuel represents a fifty percent (50%) to seventy-eight percent (78%) reduction in greenhouse gas emissions.

This product is now available on a full-year basis supplied by Global GLO stored in Providence, Rhode Island, and delivery of the product will be performed by the Authority's fuel contractor, Diesel Direct. Mr. Davis said the Authority intends to conduct a test trial period on the *M/V Island Home* from June 1-September 1, 2025, to evaluate future use in our fleet.

Staff has vetted the RD99 renewable diesel fuel with all of the engine manufacturers in the Authority's fleet, including EMD, Caterpillar, and John Deere on the *M/V Island Home*. All of the engine manufacturers endorse the use of renewable diesel RD99 in their engines. The Authority has also contacted a major U.S. ferry operator that has just completed their own test trial period similar to this proposal; that operator is moving to use RD99 in all ten (10) of its ferries.

The use of this fuel should significantly reduce the greenhouse gas emissions by the Authority's fleet and will assist meeting the statewide greenhouse gas emissions reduction target, he said.

Mr. Amundsen said the trial will use a segregated fuel system until staff are comfortable with the performance, but otherwise there was no modification necessary to the vessels.

Ms. Tierney said she would like to see a news release issued as soon as possible on this matter.

In response to questions from Mr. Jones, Mr. Amundsen said there were no compatibility issues and the RD99 and regular diesel could be mixed on a regular basis.

Mr. Cahill asked if there were concerns about supply if the fuel gains popularity; Mr. Amundsen said that was why the Authority wanted to take the project in steps, but discussions about guaranteed supply have been held with Diesel Direct.

Mr. Dawicki said he recommended the Authority try to hedge the market for the fuel if its use broadens. Mr. Rozum said he was checking with the hedge consultants on how to handle that situation.

In response to questions about the fuel's performance in cold weather, Mr. Malkin said it may be useful to investigate solutions like block heaters for the winter months as the fuel had primarily been available in California thus far.

Mr. Lowell said, given the current standards of diesel fuel, "clean diesel" already exists, but this could be the next version of "clean diesel."

Mr. Munier asked that clear metrics for success of the program be developed, including but not limited to price, maintenance cost, and hopefully emissions. Mr. Davis said improvements in many of those items had been seen in other trials thus far.

Then, upon a motion by Mr. Cahill and a second by Mr. Dawicki, the Port Council **voted** 6-0 to authorize Mr. Davis to execute a purchase of RD99 renewable diesel fuel from Diesel Direct at a $62,400 upcharge for a test of the product on the *M/V Island Home* from June 1-September 1, 2025.

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Jeffrey – to authorize Mr. Davis to execute a purchase of RD99 renewable diesel fuel from Diesel Direct at a $62,400 upcharge for a test of the product on the *M/V Island Home* from June 1-September 1, 2025, as proposed in Staff Summary #MO-2025-02, dated May 12, 2025.

VOTING	AYE	NAY
Mr. Malkin	**35 %**	
Mr. Jeffrey	**10 %**	
Ms. Tierney	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
TOTAL	**100 %**	**0 %**

Reservation System Request for Responses Issuance:

Tom Innis with Gibbous LLC presented an update on the Reservation System Replacement project. The evaluation team is currently reevaluating the vendors after opening their financial proposals and performing due diligence on the companies. The expectation is to bring the matter to the Board for a vote at its June 2025 meeting.

Mr. Malkin noted the Authority had people who are very busy with their day jobs on this project, so management needs to be sure that those staff have the bandwidth to do these tasks along with everything else they are doing.

Mr. Jeffrey noted he thought the Authority was in a good place moving forward and that the due diligence being performed now showed the governance system was working and that a thoughtful, confident recommendation could be made to the Board. He noted that he had sat in on the demonstrations and, while some systems were more transformative than others, he was greatly impressed with the evaluation team and how they went about asking questions of the vendors according to their areas of expertise.

