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

The Meeting in Public Session

May 19, 2026

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 10 a.m. Tuesday, May 19, 2026, in the first-floor conference room (Room 103) of the Authority's Administrative Offices, 228 Palmer Avenue, Falmouth, Massachusetts. 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. Mr. Ranney participated in the meeting via Zoom videoconferencing.

Port Council Chair Gordon M. Carr was present, as were the following staff members: General Manager Alexander T. Kryska, General Counsel Terence G. Kenneally, Treasurer Mark K. Rozum, Chief Operating Officer Mark H. Amundsen (who participated in the meeting via Zoom), Communications Director Sean F. Driscoll, Internal Audit Manager Christopher I. Chase, Director of Information Technologies Stephen M. Colman, Director of Shoreside Operations Alison A. Fletcher, Director of Human Resources Janice K. Kennefick, Director of Engineering and Maintenance Zachary A. Lawrence, and Assistant Treasurer Courtney M. Oliveira.

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

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*), 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. During the meeting, Louisa Hufstader (representing the *Vineyard Gazette*) indicated to Mr. Driscoll she was also making an audio recording 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. Ranney was participating in the meeting remotely because their physical attendance would be unreasonably difficult. Mr. Ranney 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.

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. Jones, seconded by Mr. Gavin — to approve the minutes of the Board's April 21, 2026, meeting in public session.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Port Council's Report on Its May 5, 2026, Meeting:

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

- Appointments to the new standing committees created by the Board: Nat Lowell, Robert S.C. Munier, and Mr. Carr to the Capital Projects Committee, and Greg Egan, Joseph Sollitto, and Mr. Carr to the Governance Committee.
- Updates on current projects.
- An update on the reservation system replacement project and continued discussion about the imposition of a $10 change fee for all changes.

- The status of the *M/V Governor*. The Port Council voted to recommend that the vessel be marketed for sale staring in fall 2026.
- An update on Offshore Tug and Transportation application for freight service from New Bedford to Nantucket.

RSM Audit Review:

Mr. Rozum then asked that the RSM Audit Review be taken out of order, and Mr. Jeffrey agreed.

Mr. Rozum introduced Valerie Colimon, Melissa Halbleib, and Madison Palin with RSM US LLP to present the review of the 2025 audit, including the following highlights:

- The audit report was issued April 30, 2026.
- The audit was performed in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in Government Accounting Standards issued by the comptroller of the United States.
- RSM is required to communicate various matters to the Board Members, which were reviewed as part of the presentation and include the following:
    - **Reporting matters:** The auditors included an emphasis-of-matter paragraph in the auditor's report regarding implementation of GASB Statement No. 101, "Compensated Absences," during the year.
    - **Audit adjustments**: There were no audit adjustments made to the original trial balance presented to RSM.
    - **Uncorrected misstatements:** Twelve (12) uncorrected misstatements regarding business-type activities and two (2) uncorrected misstatements regarding fiduciary fund activities were identified that were not, individually or in the aggregate, material to the financial statements.
    - **Internal control matters:** Two (2) deficiencies in internal control matters were identified: the first regarding inadequate segregation of duties due to inappropriate user access, and the second regarding inadequate controls related to Davis Bacon Act Wage Rate requirements. It was noted corrective action plans have been developed and are in the process of being implemented.
    - **Single audit:** A single audit was performed due to the Authority's receipt of Federal Transit Formula Grants. It showed one (1)

reportable finding, a significant deficiency regarding inadequate controls related to Davis Bacon Act Wage Rate requirements.

- **Observations about the audit process:** No disagreements with management or significant difficulties performing the audit were noted.

Mr. Gavin asked how the uncorrected misstatements compared to prior years; Ms. Colimon said, while there were more noted this year, there were no transactions that were material. Mr. Gavin asked if the allowances for past reservations noted in the presentation was unused ticket value, and Ms. Colimon confirmed it was.

Mr. Jeffrey noted the segregation of duties matter should be an agenda item for the upcoming IT Executive Steering Committee, which can then report back to the Port Council and Board.

