

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

The Meeting in Public Session

December 9, 2025

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 9:30 a.m. Tuesday, December 9, in the Cape Cod Room of the DoubleTree by Hilton Cape Cod, 287 Iyannough Road, Hyannis. 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. Ms. Tierney participated in the meeting via Zoom videoconferencing.

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

Staff members present were General Manager Robert B. Davis, General Counsel Terence G. Kenneally, Treasurer Mark K. Rozum, Chief Operating Officer Mark H. Amundsen, Communications Director Sean F. Driscoll, Reservations and Community Relations Manager Angela C. Campbell, Director of Security Todd M. Falvey, Director of Shoreside Operations Alison A. Fletcher, Director of Human Resources Janice L. Kennefick, Port Captain Paul F. Hennessy, Director of Information Technologies Stephen M. Colman, Capt. Arthur Frostholt, Director of Engineering and Maintenance Zach Lawrence, Marketing and Creative Specialist Ian Chase Nichols, Marketing and Creative Specialist Sheila M. Corcoran, and General Manager-Designate Alex Kryska.

Video and Audio Recording of Today's Meeting:

Mr. Malkin announced Mr. Driscoll was making an audio and video recording of the meeting; Jason Graziadei (representing the *Nantucket Current*), Eunki Seonwoo (representing the *Martha's Vineyard Times*), Kaie Quigley (representing the *Nantucket Inquirer & Mirror*), and Louisa Hufstader

(representing the *Vineyard Gazette*), indicated they were making audio recordings 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, Ms. Tierney was participating in the meeting remotely because her physical attendance would be unreasonably difficult. Ms. Tierney was 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.

Moment of Silence for Anthony “Andy” Clark:

Mr. Davis noted the passing of Anthony Clark, who died November 26, 2025. Andy worked at the Authority’s Nantucket Terminal, first as a dock worker, then a terminal worker, and most recently as an associate agent. Mr. Davis noted thoughts and prayers were extended to Andy’s family and friends in this difficult time and invited those present to join him in a moment of silence in his honor.

Recognition of the Crew of the *M/V Island Home*:

Mr. Davis noted he would like to take this opportunity to discuss the extraordinary seamanship exhibited by the crew of the *M/V Island Home* on October 13, 2025, with the following statement:

“On a day when the waters of Vineyard Sound were being pummeled by a nor’easter, winds of 30 knots with higher gusts were creating waves six to eight feet tall and heavy rain was covering the area. As the *M/V Island Home* crossed the Sound headed to Woods Hole, the bridge crew noticed an object in the water off the vessel’s starboard bow. That object was quickly discovered to be a person in the water.

“The crew immediately enacted the procedures for a person in the water and contacted the United States Coast Guard in Woods Hole. Crew members all reported to their assigned positions, while the vessel’s master turned the vessel around in challenging conditions. Crew members

deployed three life rings and attempted to keep visual contact with the person, while others prepared to launch a rescue boat.

“The U.S. Coast Guard was on the scene within 10 minutes, and the *M/V Island Home* stayed on scene for another 20 minutes to provide the Coast Guard with a lee during their rescue operations. Ultimately, a U.S. Coast Guard rescue helicopter arrived on scene and the person was successfully retrieved from the water and safely brought to shore.

“The actions of this crew are a stellar example of the best the Steamship Authority has to offer. Their training and quick actions directly contributed to a positive outcome in a challenging situation.”

Then, on behalf of the Board and Port Council, our port communities, and the entire company, Mr. Davis recognized the following crew members:

- Capt. Arthur Frostholt
- Pilot/Mate Thomas Furtado
- Purser Joseph Graca
- Bosun Michael Pronk
- Able-Bodied Seafarer Daniel Flanagan
- Able-Bodied Seafarer Daniel Marcal
- Able-Bodied Seafarer Nicholas Tew
- Able-Bodied Seafarer Philip Ricardo
- Ordinary Seafarer Dwight McBean
- Ordinary Seafarer Ivanildo Barbosa Delgado
- Chief Engineer Derek Tuttle
- Oiler Danielson Delgado
- Training Captain Andrew Fritsch

Recognition of Mr. Davis:

Mr. Malkin then noted this was Mr. Davis’s last meeting as general manager. He said Mr. Davis had spent eight (8) eventual years as the general manager and the entire company and its ridership are lucky to continue to benefit from his knowledge. However, he said the end of this phase of his career was worth a moment of acknowledgement, and he then presented Mr. Davis with two (2) legislative citations.

The first, from the House of Representatives, read as follows:

“Be it hereby known to all that the Massachusetts House of Representatives offers its sincerest congratulations to Robert Davis

in recognition of your 40 years serving the Steamship Authority and its Port Communities.

“The entire membership extends its very best wishes and expresses the hope for future good fortune and continued success in all endeavors.

“Given this ninth day of December 2025 by Ronald Marino, Speaker of the House, Offered by Thomas W. Moakley, State Representative.”

Mr. Malkin then read the citation from the State Senate:

“Be it known, that the Massachusetts Senate hereby extends its congratulations to ROBERT DAVIS, General Manager, in recognition of the joyous and happy occasion of your retirement after 40 years of service to the Woods Hole, Martha’s Vineyard, and Nantucket Steamship Authority.

“Be it further known that the Massachusetts Senate extends its best wishes for continued success; that this citation be duly signed by the president of the senate and attested to and a copy thereof transmitted by the Clerk of the Senate.

“By Karen E. Spilka, President of the Senate, Michael D. Hurley, Clerk of the Senate, and Offered By State Senators Julian Cyr and Dylan Fernandes, Dated December 9, 2025.”

