

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

The Meeting in Public Session

February 17, 2026

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 9:30 a.m. Tuesday, February 17, 2026, in the first-floor meeting room (Room 103) of the Authority's Hyannis Terminal, 141 School Street, Hyannis. Four (4) Members were present: Chair Peter J. Jeffrey of Falmouth; Secretary Robert F. Ranney of Nantucket; and Members Robert R. Jones of Barnstable and James M. Malkin of Dukes County. Mr. Malkin participated in the meeting via Zoom videoconferencing. Vice Chair Moira E. Tierney of New Bedford was absent.

Port Council Chair Gordon M. Carr, Vice Chair John F. Cahill, and Secretary Joseph E. Sollitto Jr. were present via Zoom videoconferencing. The following staff members were present: General Manager Alexander T. Kryska, General Counsel Terence G. Kenneally, Treasurer Mark K. Rozum, Chief Operating Officer Mark H. Amundsen, Communications Director Sean F. Driscoll, Director of Information Technologies Stephen M. Colman, Director of Shoreside Operations Alison A. Fletcher, Director of Human Resources Janice L. Kennefick, Grants Administrator Caroline B. Muldoon, Marketing and Creative Specialist Ian Chase Nichols, and computer technician Shawn R. Cameron.

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; Jason Graziadei (representing the *Nantucket Current*), Eunki Seonwoo (representing the *Martha's Vineyard Times*), Kaie Quigley (representing the *Nantucket Inquirer and Mirror*), and Louisa Hufstader (representing the *Vineyard Gazette*) 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 was participating in the meeting remotely because his physical attendance would be unreasonably difficult. Mr. Malkin 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.

Minutes:

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to approve the minutes of the Board’s January 20, 2026, meeting in public session.

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

Port Council’s Report on Its February 3, 2026, Meeting:

Mr. Carr then noted the following items from the Port Council meeting:

- Updates on current projects, including the *M/V Monomoy* and the Woods Hole Terminal Reconstruction Project. Mr. Carr noted that the members asked about the traffic study at the terminal site, and staff said it was still in progress and should be updated in March.
- An update on the reservation system replacement project and the recent town halls on the proposed policy changes.
- The proposed commercial filming policy, which the Port Council voted to recommend to the Board.
- Updated information on the Robert B. Our/Offshore Tug and Transport license request.

- Port Council member Nathaniel Lowell raised an issue about multistop food trucks and their priority for travel outside of the summer months.

Results of Operations:

Mr. Rozum reviewed the results of the December 2025 business summary via a PowerPoint presentation, which showed the Authority's operating revenue was approximately \$6,964,000, and its operating expenses were approximately \$13,111,000, that, when combined with other income and income deductions, resulted in a net operating loss of \$5,542,000, about \$880,000 less than budgeted. Year-to-date, unaudited figures show the Authority has a net operating gain of \$9,543,000, about \$1,180,000 lower than budgeted.

In January 2026, the Authority carried fewer passengers (down 5.9%) and fewer vehicles of all sizes (down 3.9%) than in the same month in 2025, he said.

Mr. Rozum noted the Authority took a one-time write-down of its coupon books due to the pending change to the new reservation system and how the E-Dea system will process them. In response to further questions, Mr. Rozum said the adjustment should be a one-time matter, but he will continue to assess items as they are migrated to the new system.

Mr. Jeffrey asked that a slide be added regarding the cascade of funds into the capital project funds to help the Members monitor the Authority's ability to fund its vessel replacement project.

Mr. Jeffrey asked if Mr. Rozum anticipated the trend of standard-fare automobile traffic declining to level off, to which Mr. Rozum answered in the affirmative. Mr. Rozum said February and March will be a good barometer for those trends. He noted that this year's general public reservations on the Vineyard route were comparable to 2025's results on the Vineyard route.

Mr. Jeffrey said adding information about the cost of service for each month may be helpful as the Members might start discussing new fare structures sooner rather than later. Mr. Rozum noted those figures would fluctuate during the year as costs are incurred.

