

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

The Meeting in Public Session

March 17, 2026

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 10:00 a.m. Tuesday, March 17, 2026, in the first-floor meeting room of the Authority's Administrative Offices, 228 Palmer Avenue, Falmouth. 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 Edward T. Gavin of Dukes County. Messrs. Jeffrey and Ranney participated in the meeting via Zoom videoconferencing. Vice Chair Moira E. Tierney of New Bedford was absent.

Port Council Chair Gordon M. Carr was present via Zoom videoconferencing; Vice Chair John F. Cahill and Secretary Joseph E. Sollitto Jr. were present. 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 Human Resources Janice L. Kennefick, and Director of Engineering and Maintenance Zachary A. Lawrence.

Video and Audio Recording of Today's Meeting:

Mr. Jeffrey announced Mr. Driscoll and Falmouth Community Television were making an audio and video recording of the meeting; Louisa Hufstader (representing the *Vineyard Gazette*), Jason Graziadei (representing the *Nantucket Current*), Kaie Quigley (representing the *Nantucket Inquirer and Mirror*), and Eunki Seonwoo (representing the *Martha's Vineyard Times*) 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, both he and Mr. Ranney were participating in the meeting remotely because their physical attendance would be unreasonably difficult. Messrs. Jeffrey and Ranney were participating in the meeting by the Zoom videoconferencing app and all members would be clearly audible to each other.

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

Welcoming Mr. Gavin and Thanking Mr. Malkin:

Mr. Jeffrey welcomed Mr. Gavin to the Board as its new Dukes County representative, succeeding James Malkin, who was present at the meeting. Messrs. Sollitto and Cahill thanked Mr. Malkin for his service on behalf of the Port Council, and Messrs. Jones and Ranney also offered their thanks. Mr. Gavin noted his relationship with Mr. Malkin had been brief but informative, and he said Mr. Malkin had done a lot during his time on the Board.

Mr. Kryska thanked Mr. Malkin and said he would miss working with him. He said Mr. Malkin has been a great source of knowledge and support, and he looked forward to working with Mr. Gavin.

Mr. Malkin thanked everyone for their comments and said the Authority works because of the people who work for it. He said he thought the Authority provides the most reliable ferry service in the country, and he looks forward to it getting even better. He wished everyone success in the future.

Minutes:

IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney – to approve the minutes of the Board’s January 20, 2026, joint meeting with the Port Council meeting in public session and the minutes of the Board’s February 17, 2026, meeting in public session.

<u>VOTING</u>	<u>AYE</u>	<u>NAY</u>
Mr. Jeffrey	10 %	
Mr. Ranney	35 %	
Mr. Jones	<u>10 %</u>	_____
TOTAL	55 %	0 %

Mr. Gavin abstained from the vote.

Port Council's Report on Its March 10, 2026, Meeting:

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

- Updates on current projects, including the Woods Hole Terminal Reconstruction Project. The traffic circulation study for the project is expected in April, he said.
- Marketing the *M/V Governor* for sale.
- The Helen H Offshore Fishing Corp. license request.
- Phase 1 policy changes associated with the True North Initiative and reservation system replacement project.
- Discussions on the Blue Line and digital advertising.

Mr. Jeffrey noted that the request for a cost-benefit analysis was the reason why the *M/V Governor* item was removed from the Board's agenda. Mr. Kryska said he's heard support from both sides of the matter and that the Port Council asked for a more detailed analysis of the topic.

Results of Operations:

Mr. Rozum reviewed the results of the January 2026 business summary via a PowerPoint presentation, which showed the Authority's operating revenue was approximately \$6,240,000, and its operating expenses were approximately \$11,344,000, that, when combined with other income and income deductions, resulted in a net operating loss of \$5,207,000, about \$1,065,000 less than budgeted.

Mr. Rozum reviewed the vessel occupancy and distribution for January 2026, which was included in the presentation at the request of the Members. On the Vineyard route, 67.6% of the space was filled, compared to 78.4% on the Nantucket route. Excursion-rate vehicles made up 44% and 13.4% of the spaces on the Vineyard and Nantucket routes, respectively. The average revenue per

vehicle was \$70.78 and \$273.48 on the Vineyard and Nantucket routes, respectively.