Mr. Malkin noted that he had never met anyone with the dedication and work ethic Mr. Davis has shown in his service to the Authority, and he offered him his thanks for his continued service.

Mr. Ranney noted the Authority would not be in the excellent shape it was in without Mr. Davis’s dedication and hard work.

Minutes:

Upon a motion by Mr. Cahill and a second by Mr. Sollitto, the Port Council **voted** 5-0 to approve the minutes of its November 4, 2025, meeting.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Ranney – to approve the minutes of the Board’s November 7, 2025, November 13, 2025, and November 18, 2025, meetings 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 %

Upon a motion by Mr. Jones and seconded by Mr. Malkin, the four (4) members of the General Manager Search Committee **voted** 4-0 to approve the minutes of its October 9, 2025, meeting.

M/ V Monomoy status:

Mr. Lawrence reviewed the progress of the *M/ V Monomoy* conversion at Alabama Shipyard. The vessel is pier side, and the sea trials are pending the review by the Marine Safety Center, he said.

Woods Hole Terminal Reconstruction Project:

Mr. Davis shared an update on the Woods Hole Terminal Reconstruction Project. Recent milestones at the utility building include installation of ceiling tiles on the second floor; installation of pipe insulation on the first floor; painting work; installation of conduit lines for connections from the utility building to the electrical shed; completion of a new area for trash receptacles on the west side of the building; installation of the aqua fence flooding prevention system; and site work to grade and level the area. At the terminal building, milestones included installation of carriers and drainage lines in the restroom; installation of copper water lines to the geothermal manifold; installation of HVAC ducts; installation of copper soffits and fascia; and installation of window brackets. To date, 300 email updates have been sent regarding the project.

Mr. Jeffrey asked the status of the traffic circulation study. Mr. Davis said staff was able to coordinate a meeting the prior day to discuss additional data that was needed. The study firm also had questions regarding the slopes at the

site and the turning radiuses. Mr. Jeffrey asked when the draft report would be available; Mr. Davis said, with the holidays, he was not sure how quickly it could be turned around, but he anticipated it would be in January or February 2026. Mr. Malkin said it would be “great” if they could have it by the January meeting.

Mr. Munier asked where the aqua fence would be stored and if that system would be in place for the terminal building as well. Mr. Davis said it would be used at both sites, noting that the terminal building, even though it is at a higher elevation, was still partially in the flood zone. Mr. Munier noted the system would likely require periodic training, and Mr. Davis concurred.

Reservation System Replacement Project:

Tom Innis with Gibbous LLC, who participated via Zoom, provided an update on the Reservation System Replacement Project. Recent progress includes meeting with E-Dea to finalize customizations and town halls being held on Nantucket, Martha’s Vineyard, and Falmouth. Upcoming activities include finalization of customization requirements and policy changes; refinement of the procurement plan; and an additional, virtual town hall meeting scheduled for December 11, 2025. Additional town hall meetings are anticipated to be scheduled in January 2026.

Mr. Lowell thanked Mr. Innis and the True North project team for their work and noted that some modifications to the system plan would be necessary, but he thought the project was on the right track.

Mr. Malkin asked what new insights from the community meetings could result in new changes being put into the process. Mr. Innis said one of the focuses of the meetings was to share a version of the E-Dea site used by CalMac Ferries, which is a “fairly close version” to what the Authority will have, and to get their feedback based on user experience. One item that came out of that effort was to highlight days on the scheduling calendar that were unavailable to be booked, which will be passed on to the E-Dea team, he said.

Operating Schedule Modifications:

Ms. Fletcher presented the proposed revisions to the 2026 Late Summer Operating Schedules for the Martha’s Vineyard and Nantucket routes. These schedules cover the period from September 11, 2026, through October 22, 2026.

This past August, the Port Council and Board voted to approve the 2026 Operating Schedule for both Martha's Vineyard and Nantucket routes. Following the August meeting, staff revisited the Approved 2026 Operating Schedule and identified that the approved schedule resulted in a reduction of service during the late summer schedules compared to the 2025 schedules. Staff is now proposing that the 2026 Late Summer Operating schedules mirror the 2025 schedules, she said.

Following the October 2025 Board meeting, the Authority posted the proposed modifications to 2026 Late Summer Operating Schedule on its website and in local papers. The Authority received no comments on the proposed changes to the schedules, she said.

Mr. Lowell noted that having the freight boat versus the *M/V Eagle* on the weekend schedule helps get the food trucks on the island earlier. He said the issues of scheduling need to continue to be looked at.

Mr. Jeffrey noted that, while the advertising fulfilled the Authority's legal obligation, he asked future schedules to be advertised in the *Falmouth Enterprise* as it is the "paper of record" for the town.

Then, upon a motion by Mr. Sollitto and a second by Mr. Cahill, the Port Council **voted** 5-0 to recommend the matter to the Board.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Ms. Tierney – to approve the Proposed Revisions to the 2026 Late Summer Operating Schedule, covering the period September 11, 2026, through October 22, 2026, as presented and proposed in Staff Summary #SO-2025-11, dated November 28, 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 %

Hyannis Harbor Tours Inc. License Renewal:

Mr. Kenneally said staff requested authorization to renew the Authority's license agreement with Hyannis Harbor Tours Inc., better known as Hy-Line Cruises, allowing it to operate passenger transportation services between Hyannis and Nantucket, between Hyannis and Martha's Vineyard, and between Martha's Vineyard and Nantucket (its interisland service) during the 2026-2028 operating seasons.