Reauthorization of Debt Issuance and Debt Management Policy:

Mr. Rozum said, pursuant to regulations adopted in July 2010, the Commonwealth requires any state entity authorized to issue debt to formally

adopt one or more policies related to debt management. The regulations require that the purpose and use of debt proceeds, internal debt management, debt limitations and the process for debt issuance be addressed with the policies. Administration for these new regulations was assigned to the Commonwealth's Executive Office for Administration and Finance. Debt Issuance and Debt Management policies are required to be formally readopted every two (2) years, in each even-numbered year.

In February 2024, the Members reviewed and approved the then-proposed Steamship Authority's Debt Issuance and Debt Management Policy. Since the last adoption of this policy, the Authority has made its required debt service payments. The Authority's current bonding limit is \$150,000,000, and it has \$92,645,000 in outstanding bonds as of December 31, 2025.

Returning to the point about the cascading of funds, Mr. Malkin said he thought it would be a good idea to update that information regularly because few of the Authority's "interested listeners" understand how that works. He asked Mr. Rozum what the bonding availability would be after the next payment, and he said the Authority would have \$68 million in bonding capacity left after its March 1 payment.

Mr. Rozum said he would include additional information on upcoming bond payments in future reports.

Results of the General Internet Openings for the 2026 Summer Schedule:

Mr. Kryska said the recent general internet openings for the summer schedules resulted in the total number of reservations being up 0.1% across both routes and the revenue for the openings being up 6.7%.

M/V Monomoy Status:

Mr. Amundsen reviewed the progress of the *M/V Monomoy* outfitting, which is underway at the Fairhaven Vessel Maintenance Facility. Machinery testing is in progress and the sea trial dates are to be determined based on the timing of the remaining work items.

Mr. Jones asked when staff anticipated its completion. Mr. Amundsen said it was anticipated that the U.S. Coast Guard sea trials would be held in March, and a commissioning ceremony was tentatively scheduled for mid-April.

Mr. Jeffrey asked if the partial government shutdown was affecting those inspections. Mr. Amundsen said the Authority was currently in the testing phase of outfitting and he did not think it would affect final delivery.

Mr. Malkin asked if the shutdown was affecting the development of the Authority's staff. Mr. Amundsen said the Authority's training was going on as scheduled and he did not see the shutdown having an impact on captain and pilot training. He said certain inspectors are civilians, who are usually furloughed first, but other Coast Guard personnel remain in service. He added that the Coast Guard examination centers are shut down and that, while it took a while for the examinations to resume during the last shutdown, he did not anticipate it would affect the summer schedule.

M/V Woods Hole Repair Update:

Mr. Amundsen said sea trials are scheduled for Thursday, February 19, 2026, and the vessel is expected to return to service on February 24, 2026.

M/V Island Home Dry Dock Update:

Mr. Amundsen noted an issue had been identified at Thames Shipyard in New London, Connecticut, with clutches in the reduction gear, which would require replacement and an additional procurement. The project cost to date, including credits and change orders, is \$1,554,695.94.

M/V Iyanough Dry Dock Update:

Mr. Amundsen noted the total cost of the dry dock at Fairhaven Shipyard at \$479,032.50, including change orders and credits.

Recent Service Interruption of the M/V Aquinnah:

In response to a question from Mr. Malkin, Mr. Amundsen noted a recent service interruption for the *M/V Aquinnah* that resulted in the starter motor being replaced. He said staff have noticed issues with this type of starter and that a change to a turbine-type starter is being planned for these vessels. He said the starters are large and require considerable personnel to change, and it could not be done without missing a trip.

Mr. Malkin asked if the issue was caused by weather, and Mr. Amundsen said the Authority does a lot of starts and stops each day, and as such the starters are changed every year.

Mr. Jeffrey asked why the Authority was using this type of starter if the other type was being used with success, and Mr. Amundsen noted it was the starter that had come with the vessel following its conversion.