Mr. Dawicki said he had received no communications yet despite being made a member of the IT Executive Steering Committee, other than a call about a meeting scheduled for the following day. He said he has not been part of the process to evaluate where the Authority is technically and questions he had posed to the chair of the committee through Mr. Kenneally had gone unanswered. Given that this is the most important project the Authority has on its plate, to be so “in the dark” is concerning. He said he did not want this to be another reason for the public to harass a great team, so he wanted to be sure it was done right, and all his questions were answered. He said he was “a little disturbed” that no crew members were asked to participate, as they understand the loading and unloading and the interface with the public.

Mr. Jeffrey noted part of the reason why those questions were not answered is because the committee is made up of three (3) members, any communication could constitute a quorum and run afoul of Open Meeting Laws. He said the committee's work thus far is focused more on stakeholder input and not the evaluation process.

Mr. Colman noted he agreed it was a fantastic evaluation process and that he was sorry this process was falling short of Mr. Dawicki's expectations thus far.

Results of Operations:

Mr. Rozum reviewed the results of the March 2025 business summary via a PowerPoint presentation, which showed the Authority carried more passengers (up 3.7%), more vehicles under twenty (20) feet (up 4.3%) and more freight trucks over twenty (20) feet (up 4.5%) than in the same month in 2024. Year-to-date figures show the Authority has carried more passengers (up 0.9%), more vehicles under twenty (20) feet (up 0.6%) and more freight trucks over twenty (20) feet (up 0.4%) compared to the same time period in 2024.

During the month of March 2025, the Authority's vessels were budgeted to make a combined 1,686 trips, of which zero (0) were canceled for mechanical reasons on the Martha's Vineyard route and four (4) were canceled for mechanical reasons on the Nantucket route, he said.

In March 2025, the Authority's operating revenue was approximately $7,100,000, and its operating expenses were approximately $12,312,000, that, when combined with other income and income deductions, resulted in a net operating loss of $5,168,000, about $457,000 less than budgeted, he said.

Preliminary traffic data for April 2025 shows that the Authority carried more passengers (up 3.9%) and more vehicles of all sizes (up 3.9%), he said.

In response to a question from Mr. Munier, Mr. Rozum said the data from April is more reflective of the weather than having the *M/V Barnstable* online, but he would have additional data on that point soon.

Proposed Draft of the 2026 Budget Policy Statement:

Mr. Rozum presented the 2026 budget policy statement, noting that the proposed 2026 operating schedules to date, along with the current version of the vessel repair schedule, will be used for the basis of estimating next year's cost of service.

Ms. Tierney asked how the availability of federal grants had changed; Mr. Rozum noted that certain grants that had been available are not being emphasized by the current administration, but thus far there has been no effect on the federal formula funds that the Authority receives.

Mr. Jeffrey said he would like to see a re-evaluation of the Authority's wharfage fees and how those are calculated.

Then, upon a motion by Mr. Cahill and a second by Mr. Dawicki, the Port Council **voted** 6-0 to recommend approval of the 2026 Budget Policy Statement to the Board.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Ms. Tierney – to adopt the 2026 Budget Policy Statement, as proposed in Staff Summary #A-711, dated May 8, 2025.

VOTING	**AYE**	**NAY**
Mr. Malkin	**35 %**	
Mr. Jeffrey	**10 %**	
Ms. Tierney	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
TOTAL	**100 %**	**0 %**

Analysis of Rates Versus 2024 Cost of Service:

Mr. Rozum presented the highlights of the 2024 Cost of Service study. On the Vineyard route, the total cost of operations was up 7.6% to $77,912,319. The cost per trip was up 10.3% to $4,697, and the total occupancy rate rose 0.2 percentage points to 81.2%. On the Nantucket route, the total cost of operations fell 1.0% to $43,187,616. The cost per trip rose 1.4% to $8,237, and the total occupancy rate rose 0.7 percentage points to 85.4%.