On October 27, 2025, the Authority received a written request from Hy-Line for a three (3)-year renewal of its license agreement. None of Hy-Line's proposed scheduling changes materially changes their operating schedules. Hy-Line seeks to remove Article 21 (a) from the provision of its license agreement, however. Article 21 (a) states:

Hy-Line shall be prohibited from using the Motor Vessel LADY MARTHA or the Motor Vessel VINEYARD LADY to provide service between Hyannis and Nantucket as a substitute for either of Hy-Line's other high-speed catamarans without advance consultation with, and approval of, the Authority's General Manager.

Further, in accordance with Article 21 (b) of its license, Hy-Line advises that it intends to build a new high-speed catamaran to supplement its service. The new vessel will be designed like the *M/V Grey Lady IV* and may be available for service in the summer of 2028.

Mr. Kenneally noted that Hy-Line also would be adding service on Juneteenth and for the Christmas in Edgartown celebration.

Murray Scudder Jr. said he was grateful for the Authority's partnership and that the company's desire was to provide the greatest service it could, which has become "increasingly challenging" with the number of vessels and their conditions. He said the company had "a number of operational challenges" that could have been avoided with a new vessel, and this will have a positive effect on the company's operations.

Mr. Jeffrey asked Mr. Rozum if, now that the Board was looking at a three-year license, if locking in the fee structure would negatively affect the Authority. Mr. Rozum noted the formula was based on the Authority's own average passenger counts. Mr. Davis further noted that a three-year license had been the norm until recently.

Ms. Tierney noted that the Authority's relationship with and connection to Hy-Line is an important one and complimentary to the Authority in many ways, but the company is entitled to review Hy-Line's financials to ensure the agreement is appropriate. She noted she had been on the Board since June 2015 and that had never been done, and the Board has a fiduciary responsibility to do so out of concern with the Authority's revenue.

Mr. Munier noted having a sense of scale for the revenues is necessary to determine if the licensing fee is adequate. Mr. Davis noted that Hy-Line carried approximately 900,000 passengers in 2023 generating \$2.9 million in licensing revenue for the Authority. In 2024, Hy-Line carried approximately 940,000 passengers, generating \$3.3 million in licensing revenue. Through October 2025, the company has generated \$2.6 million to the Authority, and he would anticipate the total being at or near \$3.3 million by year's end.

Mr. Jones noted the formula in place today had been long negotiated with Hy-Line and the escalations in place when certain passenger thresholds were reached were "substantial."

Mr. Jeffrey said it would behoove the Authority to set up a better schedule for license renewals so they could be presented at one meeting and voted on at another. He noted this was the last meeting of the year and the Board had little chance to do its due diligence.

Mr. Lowell said Hy-Line is a partner of the Authority and its service has been "baked into the system" since 1996. The amount of money the service generates for the Authority "is significant" and they take a business risk to run in the winter when the *M/V Iyanough* is in repair. They're "the aluminum lifeline" and they're going to stay that way.

Mr. Malkin noted the issue was one of process and timing.

Then, upon a motion by Mr. Cahill and a second by Mr. Sollitto, the Port Council **voted** 5-0 to recommend the matter to the Board.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jeffrey – to authorize the general manager to enter into a renewed license agreement with Hyannis Harbor Tours Inc. for three (3) years and to approve Hy-Line’s request to construct a new vessel designed like the *M/V Grey Lady IV* (O.N. 1267739), which will supplement its high-speed catamaran services beginning in 2028, as recommended in Staff Summary #L-562, dated December 4, 2025.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
Mr. Ranney	35 %	
Mr. Jones	<u>10 %</u>	<u> </u>
TOTAL	90 %	0 %

Ms. Tierney abstained from the vote.

Island Commuter Corp. License Renewal:

Mr. Davis said staff was seeking authorization to renew the Authority’s license agreement with Island Commuter Corp. allowing the *M/V Island Queen* to do the following:

- To run one (1) additional round trip between Falmouth and Oak Bluffs on Mondays through Thursdays during its 2026 spring schedule (May 22-June 16, 2026) and its fall schedule (September 8-October 12, 2026); and
- To begin its fall schedule one week earlier than in previous years on September 8, 2026.

Manager Todd Bidwell, via Zoom, thanked the Board for its consideration.

Then, upon a motion by Mr. Sollitto and a second by Mr. Cahill, the Port Council **voted** 5-0 to recommend the matter to the Board.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Ranney – to authorize the general manager to execute the license agreement with Island Commuter Corp. and to take all necessary and appropriate actions to carry out that license agreement and fulfill the Authority’s obligations thereunder, as proposed in Staff Summary #L-563, dated December 5, 2025.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
Mr. Ranney	35 %	
Mr. Jones	<u>10 %</u>	<u> </u>
TOTAL	90 %	0 %

Ms. Tierney abstained from the vote.

Release of the 2023-2025 Executive Session Minutes:

Mr. Davis said the Open Meeting Law provides that the minutes of any meeting in executive session may remain secret “as long as publication may defeat the lawful purposes of the executive session, but no longer.” In order to comply with this mandate and to minimize the administrative burden of reviewing executive session minutes to determine whether they should remain secret despite requests for them, many years ago the Members voted to “delegate to the (g)eneral (m)anager the Members’ responsibility to approve appropriate portions of the minutes of the Members’ meetings in executive session for release to the public when the publication of such portions will no longer defeat the lawful purposes of the executive session.”

