

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

**The Meeting in Public Session**

**April 21, 2026**

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 9:30 a.m. Tuesday, April 21, 2026, in the conference room at the New Bedford Port Authority, 123 MacArthur Drive, New Bedford. 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. Jones and Gavin participated in the meeting via Zoom videoconferencing.

Port Council Chair Gordon M. Carr was present, and Secretary Joseph E. Sollitto Jr. observed the meeting 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 Engineering and Maintenance Zachary A. Lawrence, and Marketing and Creative Specialist Ian Chase Nichols.

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; Kaie Quigley (representing the Nantucket *Inquirer and Mirror*), Eunki Seonwoo (representing the *Martha's Vineyard Times*), 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, Messrs. Jones and Gavin were participating in the meeting remotely because their physical attendance would be unreasonably difficult. Messrs. Jones and Gavin 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.

Mr. Jeffrey then read aloud portions of the Enabling Act and the Authority's Mission Statement.

Minutes:

**IT WAS VOTED – upon a motion by Mr. Gavin, seconded by Mr. Ranney – to approve the minutes of the Board's March 17, 2026, and March 27, 2026, meetings in public session.**

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

Port Council's Report on Its April 7, 2026, Meeting:

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

- The February 2026 business summary.
- Updates on current projects, including the *M/V Monomoy* outfitting, the *M/V Nantucket* dry dock, and the Vineyard Haven Terminal underdeck concrete repairs.
- Further conversations on marketing the *M/V Governor* for sale. Mr. Carr noted there had not been a recommendation made, and that the discussion would continue at the May 2026 Port Council meeting.

In response to a question from Mr. Jeffrey, Mr. Carr noted the Port Council will pass its recommendation to the Board, should they have a strong consensus on either side of the *M/V Governor* discussion. He said more issues have been brought up about the utility of the vessel versus the expense to keep it, and whether the vessel should be kept for the summer season. Mr. Jeffrey noted time was not necessarily of the essence, but at the end of the summer space will become more of an issue. Mr. Gordon said the Port Council had a “healthy” discussion and the analysis provided by Mr. Kryska was helpful, but there are other effects at play.

Update on Strategic Plan Implementation:

Mr. Jeffrey noted this item would be taken out of order to accommodate the representatives from Raftelis who were on the call.

Emily Uselton from Raftelis appeared via Zoom to provide a recap of the Year Two implementation of the Authority’s Strategic Plan. Highlights of the year included:

- Revisited initiatives from the original Strategic Plan for relevance and prioritization: Updated the implementation framework to reflect the highest priority initiatives of the organization
- Developed real-time, online performance dashboard: Continued to use Ellio, an online performance dashboard, to populate work plan details, monitor progress, and track key performance metrics.
- Leadership transition support: Provided informational sessions on the strategic planning process for the new chief operating officer and general manager.

Ms. Uselton then reviewed the progress to date of the five (5) strategic outcome areas and the active initiatives in each outcome area. She noted that two (2) outcome areas—Enhance, Maintain, and Green Our Infrastructure and Assets and Provide Safe, Reliable Service—had relatively low completion rates, but both of those outcome areas had been restructured in 2025.

Results of Operations:

Mr. Rozum reviewed the results of the February 2026 business summary via a PowerPoint presentation, which showed the Authority’s operating revenue was approximately \$5,229,000, and its operating expenses were approximately \$11,292,000, that, when combined with other income and income deductions,

resulted in a net operating loss of \$5,000,000, about \$1,646,000 less than budgeted.

Mr. Rozum noted that fuel costs for February were down compared to budget due to the weather cancelations, and in March the hedge program will offset operating costs. With the hedges, the \$2.77/gallon cost was at budget, while without the hedges the cost would have been \$4.07/gallon, he said. He noted the program was like an insurance policy against dramatic movements in the market.

In March 2026, the Authority carried fewer passengers (down 9.4%) and fewer vehicles of all sizes (down 5.5%) 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. He noted traffic had been ahead of budget for the first three (3) weeks, but continued foul weather had negatively affected traffic figures at the end of the month.