In February 2026, the Authority carried fewer passengers (down 11.5%) and fewer vehicles of all sizes (down 8.1%) than in the same month in 2025, he said. Mr. Rozum noted the blizzard affected the last week of the month, whereas during the first three (3) weeks the Authority had been ahead in all traffic categories.

Mr. Jeffrey asked about the cost-of-service figures for passengers; Mr. Rozum said he would follow up with that information.

Mr. Gavin asked why the report was not presented in a traditional, profit-and-loss balance sheet. Mr. Rozum said that report was also issued, and he would make sure Mr. Gavin received it. Mr. Gavin then asked follow up questions about the details of the Authority's accounting and reporting.

Updates on Engineering and Maintenance Project:

Mr. Lawrence reviewed the progress of the following engineering and maintenance projects:

- The *M/V Monomoy* outfitting, which is underway at the Fairhaven Vessel Maintenance Facility. Machinery testing is in progress and the U.S. Coast Guard sea trial is scheduled for March 30, 2026.
- The *M/V Iyanough* dry dock at Fairhaven Shipyard, which is complete. The U.S. Coast Guard sea trial is scheduled for March 24, 2026, and the vessel is scheduled to return to service on March 30, 2026. The project cost, including credits, stands at \$480,675.
- The *M/V Island Home* dry dock at Thames Shipyard in New London, Connecticut, which is complete. The vessel has moved to the Fairhaven Vessel Maintenance facility for the remaining work. Coast Guard sea trials are scheduled for March 26, 2026, and the vessel is expected to return to service March 30, 2026. The project cost to date, including credits and change orders, is \$1,554,695.94.
- The *M/V Nantucket* dry dock at Thames Shipyard, which is under way and progressing well. The project cost to date, including change orders and credits, stands at \$1,580,059.
- The Vineyard Haven Terminal underdeck concrete repairs, which is on track for a May 6, 2026, completion date.

In response to a question from Mr. Jones, Mr. Lawrence said the *M/V Monomoy* is undergoing final outfitting and is not being repaired. Mr. Kryska added that the expenses now being reflected in the project summary are due to the crews assigned to the vessel. Once the vessel is put into service, a “hot wash” will be conducted on the project.

Mr. Jeffrey said it would be helpful to see what other benchmark data is available for ship conversion projects within the industry.

Mr. Gavin asked what the in-service date for the *M/V Monomoy* would be; Mr. Lawrence said it was still to be determined and that availability of U.S. Coast Guard inspections due to the government shutdown may affect that date.

Woods Hole Terminal Reconstruction Project:

Mr. Amundsen shared an update on the Woods Hole Terminal Reconstruction Project. Staff training on the utility building’s systems and operations is in progress, and the building is expected to be available for the Authority’s use in April. He noted the terminal building is facing some delays in the schedule, but staff will have a better idea of the effect on those at the April board meeting.

Mr. Gavin asked what could threaten the buildings’ completion. Mr. Amundsen said training of staff on equipment is a large component of ongoing work, adding that the glass for the terminal building canopies would not be delivered until the beginning of May. He said he did not have a clear picture of how that would affect the schedule, but regular production meetings with Colantonio were being held. He added that about five (5) days of work were lost due to the blizzard, between the storm itself and then the subsequent clean up and travel difficulties.

Mr. Jeffrey said it was time to “fully reengage” the local community on the landscaping and construction of Cahoon Park.

Reservation System Replacement Project:

Mr. Amundsen provided an update on the True North Initiative and reservation system replacement project. The project team continues to work through the solution design phase and will start public outreach on the second round of policy changes in the near future. Public sessions are scheduled for

March 30 and 31, 2026, on Nantucket and Martha's Vineyard, respectively, and virtual sessions will be scheduled as well.

Mr. Gavin noted the status of certain elements of the project was listed "at risk" and asked if those items were trending toward further delay or getting back on track. Mr. Amundsen said a clearer view of those items would be available in April, as there were a lot of ongoing issues to be addressed.

Mr. Gavin asked the scope of the remaining issues with E-Dea and the master data integration aspect of the project. Tom Innis with Gibbous LLC, whose firm is providing project management services, said the configuration of the system is challenging because of the learning curve for the Authority, which is why two (2) staff members were recently sent to Napoli, Italy, to work side-by-side with E-Dea staff members. He noted that the master data integration was in yellow due to some challenges in set up, and there was an increased resource push to get those items back in the green.