Mr. Jeffrey then noted that the Davis Bacon Act Wage Rate item might be an item for the Capital Projects Committee to consider. Mr. Rozum noted the problem occurred when he authorized payment of an invoice on December 31, 2025, to get the cash recognized in the calendar hear. He missed that item on their checklist and a corrective action plan has been put in place.

Mr. Jeffrey said, in terms of process, receiving the audit is one of the critical functions of the Port Council and Board so a joint meeting may be in order for this report in future years.

Results of Operations:

Mr. Rozum reviewed the results of the March 2026 business summary via a PowerPoint presentation, which showed the Authority's operating revenue was approximately $7,525,000, and its operating expenses were approximately $13,502,000, that, when combined with other income and income deductions, resulted in a net operating loss of $5,977,000, about $2,054,000 higher than budgeted.

In April 2026, the Authority carried fewer passengers (down 2.4%) and fewer vehicles of all sizes (down 1.2%) than in the same month in 2025, he said.

Mr. Rozum also noted that he previously stated there were zero mechanical cancellations for the month of February 2026; following review, one (1) mechanical cancellation was noted for the Vineyard route, and those figures were updated.

Mr. Gavin asked if these results were a reflection of the lingering effects of the late February blizzard; Mr. Rozum said it was likely related given the prolonged closures and business disruptions many areas suffered.

Mr. Gavin asked how much delayed grant-funded projects were factored into these results; Mr. Rozum noted that the grant revenue could not be recognized until the projects were completed, so a delay in some vessel work is a contributing factor. Mr. Gavin asked if those issues could be noted on the slides for future reference, and Mr. Rozum said he would add a footnote moving forward.

Mr. Rozum reviewed the advanced bookings from May 15-October 15 and noted both routes were up compared to 2025 for booked deck space, but for the number of reservations the Vineyard route was up 1.9% and the Nantucket route was down 0.1%. Mr. Gavin asked if this data was being used to make operational decisions; Mr. Rozum said it was and noted that the draft 2027 Operating Schedules included fewer freight trips on the Nantucket route based on this data.

Mr. Kryska noted he was "not totally satisfied" with the draft 2027 Operating Schedule as it stood, and Mr. Jeffrey said it may be time to look at the schedule with a blank slate first rather than using the prior year's schedule as the baseline. He said every time a trip was consolidated, it should be a sign to review whether that trip is necessary. Mr. Kryska agreed but noted it was far easier to pull a trip from the schedule than to add it if it was needed. Mr. Kryska noted that he had reviewed the implications of eliminating the 5:30 a.m. trip from Woods Hole in the summer and the displacement of trucks would have a ripple effect later in the day.

Mr. Jones said it was difficult to fine-tune a schedule to this degree and once a schedule is made you need to go with it and things can't be changed on the fly. He said he would not want to take away trips that might be needed later.

<u>Proposed Draft of the 2027 Budget Policy Statement:</u>

Mr. Rozum presented the 2027 budget policy statement, noting that the proposed 2026 operating schedules to date, along with the current version of the vessel repair schedule, will be used for the basis of estimating next year's cost of service.

Mr. Jones asked if Mr. Rozum had any predictions for how 2027 would shape up; Mr. Rozum said he believed fuel costs and inflationary pressure would continue to be significant factors.

Mr. Jeffrey said, while the Authority was looking at its licensing fees as part of this process, it should look at all income sources as potential ways to increase revenue.

Mr. Jones noted that employment contracts had already been signed that would affect the wage payments for next year. Mr. Jones said it would also be difficult to change the license fees midway through a contract; Mr. Jeffrey said it was not necessarily his position to do so, but the conversation had to start somewhere. Mr. Kryska said ideally, he would like to see the license renewals all line up to run during the same time frames.