Mr. Jeffrey asked if the Authority's projected deficit needed to be adjusted based on year-to-date traffic statistics. Mr. Rozum said he would do a forecast for future bookings, but he noted there was some pent-up demand because certain customer segments had not been able to travel so far this year due to the weather. The decreases so far, he added, are equivalent to only a few days of summer travel.

Mr. Rozum asked if the formats for the cost of service and fund status were acceptable to the Members; Mr. Jeffrey said it did but asked that a traditional profit-and-loss statement also be provided. Mr. Rozum said those would be included in the packets.

Mr. Jeffrey noted that, if the Legislature is going to review the Enabling Act, reviewing the cascade of funds may be a worthy exercise as it has hampered what can be kept in a reserve fund.

Approval of Changes in List of Authorized Check Signers:

Mr. Rozum said the Steamship Authority's banking relationships currently list five (5) individuals who are authorized to sign checks and/or able to authorize wire transfers and Automated Clearing House (ACH) transactions. Currently the individuals authorized to sign are the treasurer/comptroller, assistant treasurer, internal audit manager, accounting manager, and data financial analyst.

As a result of the resignation of Data and Financial Analyst Kelly Conrad, Mr. Rozum said staff finds it necessary to add Grants Administrator Caroline B. Muldoon as a signer to the accounts. Ms. Muldoon will be added to the list along with himself, Assistant Treasurer Courtney M. Oliveira, Accounting Manager Mark W. Anderson and Internal Audit Manager Christopher I. Chace.

Mr. Jones asked if any of these individuals could initiate financial transfers; Mr. Rozum said someone needs to start and finish it based on his order. Some of the accounts payable transactions do not come to his attention depending on the amount. In response to a question by Mr. Jeffrey, Mr. Rozum said all the authorized individuals have the same authority in this regard.

**IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Gavin – to adopt the resolutions relative to the authorized signers on the Steamship Authority’s bank as recommended in Staff Summary #A-726, dated April 16, 2026.**

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

Engineering and Maintenance Project Updates:

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

- The *M/V Monomoy*, which launched Friday on the Hyannis-Nantucket route. Mr. Kryska noted that the vessel had two (2) small issues that resulted in mechanical cancellations, but the items were quickly addressed, and the vessel has been running smoothly thus far. He also noted that a brief commissioning ceremony was held at the Nantucket Terminal and that the staff were happy to have the vessel on the run.
- The *M/V Nantucket* dry dock at Thames Shipyard. The vessel has returned to the water, and the rest of the work is being completed pier-side.
- The Vineyard Haven Terminal underdeck concrete repairs. The demolition of the concrete is ninety-seven percent (97%) completed and

the concrete pouring is thirty percent (30%) completed. The scheduled completion date for the project is May 8, 2026.

Mr. Jeffrey asked if the change orders on the *M/V Nantucket* near the snack bar area should have been anticipated; Mr. Lawrence said the components that could be seen were included in the contract, but the steel work extended once the underlayment came out during the project.

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 certificate of occupancy is expected to be issued imminently. The terminal building's interior work is ongoing, and the building is expected to be turned over to the Authority by May 23, 2026, with an occupancy date of June 16, 2026.

Mr. Gavin asked if the financial data included the procurement item on today's agenda; Mr. Amundsen said it did not, as it was not committed.

Mr. Jeffrey suggested the Falmouth Bike and Pedestrian Committee be invited to review temporary signage and have "superusers" of the terminal check out the signage and the Authority should not rely on its own personnel to determine what signage is needed and whether it was user-friendly and intuitive.

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 recently held both in-person and online information sessions. While several items in the status summary are behind schedule, Mr. Amundsen said the team is working on plans to get those back on schedule by adjusting the project timeline and with additional, on-site work by E-Dea, the project vendor.

Mr. Gavin said at the recent open houses Mr. Kryska had invited people to be beta testers for the new reservation system, but no communication had followed. Mr. Driscoll said the True North landing page would be updated with a sign-up form within the week.