Woods Hole Terminal Reconstruction Project:

Mr. Amundsen shared an update on the Woods Hole Terminal Reconstruction Project. The utility building is complete on the interior and building commissioning is in progress. At the terminal building, the exterior curtain wall installation is under way and nearing completion; the electrical, mechanical, and fire protection rough installations are in progress and nearing completion; and the interior wall framing is complete.

Mr. Jeffrey noted he had received several inquiries from people in the village about unshielded lights and asked staff to address those complaints.

Mr. Jeffrey noted a request had been made to the Falmouth Board of Health to start monitoring pollution at the Woods Hole Terminal and that they may request an air monitor be installed, which he thought the Authority would be open to.

Mr. Jeffrey asked where staff was with its coordination of the traffic flow study with the town; Mr. Amundsen said staff have been working with the third-party contractor on the matter and it was anticipated that the item would be on the agenda for the March board meeting. Mr. Jeffrey reiterated his request for a town hall-style meeting on the study for the village. Mr. Kryska noted that the study of the flow pattern was within the terminal itself.

Reservation System Replacement Project:

Mr. Kryska provided an update on the True North Initiative and reservation system replacement project. He noted the Authority held two (2) information sessions last week that were well-attended and resulted in thoughtful questions and feedback. He thanked the True North Team that helped pull the sessions together and make them a success.

He noted the Board will consider policy revisions to align with system configurations at a subsequent meeting. The only item that has changed on the project dashboard is external infrastructure, which is now rated “planned delivery at risk” as staff takes appropriate due diligence to review the plans for infrastructure upgrades.

Mr. Jeffrey asked that the policies that needed to be reviewed by Port Council and Board at their next meeting be enumerated to distinguish them from policy decisions that were still pending.

Proposed Commercial Filming Policy:

Mr. Driscoll then reviewed the proposed Commercial Filming Policy to establish a framework for use of vessels or terminal facilities as a venue for commercial filming and photographic activities by production companies. He noted that Martha’s Vineyard and Nantucket have become more popular as filming locations and the Authority is occasionally approached for those purposes. The frequency has increased to the point where, he said, a fee structure is in order.

He noted that all activities must be done under supervision of the Communications and Marketing Department, and all projects must complete a request form, provide proof of insurance, and have release forms signed by all crew members.

He also noted that the Combined Terminal Policies would be updated in Section 5.5, Commercial Photography, to be consistent with this policy, if enacted. The Port Council voted at its February meeting to recommend the matter to the Board, he added.

Mr. Driscoll noted that the Authority tried to find a way to “yes” with these requests as it generally is good for the Authority to be positively featured in these productions.

Mr. Malkin asked what the downside was to this, and Mr. Driscoll said it was the resources necessary to manage the requests. Generally speaking, film crews are good at working with the Authority to avoid the summer and that the standing rule is that they have to work around the Authority’s operations. As an example, he noted that the recent filming at the Nantucket Terminal had to work around trucks offloading aggregate from a barge, and that while filming on the *M/V Eagle* they would have to work around the vessel’s normal operations. He said from a public relations standpoint there is little downside to being a part of

these requests and that people still talk about the *M/V Islander* being featured in the movie “Jaws.”

Mr. Driscoll noted that the policies were modeled on those written by Washington State Ferries and the Massachusetts Bay Transit Authority and that this was a standard part of doing business for many transit agencies.

Mr. Malkin said his concerns were around the effect on schedules and the ability to load and unload vessels while filming was being done, so he asked if it made sense to have an embargo on these requests during the summer. Mr. Driscoll said there effectively was, although some small shoots had been done during that time. He reiterated the film crews had to work around the Authority’s schedule and that he would never ask a boat to be held to accommodate filming.

Mr. Jeffrey asked how the Authority judged the effect of traffic at the terminals from these shoots. Mr. Driscoll said most of the crews were small and that they drop their team off at the terminals, walk on the vessels, and then film. He said, at the recent Nantucket shoot, the filming team worked for weeks with Nantucket Terminal Manager Richard Marshall to find spots where they could work and not affect traffic.