Mr. Davis said, specifically, whenever the general manager has reviewed executive session minutes to determine what portions should be released to the public, he has approved for release all of the minutes of the Members’ meetings in executive session except for the portions of the minutes reflecting the Members’ discussions and actions about the following matters:

1. Pending or anticipated litigation matters;
2. Pending or anticipated collective bargaining negotiations;
3. Pending or anticipated negotiations for the purchase, exchange, lease or value of real estate;

4. Pending or anticipated contract negotiations with non-union personnel;
5. Pending or anticipated investigations of charges of criminal misconduct or considerations of the filing of criminal complaints;
6. Information protected from disclosure under the Massachusetts Public Records Law, Mass. G.L. c. 4, § 7, cl. 26th, and now explicitly under the Massachusetts Administrative Procedures Act, Mass. G.L. c. 30A, § 22(e) as well;
7. Discussions protected by the attorney-client privilege; and
8. Security matters.

The Open Meeting Law requires the Authority to determine “at reasonable intervals” which portions of the executive session minutes should continue not to be released to the public and to announce that determination at the Authority’s next meeting (and to include the announcement in the minutes of that meeting). In May 2023, as the Members’ designee for the purpose of determining which portions of the executive session minutes should be released to the public, Mr. Davis approved for release to the public all portions of such minutes through the end of 2022 and a portion of the previously unpublished 2021 minutes, except those that fall within the eight-numbered categories listed above.

Mr. Davis said he was announcing that he has approved for release to the public all portions of such minutes through November 2025, except those that fall within the eight-numbered categories previously mentioned. The portions of the executive session minutes now being released to the public include those pertaining to:

- a) Strategy sessions in preparation for executing new collective bargaining agreements with its represented union employees in 2023, 2024 and 2025.
- b) Renewal of various software subscriptions from a Massachusetts vendor authorized to provide information technology services by the Commonwealth.
- c) Upgrading Wi-Fi equipment at terminals and on vessels.
- d) Participation in a “tabletop exercise” with the Transportation Security Administration (TSA) in May 2023.
- e) Purchase and deployment of cybersecurity devices.
- f) Renewal of the Lease of the Woods Hole Parking Lot.
- g) Lease agreement with Cataumet Sawmill at 524 Thomas B. Landers Road, Falmouth, MA.

- h) Installation of access control devices at the Vineyard Haven Terminal, Hyannis Terminal, Mashpee Reservations Office, the Oak Bluffs Terminal, and the Falmouth crew accommodations.
- i) Purchase and deployment of network infrastructure equipment and related support services.
- j) Purchase and deployment of website stress and performance testing and platform evaluation.

Results of Operations:

Mr. Rozum reviewed the results of the October 2025 business summary via a PowerPoint presentation, which showed the Authority carried fewer passengers (down 4.5%), fewer vehicles under twenty (20) feet (down 2.3%) and fewer freight trucks over twenty (20) feet (down 1.3%) than in the same month in 2024. Year-to-date figures show the Authority has carried more passengers (up 1.3%), essentially the same number of vehicles under twenty (20) feet, and fewer freight trucks over twenty (20) feet (up 0.2%) compared to the same period in 2024.

During October 2025, the Authority's vessels were budgeted to make a combined 2,278 trips, of which eleven (11) were canceled for mechanical reasons on the Martha's Vineyard route and twenty-four (24) were canceled for mechanical reasons on the Nantucket route, he said. Year-to-date, mechanical cancellations are 0.51% of trips, lower than the 0.79% of trips at the same point in 2024.

In October 2025, the Authority's operating revenue was approximately \$12,226,000, and its operating expenses were approximately \$13,307,000, that, when combined with other income and income deductions, resulted in a net operating loss of \$670,000, about \$730,000 less than budgeted, he said. Year-to-date, the Authority has a net operating gain of \$17,029,000, about \$886,000 lower than budgeted.

Preliminary traffic data for November 2025 shows that the Authority carried fewer passengers (down 5.2%) and more vehicles of all sizes (up 2.0%) than the same month in 2024, he said.

Mr. Sollitto asked if, at the end of the year, a report on the lost embarkation fees from Oak Bluffs diversions could be produced. Mr. Rozum said the data from the cost-of-service report could be used to provide an estimate.

Mr. Jeffrey said it was fortunate that the decline in operating expenses matched the loss in revenue and asked if the 2026 budget should be reviewed to adjust for the revenue declines later in the year. Mr. Rozum noted that the fourth-quarter data was the stalest he had during budget preparation season, so looking at this year's fourth-quarter data would be the area to focus on.

Mr. Jeffrey asked if the post-COVID trends had been examined and the percentage of variation in travel patterns determined; Mr. Rozum said the biggest variance has been in the standard-fare travel decreasing and the excursion-fare travel increasing. Mr. Jeffrey said it might make sense to report those figures out in the cost-of-service report; Mr. Rozum said that information is part of the packet given out when the annual audit closes.

Mr. Lowell noted that changes in vacation travel trends have been ongoing for quite some time.

Mr. Rozum noted with the *M/V Barnstable* in service on the Hyannis-Nantucket route instead of the smaller boats, the backfilling wasn't seen this year but the demand for travel remained strong.

Mr. Malkin asked Mr. Rozum what was giving him concern; Mr. Rozum said inflationary pressures, tariff and wage costs.

Proposed Transfer of Funds from the Authority's
Bond Redemption Account to the Replacement Fund Account:

Mr. Rozum noted the 2025 Capital Budget projects were expected to be funded through available resources in the Authority's Replacement Fund and the Bond Redemption accounts as well as grant reimbursement funds received from the Cape Cod Regional Transit Authority.

The transfers of funds from the revenue accounts to the Replacement Fund account in 2025 was \$13,976,568, which was the maximum amount allowed in 2025. Additionally, the transfers of funds from the revenue accounts to the Bond Redemption Account in 2025, as prescribed in the Steamship Authority's Enabling Act, have totaled \$9,183,832.07. Currently, there is approximately \$10,237,528 in the Bond Redemption account, which will be needed to fund approved capital projects.