Result of Preseason Sale on High-Speed Ticket Books:

Mr. Driscoll presented the results of the preseason sale for electronic high-speed ticket books for the high-speed ferry. In 2026, a total of 5,218 ticket books were sold during the sale, a new record for this promotion. The sale generated \$1,427,582.50 in revenue for the Authority at a cost of \$355,497.50 due to the discount offering. One customer bought 155 ticket books; most customers (71%) bought one (1) or two (2) ticket books during the sale.

Change Order No. 24, Contract No. 17-2023,  
Woods Hole Land Reconstruction Project, with Colantonio Inc.:

Lian Davis with BIA.studio appeared via Zoom to review the four (4) change proposals included in Change Order No. 24 as follows:

- Contract completion date delayed from May 15, 2026, to June 16, 2026;
- Authorization of premium time;
- Winter conditions costs and schedule impacts; and
- Continued premium time and final completion.

Mr. Davis noted three (3) specific issues contributed to the change in completion date: two (2) events related to the subsurface conditions that were unexpected and the alignment of the start of terminal building near the Thanksgiving holiday, which was then postponed at the direction of the then-chief operating officer.

Mr. Davis noted that the overhead costs are winding down as the project nears completion, and the total figure would get the work through to June 16, 2026. If that date moves forward, then the costs would be prorated.

Mr. Amundsen noted that weekend overtime had been authorized to get the building done as soon as possible, which has been successful.

Mr. Gavin asked if the procurement items had been paid for already; Mr. Davis said the general conditions is a “not to exceed” figure for overhead costs, as well as a continuance for accelerated working schedules. The initial authorization by staff was delayed further by winter conditions, he said.

Mr. Jeffrey said the change orders are retrospective to the work performed and would not individually meet the threshold for Board approval but taken as a whole they do.

**IT WAS VOTED – upon a motion by Mr. Gavin, seconded by Mr. Ranney – to execute Change Order No. 24, which includes Change Proposals 111, 139, 161 & 175 for Contract No. 17-2023, Woods Hole Land Reconstruction Project, to Colantonio Inc. of Holliston, Massachusetts, for a total of \$304,543.60, as recommended in Staff Summary #COO-2026-03, dated April 21, 2026.**

<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>
<b>TOTAL</b>	<b>90 %</b>	<b>0 %</b>

Change Order to Purchase Order 0036405  
with Ships Machinery International Inc.:

Mr. Amundsen said the change order was related to a purchase order for parts and conversion services for Brunvoll rudder and propulsion shafts and thrusters from Ships Machinery International Inc. The bow and stern thruster inspection and overhaul was initially identified as owner-furnished equipment, but further comprehensive review of the parts used in the *M/V Aquinnah* and *M/V Barnstable* necessitated the additional costs. The differences between the actual costs and the approved budget was \$29,703.61, which represents the travel costs for the service engineers.

**IT WAS VOTED – upon a motion by Mr. Ranney, seconded by Mr. Jones – to authorize the general manager to execute a change order for Quotations 26/011, 26/0012 and 26/0015 for PO 0036405 for parts and conversion services of Brunvoll thrusters from Ships Machinery International, Inc. of Miami, Florida, for \$184,022.61 for the *M/V Monomoy*, as recommended in Staff Summary #COO-2026-04, dated April 21, 2026.**

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

Amendment to Continued Support Contract with Gibbous LLC:

Mr. Jeffrey noted this item would not be considered at the meeting.

Potential Sale of *M/V Governor*:

Mr. Jeffrey said, in addition to the analysis presented to the Port Council, he would like to see the fare increase that would be necessary to maintain an eleventh vessel as an additional spare. Mr. Kryska said the costs for the *M/V Governor* in 2025 were \$0.42 per passenger and \$1.86 per vehicle carried, both of which were higher than the *M/V Sankaty* at \$0.35 and \$1.55, respectively.