Renewed License Request from Helen H Offshore Fishing Corp.

Mr. Kenneally then reviewed a license request by Helen H Offshore Fishing Corp. for events on April 4, 2026, and May 4, 2026, to provide interisland service between Martha's Vineyard and Nantucket for intramural sporting events. Mr. Kenneally noted that Helen H had filed a license request for this service on an ongoing basis, but the review period for that request would extend beyond these requested dates.

Mr. Ranney asked where they would dock; Mr. Kenneally said at the town dock in Oak Bluffs and the boat basin on Nantucket. Tyler Huckemeyer with Helen H, who was present in person at the meeting, noted that they first were at the private dock in the boat basin before using the town dock on Nantucket. Mr. Ranney asked if he'd confirmed the town dock was open; Mr. Huckemeyer said they have been working with Harbormaster Sheila Lucey regarding their service.

Mr. Ranney asked if the towns had provided any input on the service; Mr. Huckemeyer said the athletic directors from the respective schools had reached out to him about offering the service again after the limited trips made in 2025.

Mr. Jones said he had no objection to the request as it was providing service that neither Hy-Line Cruises nor the Authority could provide.

Mr. Gavin asked if this was a one-off request or for ongoing service. Mr. Kenneally said it was a one-off request.

Mr. Kryska said the other licensed providers were contacted about this request and they did not have an issue with it, but a hearing needed to be held pursuant to the Authority's licensing policy.

Mr. Jeffrey asked why the hearing on this matter was being held after this vote. Mr. Kenneally noted the initial request was a one-off for specific dates. Mr. Jeffrey said on its face he did not have an issue with it, but he would be more comfortable voting in the affirmative in a special Board meeting held after the licensing hearing was complete. Mr. Kenneally said a special meeting could be arranged for that purpose. Messrs. Gavin and Ranney concurred, and the matter was tabled for a planned special meeting on March 27, 2026, the day after the license hearing was to be held.

Reservation System Policy Review and Approval:

Mr. Amundsen then reviewed the following proposed policy changes as part of the reservation system adoption.

- Deck Space Management: change to linear feet from car-equivalent unit
- Standby: change to the purchase of a refundable standby ticket on a specific, unavailable trip from the use of an open ticket or pended ticket.
- Wait list: change to specific trip selections before and after a purchased ticket or a purchased standby ticket from an open-ended query that is untethered to the date or time of a purchased ticket.
- Transferable Reservations: During the Head Start program for Preferred and Excursion customers, change to transferrable reservations being purchased directly for another individual at that time from being able to designate certain number of reservations as transferrable at a later time.
- Special program discounts: Change to one (1) discount per product from being able to "stack" discounts on a ticket. (Note that certain products in the E-Dea system will be priced to avoid any increase in cost to those customers.)
- Preseason bulk commercial shipping lottery: Change to one (1) lottery from multiple lotteries per reservation period.

Mr. Jones said simplicity will be the key to the new system and that it is difficult to put everything into a computer and satisfy everyone's needs. Mr. Amundsen said the E-Dea platform is an off-the-shelf system that has been used very successfully in other ferry systems, so the challenge has been taking the Authority's policies and procedures and fitting it into that system. He said he

believes the end product will be streamlined and easier to use. Mr. Kryska added that it is a complicated process, and testing will show whether or not the effort has been consistent.

Mr. Kryska noted that, although the new system would allow only one (1) discount per vehicle, rates for frequent medical travel will be priced for island residents so there is no increase in cost.

Mr. Gavin asked if the wait list could be any five (5) trips within the range provided, and Mr. Kryska said it was. Mr. Gavin asked if a standby ticket was purchased in addition to a booked trip, would the booked trip be refunded if the standby ticket matched an open space. Mr. Innis said the standby tickets would be fully refundable. He noted that customers had reported that the wait list usually worked for improving travel times. Mr. Gavin said he was concerned about a misalignment between operating assumptions and actual travel. He asked, and it was confirmed, that if a customer wanted trip certainty that they should book a trip and could add a standby ticket for an earlier time. Mr. Kryska noted that a customer could add another wait list request after their initial match to continue to improve their times.

Mr. Gavin asked how the Blue Line would be incorporated into the system. Mr. Innis said that was still being examined.