The Steamship Authority's Enabling Act requires that the funds from the Bond Redemption Account are "to be used within a reasonable time for the purchase or redemption of bonds or, in the Authority's discretion, to be

transferred to the replacement fund or to the capital improvement fund to be used for any purposes for which bonds may be issued.”

Then, upon a motion by Mr. Cahill and a second by Mr. Sollitto, the Port Council **voted** 5-0 to recommend the matter to the Board.

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Jeffrey – to authorize the treasurer to transfer \$10,000,000 from the Bond Redemption Account to the Replacement Fund as proposed in Staff Summary #A-722, dated December 1, 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 %

Change Order No. 122 for Contract No. 17-2023,
Woods Hole Ferry Terminal Landside Construction:

Mr. Davis said, in September 2025, the Woods Hole utility building had reached a sufficient state of completion to have a signal test performed to determine if a bi-directional amplifier, or BDA, system would be required. A BDA is a signal boosting solution that amplifies and distributes radio frequencies for first responders. A BDA system is required by code for new buildings which do not pass a signal coverage test.

As part of the occupancy permit for the Woods Hole terminal and utility buildings, a requisite signal test was required after the building envelope was substantially completed. When the signal coverage test was performed, it failed to meet the minimum signal requirements.

As a result, a line-of-sight to the area’s nearest repeater must be established for the BDA system to function properly. Achieving this would require a 50-foot-tall mast to be engineered and installed on the roof of the utility building, with a similar mast needed for the terminal building. This change order proposes the installation of the BDA equipment on the Authority’s existing 100-foot wi-fi tower located in the employee parking lot. Utilizing the tower represents

a significant cost savings rather than building two (2) separate towers on top of the terminal and utility building, respectively, while also minimizing the visual impact of the system.

Mr. Malkin asked, and Mr. Davis confirmed, that this would not make the existing tower any taller.

Mr. Jeffrey asked, and Mr. Davis confirmed, that this would increase the town's fire department communications capability in the area beyond the terminal.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to execute Change Order No. 122 for Contract No. 17-2023, Woods Hole Landside Reconstruction Project, with Colantonio Inc. of Holliston, Massachusetts, for \$189,644, as proposed in Staff Summary #GM-807, dated December 3, 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 %

Change Order No. 083 to Contract 09B-2012,
Final Design and Construction Administration Services:

Mr. Davis said, in Section 8.3 of Contract No. 9B-2012, Contract for Final Design and Construction Administration Services, with BIA.studio, the parties acknowledged that there was no reasonable basis upon which to establish what BIA.studio's fee should be for its construction administration phase services during the reconstruction of the terminal after Phase 1 of the project. In addition, under Section 7 of the contract, BIA.studio is entitled to be reimbursed for the cost of retaining testing laboratories and field inspectors, which is required under Section 3.15 of the contract, as that ensures the quality of structural construction at the project. Accordingly, the parties have reviewed, negotiated and agreed to the estimated amounts of BIA.studio's construction administration phase services each year since December 2017 when the waterside terminal reconstruction was awarded.

Change Order No. 83 seeks the approval of BIA Studio's construction administrative services estimate for the period from January 1, 2026, to December 31, 2026. This estimate includes BIA.studio's service estimate and all the engineering subcontractor's estimates. It also includes the estimated cost for the testing laboratories and field inspectors required under Section 3.15 of the Contract.

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Jeffrey – to authorize the general manager to execute Change Order No. 83 for Contract No. 9B-2012, Contract for Final Design and Construction Administration Services, with BIA.studio for a total fixed cost of \$637,773 to cover its construction administrative phase services including inspection and testing services for the period from January 1, 2026, to December 31, 2026. as proposed in Staff Summary #GM-806, dated December 3, 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	90 %	10 %

Purchase Order 46285,
Supply and Deliver 32 Injectors for the *M/V Woods Hole* Main Engines:

Mr. Davis said the Authority intends to purchase thirty-two (32) injectors under quotation 30510259 totaling \$192,000.64 for the *M/V Woods Hole* main MTU 16V4000 engines.

Atlantic Detroit Diesel-Allison, a Stewart and Stevenson Company, is the sole authorized outlet for the sales of new and reman MTU engines, parts and service support in the states including Massachusetts, Rhode Island, and Connecticut.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Ms. Tierney – to authorize the general manager to execute the purchase of thirty-two (32) injectors from the Atlantic Detroit Diesel-Allison, a Stewart and Stevenson Company, of Marlborough, Massachusetts, under Purchase Order 0046285 for \$192,000.64, as proposed in Staff Summary #ENG-2025-13, dated December 3, 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 %

Purchase of Networking and Computer Equipment
to Support the E-Dea Cloud-Based Reservation System:

Mr. Davis said the E-Dea reservation system is a cloud-based system that relies on real-time data. To support both the internal and external users of the e-Dea reservation system, replacement of the networking equipment listed above has been identified as critical to the success of the reservation system replacement project.

The equipment and support would be purchased from IntraSystems LLC, a Massachusetts vendor. IntraSystems is authorized to provide computer hardware, software, and services under the Commonwealth of Massachusetts contracts ITT-72 and ITC-73.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to execute the purchases of networking and computer equipment to support the E-Dea cloud-based reservation system from IntraSystems LLC of Braintree, Massachusetts, for \$199,722.88, as proposed in Staff Summary #MIS-2025-08, dated December 8, 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 %

Trial of Staging Stand-by Travel at the Palmer Avenue Parking Lot:

Ms. Fletcher noted that, during the Authority's November Board meeting, Mr. Malkin asked that staff come up with a plan for staging vehicles at an off-site location. Two (2) locations were identified as potential staging locations: the Authority's Palmer Avenue and Gifford Street parking lots. Both lots can accommodate a large number of vehicles and trucks if needed, she said. The Palmer lot has two (2) locations that can be used: the so-called "lower rink" that holds 170 cars and the so-called "upper rink" holds 320 cars. The Palmer lot is four (4) miles from the terminal and is easily identified by the Authority's customers coming into town.