Mr. Gavin said he understood the sentimentality about the vessel, but he asked what level of service would be needed for the *M/V Governor* to break even or better versus its carrying costs. Mr. Rozum said there's a fixed \$1.2 million cost if it just sits at the dock, but if it's a true spare vessel then there is no revenue associated with the vessel because it would be running in place of another vessel.

Mr. Kryska said, from a marine engineering standpoint, boats do not perform well if they are idle so the vessels would need to be used in some sort of rotation to keep them in good working order.

Mr. Jones said the nostalgia around the vessel is understandable, but the *M/V Governor* is beyond its useful life and can only service one route. He said the Port Council's arguments were good, but he also felt the members did not want to say goodbye to an old friend.

Mr. Jeffrey said he did not want to drag the issue out for nostalgia's sake, but it would not be disposed of before the fall even with a vote at the meeting. Mr. Gavin agreed that he did not object to waiting for the Port Council to weigh in before making a decision. Mr. Jeffrey said the Port Council could discuss it in

May, but the Board would make its decision one way or another at its next meeting.

Oak Bluffs Terminal Security Exercise Summary:

Mr. Kenneally discussed the recent company-wide security exercise conducted at the Oak Bluffs Terminal. The event was planned by the U.S. Coast Guard and the SSA and included numerous federal, state, and local first responder agencies. Mr. Kenneally noted the event was an outstanding display of our commitment to providing security for the traveling public and a good way for all the involved agencies to test their emergency response plans.

Mr. Gavin said he thought it was a useful two (2) days for the Authority and the first responders.

Board Goals and Action Items for 2026—Creation of Capital Projects Oversight/Steering Committee and Governance Committee:

Mr. Jeffrey said that the Board authorized the creation of these committees when they approved the 2026 goals and action items for the Board, but now the Members needed to vote to appoint members to the committees. He said the Board would do so today and the Port Council would do so at their next meeting, and his vision was that the membership of both would be reviewed at the annual joint meeting in December.

**IT WAS VOTED – upon a motion by Mr. Gavin, seconded by Mr. Ranney – to appoint Mr. Jones to serve on the Capital Projects Committee.**

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

**IT WAS VOTED – upon a motion by Mr. Jones, seconded by Mr. Ranney – to appoint Mr. Gavin to serve on the Governance Committee.**

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

Old and New Business:

Mr. Jones said, now that Ms. Tierney has left the Board, it was traditional to honor outgoing Board Members with a gift and he would like to put that in the works for the future.

Public Comment:

Amy Cody asked about the review of the Board’s bylaws as part of the committee creation; Mr. Jeffrey said Members had been tasked to review those with management and Mr. Kenneally and report back to the Board in June with proposed revisions and changes.

Ms. Cody asked for an update on the Woods Hole traffic study; Mr. Kryska said the circulation study was done and would be presented at the next Port Council meeting.

Ms. Cody said E-Dea coming to the Authority every month was not in the original budget and asked how much that was costing; Mr. Rozum said the travel reimbursement figures would be the only additional costs and those could be included at a future meeting.

Ms. Cody asked what the plan was for ride-share vehicles at the Woods Hole Terminal, noting they sit idling and circle the area on a regular basis. She asked if they could be staged at Palmer Avenue, and Mr. Kryska said that was being discussed. While that would not alleviate the challenges, it is worth looking at.

Beth O'Connor noted there were two (2) items in red on the reservation system dashboard and asked what would be done to address those issues. Mr. Amundsen said more information would be discussed at the IT Executive Steering Committee, and Mr. Rozum said that just because they were in red now did not mean they could not move back to green.

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

Ms. O'Connor asked when the post-mortem on the freight vessel acquisition and conversion project would be scheduled; Mr. Kryska said it would be part of the Capital Project Planning Committee's charge.

Ms. O'Connor said she was surprised to hear Nantucket Port Council Member Nat Lowell say term limits would be a mistake because people would not know who to call to get on a boat, and she said she would like to understand if people can call senior staff members to get reservations. Mr. Kryska asked her to clarify if she was asking about preferential treatment, and Ms. O'Connor said she just wanted to know if she only needed to know who to call to get a reservation. Mr. Jeffrey noted she should attend the next Port Council meeting and ask Mr. Lowell directly. Mr. Jones said there is no such policy, and the members do not have the power to get someone on a boat.