Mr. Gavin said the lack of transferrable reservations past Head Start would cause a problem for segments of the island population, as many who rent their properties do not have their tenants by mid-January. He said that is an issue that could be better aligned with what is happening and what the customers' needs are, noting that for the population that it's important to, it's really important.

Mr. Jeffrey asked how many people this would affect, as the Authority wanted to avoid extensive customizations. He also said a shorter window would help minimize after-market transfers.

Mr. Innis said the system can allow either infinite transfers or the current work around of allowing trips to be booked directly for another person. He said a lot of these items would be trade-offs for the Authority.

Mr. Innis said the wait list is a configuration that can be adjusted after the system launches. Mr. Gavin asked if the configuration could be adjusted to include ten (10) trips on either side of the booked trip or wait listed trip; Mr. Innis said E-Dea had suggested five (5) trips to start.

Mr. Gavin noted this would be a big change so customer outreach was important and should be considered now. Mr. Innis said the project was further seeking testers and input from customers as they continued their policy review and configuration of the E-Dea system.

Mr. Kryska noted that in-person information sessions were scheduled for March 30 and 31, 2026, and additional online sessions would be scheduled soon.

IT WAS VOTED – upon a motion by Mr. Gavin, seconded by Mr. Ranney – to approve staff recommendations as to the Phase One policy change, as recommended.

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

Update on General Manager Action Plan:

Mr. Kryska noted he had revised his work plan following the last meeting after Members had suggested not to front-load it as much as possible. Mr. Kryska said he wanted to make sure the right items were addressed in the appropriate time and manner. Mr. Kryska noted that this was a working document and would be updated as necessary

Mr. Jeffrey said he and Mr. Kryska had met several times about his work plan with Ms. Kennefick relative to his performance plan and review for the year.

Mr. Gavin noted he had reviewed the plan and the minutes from the last meeting and said the plan was “a heavy lift” and asked Mr. Kryska what he needed from the Board to be a success. Mr. Kryska said he would address matters individually with Board members, but he would appreciate input during the monthly meetings on his progress and direction.

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 added that the inspector general had reached out to him to meet

regarding his December 2025 report and that would be scheduled soon. Mr. Kryska added that the Board and staff had been incredibly helpful to him so far.

IT WAS VOTED – upon a motion by Mr. Gavin, seconded by Mr. Jones – to approve the general manager’s work plan as presented.

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

Eligibility Requirements for the Martha’s Vineyard Route Blue Line:

Mr. Kryska said he put this on the agenda following multiple requests from Vineyard members for the Blue Line to be only for Excursion Program customers. He noted that the Authority’s data had shown that eighty-two percent (82%) of the users of the Preferred Spaces were excursion customers, which is the closest data point available on this matter.

Mr. Gavin noted that a further narrowing of the eligibility would harm certain residents of the island and asked what the business argument was for the change. Mr. Kryska said it was in response to residents.

Mr. Jones said the Authority has been sued before for prioritizing full-year residents, so the Authority may be headed back into the situation that led to that lawsuit in the first place.

Mr. Gavin asked if a different staging scheme could be established to separate Excursion and Preferred program customers. Mr. Amundsen noted that once the temporary terminal building was taken down there would be additional space for staging vehicles.

Mr. Jeffrey said this appears to be a situation based on anecdotal evidence from customers that, while real to them, is not supported by the Authority’s own data. He said Mr. Jones brings us a big concern and noted that the Enabling Act specifies the Authority is for the good of all people in the Commonwealth.

Mr. Gavin said he was not in favor of breaking anything and would rather keep the status quo. It was noted that in the new reservation system that Excursion Program customers would be given priority over Preferred Program customers for wait list matches.

Potential Digital Advertising Options at Terminals and On-Board Vessels:

Mr. Kryska said he had been approached by a national advertising firm about installing video displays on the boats for advertising purposes. He said the Authority was not ready for it yet and would have to issue an RFP, but he wanted to obtain the Board's input.

Mr. Jones said the exploration should go forward and that he'd be interested in seeing what displays are used, but he noted that there had been recent advertising problems that may resurface in this instance.

Mr. Gavin asked if using a third party would allow the Authority to get around its current policies; Mr. Kenneally said he thought the current policy was sound and that it would depend on how the relationship with the advertising company was structured.