Ms. Fletcher noted there are a few setbacks with using the Palmer lot, including that there is no booth with power for staff to work. She also noted the possibility of traffic issues causing backups onto Palmer Avenue.

Regarding the Gifford Street lot, Ms. Fletcher noted the lot is being used for laydown space for the Woods Hole Terminal Reconstruction Project. Completely empty, the lot can hold more than 300 vehicles; in its current state, it is estimated that that lot can hold 200-250 cars. The lot is used for the Falmouth High School graduation, she noted.

Ms. Fletcher then reviewed a list of pros and cons for each site. Staff is recommending a minimum of eight (8) staff members to properly operate the lot, she said, which would require calling staff back from layoffs and potentially hiring more staff.

She said that, at any given time, the off-site lot would be staging two (2) trips plus Blue Line reservations. Any customer who arrives at the terminal for a trip later than the next two (2) trips would be sent to the off-site lot, or if they wish to book a reservation or travel in the Blue Line. Staff would recommend staffing the lot from 7 a.m.-8:30 p.m. daily.

Mr. Malkin said the reason that this proposal was requested to alleviate congestion at the terminal and in the village of Woods Hole, but given the \$250,000 cost involved, he asked if there was another way until construction was completed and the “new normal” could be established without getting into a complicated situation. Ms. Fletcher noted there was not a traffic backup at this time of year. When the Authority’s four-boat schedule begins in the spring, she said it could be a viable option. Staging trucks would be better at the Gifford Lot but she said there could be a lot of congestion and confusion regardless.

Mr. Sollitto asked if the Authority would reap extra money from having people travel on standby that could offset the costs. Ms. Fletcher noted if space was available then people could book currently, and this proposal provides a different physical space for staging.

Mr. Jeffrey noted that the proposal should be discussed with the Falmouth Police Department. He said he was in favor of the trial and said the financials should be discussed further.

Mr. Malkin said he was all for staging off-site if it made it easier for everyone involved, but another \$250,000 is not something that he can easily stomach. He suggested sitting on the proposal and doing more homework and perhaps running it only during high-traffic times.

Mr. Sollitto thanked Ms. Fletcher and staff for their work on the proposal thus far.

Mr. Munier said he would like to see this done on a trial basis without the investment in the off-season to test the efficacy of the idea. Ms. Fletcher said she did not think the Authority has the traffic currently to trial this proposal, but it could be done during bad weather events.

Mr. Jones asked if the ultimate goal was to stage off-site; Ms. Fletcher said, yes, on an as-needed basis.

Mr. Davis said the new reservation system will provide a just-in-time inventory system that will be a more productive way to manage the issue. Although there is construction going on, by next summer the final phase of the site work will be pending and some of these issues may be resolved.

Mr. Rozum noted the cost as presented would be approximately \$800,000 and that one of the goals should be streamlining the service as presented. Adding confusion to the customer experience is not helpful, he said.

Mr. Amundsen said the completion of the terminal work and the new reservation system may have some very positive impacts on the situation.

Election of Officers for 2026 – Port Council:

Upon a motion by Mr. Sollitto and a second by Mr. Cahill, the Port Council **voted** 5-0 to name Mr. Carr as chair for 2026.

Upon a motion by Mr. Sollitto and a second by Mr. Carr, the Port Council **voted** 4-0 to name Mr. Cahill as vice chair for 2026. (Mr. Cahill abstained from the vote.)

Upon a motion by Mr. Cahill and a second by Mr. Carr, the Port Council **voted** 5-0 to name Mr. Sollitto as secretary for 2026.

Election of Officers for 2026 – Board:

Mr. Kenneally noted that, pursuant to the Enabling Act, Mr. Jeffrey would be the board chair for the following year. The Board's convention has been to name the next successive chairs as the vice chair and secretary of the Board, respectively.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Jones – to name Ms. Tierney as vice chair of the Board for 2026.

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

IT WAS VOTED – upon a motion by Ms. Tierney, seconded by Mr. Jones – to name Mr. Ranney as secretary of the Board for 2026.

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

Addition of Members to the IT Executive Steering Committee:

Mr. Jeffrey said, now that the focus is on implementation of the reservation system, he would like to see the committee's membership expanded with an additional member each from the Port Council and Board to have greater representation from each member.

IT WAS VOTED – upon a motion by Mr. Jeffrey, seconded by Mr. Malkin – to name Mr. Ranney to the IT Executive Steering Committee.

<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 %

Then, upon a motion by Mr. Cahill and a second by Mr. Sollitto, the Port Council **voted** 5-0 to name Mr. Carr to the committee.

At 11:32 a.m., Ms. Tierney ended her participation in the meeting.