Mr. Rozum said he wanted to do more analysis of the Excursion Fare usage, as there were "significant outliers" in the data.

Mr. Jones noted it was a lot of data but an interesting exercise.

Mr. Malkin said the data speaks to the continued reduction of the service covered by excursion fares and the impact that it has on the overall financial situation. He said it was a topic worth including as the Authority looks at its fare structures.

Mr. Jeffrey noted it would be worthy to have fare meetings in each port community, as it won't be just the island communities who would make up the difference if necessary. Mr. Rozum said he was hoping to schedule such meetings in preparation for the 2026 operating budget.

Mr. Lowell noted this conversation is why term limits was the worst idea he'd ever heard, as the context needed to understand it depended on a deep understanding of the Authority.

Mr. Dawicki noted that, based on Mr. Rozum's data, there was possible abuse of the excursion rate happening and asked how that would be addressed. Mr. Rozum said a review of the individual excursions was being done to look for patterns in travel.

Mr. Rozum noted one of the RFR review points was asking if the systems could accommodate dynamic or flex pricing, and how the Authority may need to change its policies to accommodate that.

Bid Results on the Sale of
$20,000,000 in Series A Steamship Authority Bonds:

Mr. Rozum noted that bids were opened on May 12, 2025, and sixteen (16) bids were received. The bonds were awarded to FHN Financial Capital Markets, of New York, New York, based on their offer to purchase all of the bonds at the lowest true interest cost of 3.028469%. The received bids ranged from 3.028469% to 3.283503%. The successful bid included $2,135,680 in reoffering premium. Moody's Investor Service assigned a rating of Aa1 to this bond issuance. The Authority's outstanding bonds are rated Aa1 and carry the Commonwealth of Massachusetts's stable outlook.

Request for Authorization to Award Contract No. 02-2025,
Dry Dock and Overhaul Services for the *M/V Martha's Vineyard*:

Mr. Davis noted the *M/V Martha's Vineyard* is scheduled to enter shipyard availability from September 10, 2025, to October 21, 2025, to undergo a required U.S. Coast Guard hull exam; rudder, propeller and shaft maintenance;

watertight door maintenance; and blast and coating maintenance on the aft peak void, forepeak void, potable water tanks and underwater and superstructure areas.

Drawings and specifications were sent to fourteen (14) shipyards. Two (2) responsive bids were received.

Then, upon a motion by Mr. Dawicki and a second by Mr. Cahill, the Port Council **voted** 6-0 to recommend award of Contract No. 02-2025 to the Board.

IT WAS VOTED – upon a motion by Ms. Tierney, seconded by Mr. Jeffrey – to authorize the general manager to award Contract No. 02-2025, Dry Dock and Overhaul Service for the *M/V Martha's Vineyard*, to the lowest eligible and responsible bidder, Thames Shipyard of New London, Connecticut, for a total contract price of $1,566,401, as proposed in Staff Summary #MO-2025-03, dated May 14, 2025.

VOTING	**AYE**	**NAY**
Mr. Malkin	**35 %**	
Mr. Jeffrey	**10 %**	
Ms. Tierney	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
TOTAL	**100 %**	**0 %**

Update from General Manager Search Committee:

Mr. Malkin said Faststream has met with all four (4) committee members individually and recently presented their analysis of the search at a committee meeting. Faststream is working to develop a job posting and, in four (4) weeks, the committee expects to meet again to receive an update.

Mr. Jones said it's obvious the Authority chose a high-quality headhunter.

Mr. Jeffrey said everyone was aware of the public interest and asked what steps the contractor was taking to get public input on the qualified candidates. Mr. Malkin noted he had recently held a meeting on the Vineyard on the topic, and that feedback was passed on to the search firm.