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to amend the proposed Budget Policy Statement to include a review of licensing fees and wharfage fees.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to adopt the 2027 Budget Policy Statement as recommended in Staff Summary #A-727, dated May 13, 2026, and as amended by the Board.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Recent Activities of the General Manager:

Mr. Kryska then provided the Members a review of his recent activities, including the following:

- Meeting with the Falmouth Select Board, at which he discussed new signage coming to the Woods Hole Terminal for pedestrians, bicyclists, and vehicles. He said he had committed to having a community meeting in Woods Hole, which is in the process of being scheduled. Others will be scheduled for other port communities, although perhaps not until after summer.
- Meeting with the Falmouth Department of Public Works regarding updated traffic plans at the Woods Hole Terminal.
- Giving a number of media interviews, at which he discussed the Authority's funding. He noted that, while it has been stated that the Authority is totally farebox funded, it does receive federal grant formula money for capital projects and maintenance and is eligible to apply for competitive grants. While the Authority does have bonding capabilities, those are loans that have to be paid back by the Authority. However, it remains the case that the Authority does not get any state funding for its services.

Engineering and Maintenance Project Updates:

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

- The *M/V Nantucket* dry dock at Thames Shipyard, which is complete. Due to an extended dry dock period to perform work on the bow and stern doors, several items that would have been done at our Fairhaven Vessel Maintenance Facility were done at Thames Shipyard, which increased the project price to just under $1.8 million, about fifteen percent (15%) over budget.
- The *M/V Aquinnah* repair period, which is scheduled to run through June 3, 2026. Highlights include converting the engine starters to turbine styles, engine servicing, installation of a shore power ammeter, the annual dive survey, and overall cleaning and painting. The company sea trial is scheduled for June 1, 2026.
- The upcoming dry dock of the *M/V Barnstable* at Thames Shipyard, which is scheduled to begin June 10, 2026. Highlights of the project include hull inspection; anode replacement; inspection of shafts, bearings, seals, and couplings; and the skeg extension.
- The recent repairs to the *M/V Iyanough* following the discovery of a crack in the stern pipe trunk. The repairs were completed at Fairhaven Shipyard and the vessel returned to service four (4) days after the discovery of the defect.

- The Vineyard Haven Terminal underdeck concrete repair, which is now complete. The project was completed May 8, 2026, and twenty-five percent (25%) under its $1.9 million budget.

Mr. Kryska thanked Hy-Line for running extra service to assist when the *M/V Iyanough* was out of service. Mr. Gavin asked if it was known what caused the crack; Mr. Lawrence said the vessel went through its U.S. Coast Guard hull inspection prior to returning to service and no deformities were noted. Mr. Amundsen noted that problems in this area had been noted in similar vessels.

Mr. Jones noted that boats break and that what matters is how you respond to the situation.

Mr. Lawrence noted that Mr. Carr had previously asked about the Boston Harbor dry dock; he had determined the facility is too small for the Authority's vessels.

Mr. Jones asked if the skeg would be added to the *M/V Barnstable* during its dry dock; Mr. Lawrence said it was and noted it had been of help maneuvering the *M/V Monomoy*.

Woods Hole Terminal Reconstruction Project:

Mr. Amundsen shared an update on the Woods Hole Terminal Reconstruction Project. The exterior building envelope for the terminal building is complete, and the installation of exterior terrace pavers, the lift and side door, and exterior glass canopy are underway. The building's occupancy permit is expected to be received on June 16, 2026, with details on the opening of the building to be announced.

Mr. Gavin asked when the building would be open to the customers; Mr. Amundsen said it was still in discussions. He said the new building would be a "big change" for the public and that the Communications and Marketing Department was working diligently on new signage now. 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 asked where the Authority was on its revised curb cut plan; Mr. Kryska said the extensive circulation study and recommendations from it had been shared with the town, as had a revised plan, and another meeting was likely in order.

Mr. Jeffrey suggested that the Authority reengage with its community group when discussing the design of the next phase of the terminal project.

Reservation System Replacement Project Timeline Revision:

Mr. Amundsen reviewed a proposed updated timeline for the reservation system replacement project as part of the True North Initiative. The new timeline would push the schedule back two (2) months to allow for integrations, internal and external communications and training. The shipper requests for bulk freight reservations would be expected in mid-November, and the public would be expected to start using the site in mid-December 2026. The first uses at the terminal would be at the end of March 2027.

Mr. Amundsen said he was meeting with BC Ferries this week to discuss their implementation with E-Dea to get their lessons learned.

Mr. Jeffrey noted the IT Executive Steering Committee had been in favor of the change. He said the training needs to extend to the public. It was noted that a slate of employees would be trained on the new system to help in that regard.