Proposed 2026 Meeting Schedule – Port Council:

Mr. Davis reviewed the proposed 2026 meeting dates with the Port Council:

- Tuesday, January 6, 2026 — Falmouth
- Tuesday, February 3, 2026 — Hyannis
- Tuesday, March 3, 2026 — Falmouth
- Tuesday, April 7, 2026 — Hyannis
- Tuesday, May 5, 2026 — Falmouth
- Tuesday, June 2, 2026 — Hyannis
- Tuesday, July 7, 2026 — Falmouth
- Tuesday, August 4, 2026 — Hyannis
- Tuesday, September 1, 2026 — Falmouth
- Tuesday, October 6, 2026 — Hyannis
- Tuesday, November 3, 2026 — Falmouth
- Tuesday, December 15, 2026 — Hyannis

Proposed 2026 Meeting Schedule – Board:

Mr. Davis reviewed the proposed 2026 meeting dates with the Board:

<u>Date</u>	<u>City/Town</u>	<u>Location**</u>	<u>Time</u>
Tuesday, January 20, 2026	Falmouth	SSA Admin Offices	10:00 a.m.
Tuesday, February 17, 2026	Hyannis	SSA Terminal 2nd floor	9:30 a.m.
Tuesday, March 17, 2026	Falmouth	SSA Admin Offices	10:00 a.m.
Tuesday, April 21, 2026	New Bedford	TBD	9:30 a.m.
Tuesday, May 19, 2026	Falmouth	SSA Admin Offices	10:00 a.m.
Tuesday, June 16, 2026	Nantucket	TBD	10:00 a.m.
Tuesday, July 21, 2026	Martha's Vineyard	TBD	10:00 a.m.
Tuesday, August 18, 2026	Hyannis	SSA Terminal, 2nd floor	9:30 a.m.
Tuesday, September 15, 2026	Nantucket	TBD	10:00 a.m.
Tuesday, October 20, 2026	Martha's Vineyard	TBD	10:00 a.m.

December 9, 2025
Minutes of the Public Session

Tuesday, 17, 2026	November Falmouth	SSA Admin Offices	10:00 a.m.
Tuesday, 15, 2026	December Hyannis	SSA Terminal 2nd floor	9:30 a.m.

Mr. Davis noted the September meetings may change due to the timing of the preliminary budget presentation.

Mr. Jones noted the meeting dates seemed to change “almost at will” and that, if a member cannot make a meeting, then the meeting should proceed as scheduled. Mr. Sollitto also noted the meetings changed a lot from their schedule during the year.

Year in Review:

Mr. Jeffrey then thanked Mr. Malkin for his work as chair of the Board during 2025 and highlighted several aspects of the year. A copy of his remarks is attached as Appendix A to these minutes. Mr. Malkin said it has been an honor to be chair of the group and that the people of Martha’s Vineyard share the goals of continuing to improve the operations of the Authority. He also thanked the staff for their daily work.

Mr. Carr thanked Mr. Lowell for his work as chair of the Port Council and for the guidance he has shown him since joining the Port Council.

Mr. Lowell thanked him and noted to Mr. Malkin the GM Search Committee was “awesome” and he was proud to have been a part of it.

Old and New Business:

Mr. Driscoll noted that the Authority had collected 252 toys from its recent employee toy drive, benefitting Toys for Tots, Inky Santa, the Red Stocking Fund, and the United Way of Greater New Bedford. Collection boxes were located at all terminals, plus the Administrative Office, the Mashpee Reservations Office, and the Fairhaven Vessel Repair Facility. The Authority also accepted toy donations from passengers traveling to the Nantucket Christmas Stroll the past weekend.

Mr. Driscoll noted the Strategic Plan landing page, www.steamshipauthority.com/strategicplan, had been updated with a link to the dashboard that was discussed at the August 2025 joint meeting.

Mr. Davis then offered remarks upon the occasion of his final meeting as general manager. He welcomed Mr. Kryska to the Authority. He also noted he had worked for the company for over thirty-nine (39) years and worked with a dedicated team of professionals, both past and present, from all aspects of the organization. He noted several major projects, including the Safety Quality Management System, the training and development program, the development of solar canopies, the purchase of three (3) freight vessels, and the Woods Hole Terminal Reconstruction Project. He thanked the staff, the Board, the Port Council, and the public for their support. Lastly, he thanked his family for their understanding of the time commitments of the job.

Public Comment:

Joe Huckemeyer, owner of Helen H Offshore Fishing, noted he recently had been issued a one-day license to run passenger service between Martha's Vineyard and Nantucket. He's since gotten a large number of requests to do more trips, so he said he had submitted a request for more trips. He said he wanted to get a sense of what questions the Board might have and offer any information they might need. Mr. Malkin said the request would be vetted by staff and then would return to the Board for a vote.

At 11:49 a.m., Mr. Malkin said he would entertain a motion to move into executive session to discuss and approve the minutes of the Authority's meeting on November 18, 2025, and its General Manager Search Committee meeting on October 9, 2025, and to review and discuss the Authority's strategies with respect to the exchange, lease, or value of real estate and security matters because a public discussion of these matters may have a detrimental effect on the Authority's negotiating and bargaining positions. These matters include:

- Consideration of the exchange, lease or value of the following properties: Samuel W. Macey Irrevocable Trust Lease of the Hyannis Parking Lot, and
- To discuss the deployment of security personnel or devices, or strategies with respect thereto.
-

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. Jeffrey – to go into executive session to discuss and approve the minutes of the Authority’s meeting on November 18, 2025, and to review and discuss the Authority’s strategies with respect to the exchange, lease, or value of real estate and security matters.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Malkin	35 %	
Mr. Jeffrey	10 %	
Mr. Ranney	35 %	
Mr. Jones	<u>10 %</u>	<u> </u>
TOTAL	90 %	0 %

Then, upon a motion by Mr. Sollitto and a second by Mr. Cahill, the Port Council **voted** 5-0 to adjourn.