Jonathan Chatinover asked if two (2) traffic booths would be used at the Woods Hole Terminal; Mr. Amundsen said that would be included in the next phase of the landside work. Additionally, staff would be working the line ahead of the booth at busy times to keep traffic moving quicker. Mr. Chatinover asked if the second booth would be in place for the summer, and Mr. Amundsen said that phase of the project would not begin until the fall. The current second booth would be attended this year, he added.

Nat Trumbull said there had already been traffic backups at the terminal and asked if the Authority was anticipating backups this summer, and if there was any reason to believe the situation would be better than it was in 2025 when backups occurred on a daily basis almost to Church Street. Mr. Kryska said staff was continuing to consider off-site staging, but it was a challenge, but with two (2) booths open the processing should be quicker this summer. He said the Authority was also working with the town to have traffic monitored on the bridge. Mr. Trumbull said he hoped the Authority would not give up on staging off-site.

Mr. Trumbull asked about installing air quality monitoring equipment at the terminal, and said the vessels were the source of much of the diesel soot in the area. He said he hoped the Authority would support such a request.

At 11.30 a.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 March 17, 2026, and to review and discuss the Authority’s strategies with respect to the exchange, lease, or value of real estate because a public discussion of these matters may have a detrimental effect on the Authority’s negotiating and bargaining positions. These matters include:

- To consider the lease or value of real property in Falmouth, Massachusetts; and
- To consider the lease or value of real property in Hyannis, 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. Gavin, seconded by Mr. Jones – to go into executive session to discuss and approve the minutes of the Authority’s meeting in executive session on March 17, 2026, and to review and discuss the Authority’s strategies with respect to 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. Gavin	<u>35 %</u>	<u>        </u>
<b>TOTAL</b>	<b>90 %</b>	<b>0 %</b>

A TRUE RECORD

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ROBERT F. RANNEY, Board Secretary

**Documents and Exhibits Used at the**  
**April 21, 2026, Meeting in Public Session of the Board of the**  
**Woods Hole, Martha's Vineyard and Nantucket Steamship Authority**

1. April 21, 2026, Meeting Agenda, posted April 16, 2026 (revised April 20, 2026).
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the Board's March 17, 2026, meeting in public session, draft.
5. Minutes of the Board's March 27, 2026, meeting in public session, draft.
6. Minutes of the April 7, 2026, Port Council meeting, draft dated April 18, 2026.
7. Presentation, Strategic Plan Implementation Update, dated April 2026.
8. February 2026 Business Summary.
9. Presentation, February 2026 Business Summary, dated April 21, 2026.
10. Staff Summary #A-726, Approval of Changes in List of Authorized Check Signers, dated April 16, 2026.
11. Presentation, Engineering and Maintenance Project Updates, dated April 21, 2026.
12. Presentation, Woods Hole Terminal Reconstruction Project, dated April 2026.
13. True North Status Summary, dated April 16, 2026.
14. Staff Summary #COMM 2026-03, Results of 2026 preseason sale on high-speed ticket books, dated April 15, 2026.
15. Staff Summary #COO-2026-03, Colantonio Inc. Change Order 24 for Contract 17-2023, Woods Hole Land Reconstruction Project, dated April 21, 2026.
16. Staff Summary #COO-2026-04, Authorize Purchase of Parts & Conversion Services of Brunvoll Equipment for the *M/V Monomoy*, dated April 21, 2026.
17. Presentation, Fleet Disposition Analysis, dated April 2026.

18. Staff Summary #S2026-01, Company-Wide Security Exercise Conducted at the Oak Bluffs Terminal with Federal, State, and Local Partners, dated April 21, 2026.
19. Steamship Authority Joint Board and Port Council Committees, undated.
20. Statement to be read prior to going into executive session.