Old and New Business:

Mr. Davis said staff was recommending double-crewing the *M/V Iyanough* through the summer. Although there are sixty-three (63) people on the licensed deck officer roster compared to fifty-seven (57) last year, four (4) individuals have recently gone out on medical leave, which presents a challenge to fully crewing the vessel. He said staff would look at busy weekends to bring in extra crews on an as-needed basis. He said it was not ideal, but he felt the consistency was of paramount importance.

Mr. Lowell noted if an adjustment to the summer schedule needed to be made, this was the right place to do so.

Public Comment:

Jason Graziadei asked for confirmation that the schedule change for the *M/V Iyanough* would mean the last trip of the day would not run; Mr. Davis confirmed that was correct.

Mr. Graziadei asked if there was an “all-in” cost for the fender incident at the Nantucket Terminal; Mr. Amundsen said the cost for the repair was $371,000, but all the other costs were not accounted for yet.

Suzanne Kuffler asked when the public would be involved in the general manager search committee; Mr. Malkin said, while the initial round of reviews would be done in executive session, discussion of and interview of finalists would be done in public session, and those sessions would include public comment.

At 12:16 p.m., upon a vote by Mr. Lowell and a second by Mr. Dawicki, the Port Council **voted** 6-0 to adjourn their meeting.

Mr. Malkin then asked for a motion to go into executive session to discuss and review the minutes of the Authority’s meeting in executive session on April 15, 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 Union 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 unlicensed vessel employees.

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 Ms. Tierney, seconded by Mr. Jeffrey, to enter executive session to review the minutes of the Authority's meeting in executive session on April 15, 2025, and to discuss the Authority's strategies with respect to collective bargaining negotiations.

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

A TRUE RECORD

MOIRA E. TIERNEY, Board Secretary

Documents and Exhibits Used at the

May 15, 2025, Meeting in Public Session of the Board of the

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

1. May 15, 2025, Meeting Agenda, posted May 13, 2025 (revised May 14, 2025).
2. Statement regarding remote participation.
3. Video and audio recording announcement.
4. Minutes of the Port Council meeting of April 1, 2025 (draft dated May 12, 2025).
5. Minutes of the Board meeting in public session on April 15, 2025 (draft).
6. Presentation, Strategic Plan Implementation Update, dated May 15, 2025.
7. Presentation, *M/V Aquinnah* Positioning Voyage to Fairhaven, MA, dated May 15, 2025.
8. Presentation, *M/V Monomoy* conversion at Alabama Shipyard, dated May 15, 2025.
9. Presentation, Woods Hole Terminal Reconstruction Project, dated May 2025.
10. Four (4) photographs of Woods Hole Terminal site, undated.
11. Presentation, Nantucket Terminal North Dolphin Repair, dated May 15, 2025.
12. Staff Summary #SO-2025-06, Blue Line Updated, dated May 13, 2025.
13. Staff Summary #SO-2025-05, Preliminary Draft of the Proposed 2026 Operating Schedules, dated April 9, 2025.
14. Staff Summary #MO-2025-02, *M/V Island Home* Test Trial Period for Utilizing Renewable Diesel R99, Replacing Ultra Low-Sulfur Diesel Fuel, from June 1-September 1, 2025, dated May 12, 2025.
15. Presentation, Reservation System Update, Board & Port Council, dated May 2025.
16. March 2025 Business Summary.
17. Presentation, March 2025 Business Summary, dated May 15, 2025.
18. Staff Summary #A-712, 2024 Analysis of Rates versus Cost of Service, dated May 9, 2025.
19. Staff Summary #A-711, 2026 Budget Policy Statement, dated May 8, 2025.

20. Staff Summary #A-713, Bid Results on the Sale of $20,000,000 of Steamship Authority 2025 Series A Bonds, dated May 12, 2025.
21. Staff Summary #MO-2025-03, Award of Contract No. 02-2025, Dry Dock and Overhaul Servies for the *M/V Martha's Vineyard*, dated May 14, 2025.
22. Statement to be read prior to entering executive session.