Mr. Jeffrey asked if, with the adoption of a full policy, the Authority would be listed as a resource with the state. Mr. Driscoll said he would work with the Massachusetts Office of Travel and Tourism to be sure they knew the Authority had a formal policy. Mr. Jeffrey asked if there was a revenue projection with this, and Mr. Driscoll said the fees were to cover costs and not to make money.

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to approve the Commercial Filming Policy as proposed and authorize the general manager to amend Section 5.5, Commercial Photography, of the Combined Terminal Policies to be consistent with the Commercial Filming Policy, as proposed in Staff Summary #COMM-2026-02, dated February 10, 2026.

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

Update on Offshore Tug and Transportation License Request

Mr. Kenneally said, following up on the recent discussion at the Port Council meeting, Offshore Tug and Transportation is looking at a limited window twice a week to arrive at the Nantucket Terminal and perform its operations. The concerns that were raised at the public hearings included how the service will be paid for and what's in it for the Authority, and in the current proposal OTT will be charged dockage fees plus a per-vehicle fee equal to 100% of the revenue the Authority received per vehicle on that route. He said there was more work to do on the matter before it came to the Board for review.

Mr. Jones said he personally did not see any reasons against the request, but he would want to hear from New Bedford and other contingencies. He noted that the longer you wait, the more contingencies you get.

Update on General Manager Action Plan:

Mr. Jeffrey noted he asked Mr. Kryska to provide an update on this item as a continuation of the discussion on his priorities when he started in January.

Mr. Kryska noted he had provided a draft of his action plan to the Members and that some of these items would be rolled into the Authority's Strategic Plan. He said he has started holding one-on-one meetings with senior staff members and that, while his schedule is aggressive, he said there is a lot to learn and understand. He said he has been very pleased with the level of engagement and support from staff.

Mr. Jeffrey said he would like discussion of the Board's priorities to mirror some of these items.

Mr. Malkin said he was pleased to see the action plan with milestones and metrics, which is something that the Board has talked about for years. He said the rigor of the process is important, so some of the timelines may need to be pushed out so he could be set up for success.

Mr. Jones said it would be a work in progress and some of these items can't be done at the push of a button, but there was a good team in place.

Mr. Kryska then reviewed the following items in the plan:

Phase 1: Immediate Actions (0-90 days)

Governance, oversight, and role clarity

- Conduct one-on-one meetings with all senior and mid-level managers
- Document and publish updated decision-rights matrix (Board vs GM vs Management)
- Establish Board reporting template (standardized format)
- Launch quarterly strategic review calendar

Financial controls, planning, and transparency

- Conduct internal financial controls audit
- Establish approval thresholds matrix
- Implement department-level reconciliation checklist
- Launch rolling 24-month financial forecast model

Phase 2: Structural Reforms (3-9 months)

Multiyear financial plan integration

- Align operating budget with capital plan
- Integrate labor agreement cost projections
- Implement monthly variance reporting dashboard

Strategic Planning & Operational Alignment

- Develop comprehensive Board-approved Strategic Plan
- Align fleet replacement plan to financial capacity
- Workforce development & succession plan
- Establish annual strategy review cycle

Phase 3: Cultural and Accountability Shift (9-18 months)

Governance Maturity

- Board governance training session
- Adopt Board self-evaluation process
- Develop and approve Board goals

Transparency and Public Trust

- Publish quarterly public performance dashboard
- Annual “State of the Authority” report
- Establish IG follow-up progress tracker

Contract No. 13-2025,
Dry Dock and Overhaul Services for the *M/V Barnstable*:

Mr. Amundsen said the *M/V Barnstable* is scheduled to enter shipyard availability from June 10, 2026, to July 15, 2026, to place the vessel into the Authority's repair and dry-dock cycle. This availability is coordinated with the operating schedule and is intended to align the vessel with future required U.S. Coast Guard hull examination intervals.