Board Goals and Action Items for 2026:

Mr. Jeffrey reviewed the following goals and action items for the Board, which were discussed at the prior meeting:

- Begin all Board meetings with restatement of the Enabling Act of the Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority, and Vision and Organizational Mission set forth in the Strategic Plan Framework
- GM Performance Plan
- Review Board By-laws
- Continue IT Executive Steering Committee
- Create a Capital Projects (Steamship 2050) Steering Committee
- Create a Governance Committee
- Review Authority's Procurement Policy
- Board governance training
- Adopt Board self-evaluation process
- Develop and approve Board goals
- Recommend that Port Council review its bylaws

Mr. Jones said it seemed like a heavy load and that the Board was venturing into legal work and things that he didn't know were appropriate for them to consider. Mr. Jeffrey said most boards have a governance committee, and its goal would be to determine what the Board needed to do to meet its fiduciary responsibilities. Mr. Jeffrey said the governance committee would likely not meet as frequently as the others.

Mr. Gavin noted there was no shortage of lawyers on the Board and that a traditional governance committee would ensure the Board performs constant self-evaluations beyond something that is performative

IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Gavin – to approve the Board's work plan as presented.

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

Public Comment:

Amy Cody thanked the Board for taking the Inspector General's report seriously and that Mr. Kryska's action plan sounds promising.

Regarding the Blue Line, the full-time residents do not go off in the summertime because they're too busy servicing the tourists and the seasonal residents and doing all the things that keep life going on the island. She said it would be good to see data on who is using the Blue Line and who isn't.

Ms. Cody asked what the \$9.2 million budget line item for landscaping was for in the terminal project budget; Mr. Kryska said he would get back to her.

Beth O'Connor said she was disappointed in the discussion on the Blue Line. She asked how many Board members had ever used the Blue Line and that the key issue is that residents can't get into it, so she would like to see how many people get turned away.

Ms. O'Connor asked when the revised budget for the reservation system would be available; Mr. Rozum said it was in progress and should be presented at the next meeting of the IT Executive Steering Committee.

Ms. O'Connor asked how the crew costs for the OSVs could keep going up while it's being worked on by another company. Mr. Rozum said because the vessel was not in service and was at the Fairhaven Vessel Maintenance Facility the costs were still attributed to the project. Ms. O'Connor asked then what would happen to the operating budget as it expected the *M/V Monomoy* to be in service, and Mr. Rozum said those costs would be attributed to the *M/V Sankaty* instead.

Ms. O'Connor also said she appreciated the comment about a smaller commissioning ceremony for the *M/V Monomoy*.

At 12:25 p.m., Mr. Jeffrey 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 February 17, 2026, and to review and discuss the Authority's strategies with respect to litigation, 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;
- Captain Albert Brox et al. vs. Woods Hole, Martha's Vineyard and Nantucket Steamship Authority et al.; Civil Action No. 1:22-cv-10242;
- 590 Thomas B. Landers Road Parking Lot Solar Project, Falmouth, Massachusetts; and
- The procurement and development of cybersecurity hardware and software and related systems from IntraSystems LLC.

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. Gavin – to go into executive session to discuss and approve the minutes of the Authority’s meeting in executive session on February 17, 2026, and to review and discuss the Authority’s strategies with respect to litigation, the exchange, lease, or value of real estate, and security.

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

A TRUE RECORD

ROBERT F. RANNEY, Board Secretary

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

1. March 17, 2026, Meeting Agenda, posted March 13, 2026 (revised March 16, 2026).
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the joint Port Council and Board meeting of January 20, 2026, in public session, draft.
5. Minutes of the Board's February 17, 2026, meeting in public session, draft.
6. Minutes of the March 10, 2026, Port Council meeting, draft dated March 13, 2026.
7. January 2026 Business Summary.
8. Presentation, January 2025 Business Summary, dated March 17, 2026.
9. Presentation, Engineering and Maintenance Project Updates, dated March 17, 2026.
10. Presentation, Woods Hole Terminal Reconstruction Project, dated March 2026.
11. Presentation, True North Initiative, dated March 12, 2026.
12. Staff Summary #GM-811, Request for a Limited Passenger License Agreement with Helen H Offshore Fishing Corp., dated March 12, 2026.
13. Presentation, True North Initiative Policy Changes, dated March 2026.
14. Steamship Authority — General Manager Work Plan, undated.
15. Steamship Authority — 2026 Board Goals and Action Items, undated.
16. Statement to be read prior to going into executive session.