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to approve the adjusted "go-live date" of March 2027 as recommended in Staff Summary #COO-2026-03, dated May 19, 2026.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Phase II Policies Approval:

Mr. Amundsen and Tom Innis with Gibbous LLC then reviewed the proposed policy changes as follows:

New Passenger Policies

- Change policy: All change fees will be $10 each. No charges will be made if changes are made the same day of travel.
- Gift Card policy: Increments of $5, $10, $25 or $100. Digital gift cards can be printed out at home. The digital card allows options and flexibility.
- Furlough Fare policy: Individual must show an active service card
- Motorcycle policy: Motorcycles over four feet (4 feet) wide are considered cars and will be charged as such. The multi-island motorcycle excursion fare would no longer be offered.

New Commercial Policies

- Preseason Process: If the desired trip is not available, the shipper gets a standby ticket the same day as a first choice or the nearest available time and wait listed for their desired trip. Then, they are also booked on the nearest available trip.
- No-Show policy: No Show policy no refund. Without notice, cannot be reused for same day or future stand by.
- Change and Cancellation policy: No pending of reservations is allowed. Cancelling less than twenty-four (24) hours no refund. Cancel twenty-four (24) hours or more before departure allows for full refund. Change less than twenty-four (24)hours results in ten percent (10%) fee. Change twenty-four (24) hours or more $10 fee. Email with time stamp no longer accepted for cancelling trips.
- Reservation Transfer policy: No transfers are allowed except preapproved hazmat.
- Updates to Commodities: Hazardous infrequent category removed. Bus/Motorcoach added to last position (Previously not in the commodity list).

Mr. Jones noted the presentation was excellent and easy to follow.

Mr. Jones asked if the electronic gift cards would print out like a ticket so it could be given as a gift; Mr. Innis said the Communications and Marketing Department was working on those designs and they would have an appropriate look and feel.

Mr. Gavin asked what the Authority was doing to help customers call on the day of travel to avoid running afoul of the no-show policy; Mr. Kryska said the reservation team was looking at staffing the office for longer periods and improving the telephone system as well. Mr. Jeffrey said it would be good to allow help to be delivered via text or email as well.

It was noted that the beta testing group would start meeting the following week.

In response to a question from Mr. Gavin, Mr. Kryska said in discussions with BC Ferries it had been discovered that they have a workaround to some change fees for same-day travel, so it would be further examined. Mr. Gavin noted that the Authority did not have the data to fully gauge the effect of this change on its finances. He also said the fee needed to be applied fairly for the public to use and accept the system the way it is.

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to approve the Phase 2 policy changes for the reservation system, as recommended in Staff Summary #COO-2026-04, dated May 19, 2026.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Public Relations, Advertising, and Marketing Services
Request for Qualifications:

As Mr. Jones had taken a brief break, Mr. Jeffrey asked that this item be taken first so the entire Board could be present for procurement discussions.

Mr. Driscoll noted that the Authority had issued a Request for Qualifications for public relations, advertising, and marketing services. He said it was done as a matter of good governance, as the last such request was issued more than twenty (20) years prior. He said the Authority wants to be sure it is getting the best creative services possible and that it is not a referendum on its current provider.

The notice was sent to more than forty (40) firms to cast a wide net on potential respondents, and an addendum was issued answering more than 100 questions. After the proposals are received, staff will decide how the evaluation process will proceed, which has more flexibility since it is an RFQ, he said. He anticipated a decision being made over the course of the summer but there was not a specific timeline in place.

Professional Services Agreement for the Preseason Phase II Integration with the Authority's New Reservation System with IntraSystems LLC:

Mr. Colman said this item is part of a statewide contract for software and related services. This phase of the work follows the creation of a preseason portal to carry out the Authority's preseason freight booking process, which cannot be accommodated by the E-Dea system. The total cost of $132,000.

Mr. Jones asked who would be serving as the project manager; Mr. Colman said IntraSystems did its own project management work.

Mr. Jeffrey asked if this was included in the reservation system procurement plan; Mr. Colman confirmed it was.