The planned inspections and maintenance, including underwater coating work and shaft, thruster, and propulsion control, are necessary to maintain the vessel in a safe, reliable, and serviceable condition and to support continued regulatory compliance.

The 2026 Operating Budget estimate for the work was \$1,656,190. Drawings and specifications were sent to fourteen (14) shipyards. One (1) responsive bid was received. The lowest responsive and responsible bid was received at \$2,828,872.14 and reflected higher pricing and fees. Following a detailed scope review and evaluation of the bid pricing, several noncritical or deferrable work items were removed from the contract scope. The contract price was ultimately reduced to \$1,706,421.89, representing a three percent (3%) increase over the original budget estimate.

Mr. Amundsen noted one of the items removed from the scope was coatings, which remain in "excellent" shape on the vessel. Those items were moved to the next dry dock, he said. All three (3) of the new freight vessels received extensive ultrasonic gauging that showed the steel to be in excellent shape, he said.

Mr. Rozum noted the work was subject to an 80/20 match from grant funds.

Mr. Jones asked where the coatings work was on the vessel; Mr. Amundsen said they were underwater, and the work was not normally where it would occur in the dry dock cycle.

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney – to authorize the general manager to award Contract No. 13-2025, Dry Dock and Overhaul Services for the *M/V Barnstable*, to the lowest eligible and responsible bidder, Thames Shipyard of New London, Connecticut, for a total contract price of \$1,706,421.89, as recommended in Staff Summary #ENG-2026-03, dated February 10, 2026.

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

Purchase of Parts and Labor to Replace
Clutch Plates on the *M/V Island Home*:

Mr. Amundsen said the Authority intends to purchase parts and labor to change the clutch packs on one reduction gear on the *M/V Island Home*. He noted it was a “huge win” to identify this as a maintenance issue before it presented an operational problem.

In response to questions from Mr. Jones, Mr. Amundsen noted the gear was a Reintjes model and that the clutch used oil pressure to engage the shaft.

IT WAS VOTED – upon a motion by Mr. Malkin, seconded by Mr. Jones – to authorize the general manager to execute the purchase of necessary parts and labor to replace the clutch packs in one (1) reduction gear Reintjes Model WAF 3445 onboard the *M/V Island Home* per quotation #26-049 to Karl Senner of New Orleans, Louisiana, for a total contract price of \$117,510.98, as recommended in Staff Summary #ENG-2026-03, dated February 13, 2026.

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

Board Action Items for 2026:

Mr. Jeffrey said he wanted to discuss the Board’s work plan for the year and what priorities the Members wished to set for the general manager in terms

of capital projects, information the Members need, and to take the opportunity address issues in the Inspector General's report.

Mr. Jeffrey said looking at the board's bylaws and policies regarding procurement should be on the list and when the Members want to be notified about larger capital purchases. He also asked if a ship replacement steering committee would be in order.

Mr. Jeffrey said the Members needed to set forth its performance plan and expectations for Mr. Kryska and what metrics it would use to do so. He said he was envisioning a work plan by the next meeting to have a proposed performance plan for the general manager, and he would be open to being the Member to work with Mr. Kryska on that item.

Messrs. Ranney and Jones volunteered to work on the bylaws and set June as the timeline to bring a report to the Board.

Mr. Jeffrey said a vessel replacement subcommittee made up of Port Council and Board members would be in order, and he asked the Members to think about who they would want to be on such a committee.

Messrs. Ranney and Jeffrey agreed to perform a review of procurement procedures and agreed to bring a report to the Board in September.

Public Comment:

Margaret Hannemann said the Board gave itself the option of a 12-month separation from Senior Advisor Robert B. Davis and asked if that had been done or if it was being planned. Mr. Jeffrey said, on the advice of counsel, he would refrain from discussing personnel matters.

Beth O'Connor asked how the public would receive an answer to that question. Mr. Kenneally said personnel discussions are not conducted in public.