A TRUE RECORD

GREGORY R. EGAN, Port Council Secretary

MOIRA E. TIERNEY, Board Secretary

**Documents and Exhibits Used at the
December 9, 2025, Meeting in Public Session of the Board of the
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. December 9, 2025, Meeting Agenda, posted December 5, 2025 (revised December 9, 2025).
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the October 9, 2025, General Manager Search Committee meeting in public session (draft)
5. Minutes of the Port Council's November 4, 2025, meeting (draft dated December 4, 2025).
6. Minutes of the Board's November 7, 2025, meeting in public session (draft).
7. Minutes of the Board's November 13, 2025, meeting in public session (draft).
8. Minutes of the Board's November 18, 2025, meeting in public session (draft).
9. Presentation, *M/V Monomoy* conversion at Alabama Shipyard, dated December 9, 2025.
10. Presentation, Woods Hole Terminal Reconstruction Project, dated December 2025.
11. Presentation, Reservation System Project Update, dated December 2025.
12. Staff Summary #SO-2025-11, Proposed Revisions to the 2026 Late Summer Operating Schedules for the Martha's Vineyard and Nantucket Routes, dated November 28, 2025.
13. Staff Summary #L-562, Renewal of License Agreement with Hyannis Harbor Tours Inc., dated December 4, 2025.
14. Staff Summary #L-563, Renewal of License Agreement with Island Commuter Corp., dated December 4, 2025.
15. Staff Summary #GM-808, Release to the Public of Portions of the Executive Session Minutes, dated December 5, 2025.
16. October 2025 Business Summary.

17. Presentation, October 2025 Business Summary, dated December 9, 2025.
18. Staff Summary #A-722, Transfer of Bond Redemption Funds to the Replacement Fund, dated December 1, 2025.
19. Staff Summary #GM-807, Colantonio Inc. Change Order CP#122 for Contract No. 17-2023, Woods Hole Land Reconstruction Project, dated December 3, 2025.
20. Staff Summary #GM-806, Woods Hole Terminal Design Change Order No. 083 for Contract 09B-2012, dated December 3, 2025.
21. Staff Summary #ENG-2025-13, Supply and Deliver 32 Injectors for *M/V Woods Hole* Main Engines, dated December 3, 2025.
22. Contract 08-2025, Vineyard Haven Ferry Terminal Slip No. 1 Under-Deck Concrete Repairs, dated November 17, 2025.
23. Staff Summary #MIS-2025-08, Networking and Computer Equipment to Support the Requirements of the E-Dea Reservation System, dated December 8, 2025.
24. Staff Summary #SO-2025-12, Proposed Off-Site Staging for Woods Hole, dated December 5, 2025.
25. Memorandum from General Counsel Terence G. Kenneally to Port Council Members, re: Election of Port Council Officers, dated December 4, 2025.
26. Memorandum from General Counsel Terence G. Kenneally to Authority Members, re: Election of Officers, dated December 4, 2025.
27. 2026 Port Council Meeting Schedule (proposed), dated December 9, 2025.
28. 2026 Authority Board Meeting Schedule (proposed), dated December 9, 2025.
29. Statement to be read prior to going into executive session.

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

**The Meeting in Public Session
December 9, 2025**

**Vice Chair Peter J. Jeffrey's Statement
Regarding the Authority's Accomplishments in 2025**

Mister Chair, on behalf of the entire Board, I want to thank you for your leadership during this past year. You have successfully led the Board during a challenging year of significant and positive transformation.

First, you led us in our celebration of the arrival of the *M/V Aquinnah*, at the Oak Bluffs Terminal, joining her sister ship, the *M/V Barnstable*. Soon, the trio will be completed with the arrival of the *M/V Monomoy*. These three identical vessels represent a transformational improvement in the reliability of our fleet in our core mission: "to operate a safe, efficient, and reliable transportation system for the islands of Martha's Vineyard and Nantucket with a commitment to sustainability, accessibility, our port communities, and public engagement.

Second, you led us in establishing the True North Initiative – starting with the selection of E-Dea as the vendor for the Authority's new reservation system. While the True North Initiative may not be as visible as the 245-foot *M/V Aquinnah*, the True North Initiative will touch every corner of our operations and will be foundational for the Authority's ongoing success and improvement of our business processes and customer service experience for years to come.

Third, the Authority made notable progress in 2025 on multiple other projects. Progress on the landside portion of the Woods Hole Terminal project has been steady, albeit at times disruptive. But when it is completed, the two buildings are expected to achieve Net Zero Energy status. The facility, including its planned solar panel installations, will be a key part in the overall greening of

our operations. We continued development and execution of the Authority's strategic plan as well as its Safety Quality Management System, and saw the fruits of many of its initiatives, including a dramatic improvement in our trip cancellation rates—less than half of one percent of trips canceled for mechanical reasons and virtually none for crewing, both of which are welcome news to the company and its customers. The Board also voted to maintain its investments in maintenance to address the sustainability of our operations. These investments included authorizing dry docks for the *M/V Martha's Vineyard*, the *M/V Sankaty*, the *M/V Island Home*, the *M/V Iyanough*, and the *M/V Nantucket*. Terminal repairs, including the replacement of transfer bridges at the Nantucket and Vineyard Haven terminals.

Last and most significantly, you oversaw the search process and hiring of the Authority's next general manager, Alex Kryska. You and the other members of the Search Committee (Robert Jones, Nat Lowell, and Rob Munier), as well as the Authority's staff, spent countless hours vetting and interviewing the candidates. You have all of the Board members' deep appreciation for conducting such a diligent and thorough search. We look forward to welcoming Alex on board next year. We also congratulate Bob Davis on the conclusion of his eight-year tenure as general manager. The Board will continue to benefit from Bob's expertise in his advisory role as Alex assumes his role as General Manager.

Jim, on behalf of myself, Moira, Rob, and Bob, we thank you for your leadership this year.