IT WAS VOTED — upon a motion by Mr. Jones, seconded by Mr. Gavin — to authorize the general manager to execute a professional services agreement with IntraSystems LLC under multi-state state-wide contract ITS75 in the amount of $132,000 for the preseason phase II integration with the Authority's reservation system currently under development with E-Dea, as recommended in Staff Summary #MIS-2026-09, dated May 11, 2026.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Professional Services Agreement for Project Management Office Support, Operational Transformation, and Stakeholder Alignment:

Mr. Amundsen noted this was a two-month continuance of the Authority's engagement with Gibbous LLC for its project management services as part of the reservation system. He said the rest of duration of the contract will be revisited first at the IT Executive Steering Committee.

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to authorize the general manager to execute an amendment to Continued Support for Contract No. 07-2023, Information Technology Management Consulting Services Project with Gibbous LLC, at an estimated total cost not to exceed $90,000 for the core change elements related to system configuration and integration for Contract No. 16-2024, Replacement of the Steamship Authority's Reservation System with E-Dea of Napoli, Italy, as recommended in Staff Summary #COO-2026-02, dated May 19, 2026.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Overhaul of MTU Engine for the *M/V Iyanough*:

Mr. Lawrence said the Nos. 1 and 2 MTU diesel engines aboard the *M/V Iyanough* will have reached the recommended running hours for a major overhaul at the end of the current operating season. One assembled and tested engine is available in shore-based spares, so a second engine needs to be overhauled to conclude the replacement of both engines. The overhaul will be done by MTU-certified technicians at an approved facility.

In response to a question, Mr. Lawrence said the recommended overhaul period is 24,000 hours, which is approximately four (4) to five (5) years of service.

Mr. Jeffrey noted the vessel was nearing the end of its useful life, which would be a matter to be discussed by the Capital Planning Committee.

Mr. Gavin asked what would happen if the engine needed to be replaced; Mr. Lawrence said there was funds in the project budget to manage a potential replacement.

IT WAS VOTED — upon a motion by Mr. Jones, seconded by Mr. Gavin — to authorize the general manager to execute PO0050212 for the purchase of parts, labor, machining, and dyno testing of one (1) MTU 12V4000M70 engine with Stewart & Stevenson Power Products LLC of Marlborough, Massachusetts, for a total price of $709,750, as recommended in Staff Summary #ENG-2026-04, dated May 12, 2026.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Fleet Disposition — Potential Sale of *M/V Governor*:

Mr. Kryska noted the Port Council had voted to begin marketing the vessel for sale in the fall and he was seeking the same vote from the Board.

Mr. Jones noted the analysis of the situation had been well-handled, and that the last two (2) Board meetings the Members had not blinked an eye to authorized the vessel's sale.

Mr. Gavin said there had been talk of using it as a "hot spare" but the cost of keeping it useable between crews and maintenance would be $1 million a year, and there was simply no way to keep it operating profitably.

IT WAS VOTED — upon a motion by Mr. Jones, seconded by Mr. Gavin — to market the *M/V Governor* for sale starting in fall 2026.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Board Goals and Action Items for 2026 —
Capital Projects Committee and Governance Committee:

Following a review of the current membership of each committee, the Board then voted as follows.

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to name Mr. Gavin to the Capital Projects Committee.

VOTING	AYE	NAY
Mr. Jeffrey	10 %	
Mr. Ranney	35 %	
Mr. Jones	10 %	
Mr. Gavin	35 %	
TOTAL	90 %	0 %

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to name Mr. Jeffrey to the Governance Committee.

VOTING	AYE	NAY
Mr. Jeffrey	10 %	
Mr. Ranney	35 %	
Mr. Jones	10 %	
Mr. Gavin	35 %	
TOTAL	90 %	0 %

Mr. Jeffrey noted that there had been requests to add a member of the public to these committees, but they were open meetings subject to the Open Meeting Law and would be fully accessible. Furthermore, any member of the committee would be subject to state ethics laws and conflict of interest requirements, he noted, and added that all the Board members were appointed by public bodies themselves. He further noted the only committees to include public members were the Long-Range Vineyard Transportation Task Force and the Woods Hole/Falmouth Noise & Traffic Mitigation Working Group, neither one of which was currently in operation. Mr. Gavin said he didn't have an objection on principle, but that it seemed there would be several hurdles to include members of the public on the committees.