Ms. O'Connor said the cost for the *M/V Monomoy* "keeps inching up" and that it isn't being talked about. She asked if there was an end to the cost for the *M/V Monomoy*. Mr. Kryska said the end is when the vessel goes into service, and he said an outside vendor was working on a review of the costs and any missteps or opportunities for the future. Ms. O'Connor said the costs are "real dollars" that were not planned on.

Amy Cody said she appreciated Mr. Jeffrey's recommendations for actions for the Board in a "thorough and serious manner." She said the Board has a responsibility to take procurement issues seriously. She said the Board should also take the Inspector General's boards and commissions course and report back when they have taken it.

Ms. Cody further encouraged approval of the Offshore Tug and Transport license, as it has been ongoing for more than a year and it is important for the Authority to have diversification of ports and ferry systems that can take recyclables and other things off the islands. She said it does not sound like the license could work for Robert B. Our at all under its current terms, and that if trucks are being taken off the Authority's vessels, it should be able to sell that space. She said she does not understand why the Authority is "squeezing" Robert B. Our and making it harder for them to provide the service. She said she further hopes ferry companies could take recyclables off the Vineyard.

Nat Trumbull clarified that "so many neighbors" have been discussing the light pollution issue since November and that surely something could be done.

Mr. Trumbull said he has not been able to find minutes or other content of those hearings or documentation of them in the staff memorandum, and he said there were many comments about the need for diversification of ports.

At 11:11 a.m., Mr. Kenneally said he would entertain a motion to move into executive session to discuss and approve the minutes of the Authority's meetings in executive session on December 4, 2025, and January 20, 2026, and to review and discuss the Authority's strategies with respect to litigation and the exchange, lease, or value of real estate, and security because a public discussion of these matters may have a detrimental effect on the Authority's negotiating and bargaining positions. These matters include:

- Eben Elias et al. v. Woods Hole, Martha's Vineyard and Nantucket Steamship Authority; Civil Action No. 2572CV00492; and
- 590 Thomas B. Landers Road Parking Lot Solar Project, Falmouth, Massachusetts.

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. Malkin – to go into executive session to discuss and approve the minutes of the Authority’s meetings in executive session on December 4, 2025, and January 20, 2026, and to review and discuss the Authority's strategies with respect to litigation and the exchange, lease, or value of real estate.

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

A TRUE RECORD

ROBERT F. RANNEY, Board Secretary

**Documents and Exhibits Used at the
February 17, 2026, Meeting in Public Session of the Board of the
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. February 17, 2026, Meeting Agenda, posted February 12, 2026 (revised February 13, 2026).
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the January 20, 2026, meeting in public session, draft.
5. Minutes of the February 3, 2026, Port Council meeting, draft dated February 13, 2026.
6. December 2025 Business Summary.
7. Presentation, December 2025 Business Summary, dated February 17, 2026.
8. Staff Summary #A-725, Reauthorization of Debt Issuance and Debt Management Policy, dated February 9, 2026.
9. Response to the December 2025 Inspector General's Steamship Authority Report, undated draft.
10. Presentation, Vessel Repair and Dry Dock Status, dated February 17, 2026,
11. Presentation, Woods Hole Terminal Reconstruction Project, dated February 2026.
12. Presentation, True North Initiative, dated February 2026.
13. Staff Summary #COMM 2026-02, Proposed Commercial Filming Policy, dated February 10, 2026.
14. Staff Summary #GM-809, Offshore Tug & Transportation's Licensing of Freight Transportation Service between New Bedford and Nantucket, undated draft.
15. Steamship Authority — General Manager Work Plan, undated.
16. Staff Summary #ENG-2026-03, Contract 13-2025, Dry Dock and Overhaul Services for the *M/V Barnstable*, dated February 10, 2026.

17. Staff Summary #ENG-2026-03, Purchase Order 0048163, Clutch Packs for Reintjes Model WAF 3445 for the *M/V Island Home*, dated February 13, 2026.
18. Statement to be read prior to going into executive session.