Mr. Jones asked if the Governance Committee would handle the review of the bylaws; Mr. Jeffrey said that would still be done by Messrs. Jones and Ranney, but they would likely report to the Governance Committee as a first step.

Draft 2027 Operating Schedule:

Ms. Fletcher reviewed the preliminary draft of the 2027 Operating Schedules, which run from January 6, 2027, through January 6, 2028. The 2027 Martha's Vineyard and Nantucket operating schedules would be essentially the same as 2026, except for reduced freight service on the weekends on certain parts of the Nantucket schedule and the addition of the fifth vessel to the summer Vineyard schedule.

Mr. Driscoll noted the full schedules will be advertised locally starting May 27, 2026, in the *Cape Cod Times* and *Standard-Times* of New Bedford, followed by the *Vineyard Gazette*, *Martha's Vineyard Times*, *Falmouth Enterprise*, and the Nantucket *Inquirer and Mirror*.

Mr. Kryska said he has already gotten feedback from shippers and the Town of Edgartown about the 5:30 a.m. trips, adding that he had looked at the ripple effect that would be caused if the trip was eliminated. Ms. Fletcher said, based on an examination of a random day in the summer last year, some of the multistop food trucks would not travel until 8:15 a.m. Mr. Gavin said, in reality, the first three (3) boats would be booked by shippers and then all the other traffic would be pushed back.

Update on the Licensing of a Freight Truck Transportation Service between New Bedford and Nantucket with Offshore Tug & Transportation:

Mr. Kryska noted the *M/V Tom Nevers* passed its COI inspection and is making its way back to the area. He said he wants to push the matter forward, but further discussions need to be held with the City of New Beford and the New Bedford Port Authority before offering a licensing agreement. Mr. Kenneally concurred and said he understood the city had concerns that needed to be addressed.

Freight Vessel Conversion Project Review

Mr. Jeffrey said this matter would be brought first to the Capital Planning Committee before coming to the Board.

Installation of Air Monitor and Sea Level Sensor Devices at the Vineyard Haven Terminal:

Mr. Kryska said the Authority had been approached by the Martha's Vineyard Commission and the Vineyard Lands for Our Community about installing air quality and sea level sensors, respectively, at the Vineyard Haven Terminal. He noted that, while there was concern about potentially negative data being uncovered, the information would be helpful to the Authority's capital planning efforts. Mr. Jones noted that the question would be what the Authority could do about the situation if any data showed an issue.

Mr. Kenneally said he would like a motion to authorize a license agreement on these matters.

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Jones — to authorize the general manager to enter into license agreements for the installation of the air monitor and sea level sensor devices.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

Public Comment:

Amy Cody asked if it was normal for a vessel to go into repair as soon as the *M/V Aquinnah* was; Mr. Amundsen said it was part of the Authority's preventative maintenance program and that the two-year dry-docking cycle and two-year repair cycle were standard for all vessels.

Ms. Cody asked if the recommendations from the Office of the Inspector General were accomplished or in progress, and if the Board was asking for updates. Mr. Kryska said they are being addressed in the work plans of the Board and general manager, and he believes they are on track.

Cameron Naron asked why the Authority was paying for RSM to do an audit when the Enabling Act called for regular audits of the Authority by the state. He also said Mr. Kryska had given the impression the Authority was not eligible for state grants, and he wondered if that was the case. He also asked when the Authority was going to start posting the new policies online for customer familiarization. Mr. Rozum said RSM is an independent auditing firm that has long been providing this service for the Authority, and it is in addition to reviews by the state auditor. He added that this level of review is necessary for the Authority's bonding and applications for federal funding. He added that the Authority does apply for state grants as they become available

Beth O'Connor said she did not believe there was anything in the Enabling Act that would prohibit the public from serving on Authority committees. She said the Citizens Actions Group has done the work on the hot wash and those facts should not change, so she did not know why the Authority would not want their input. Mr. Jeffrey said it was not a matter of the Enabling Act but a pragmatic one with jurisdictional lines and not undermining the appointing authorities. Mr. Kenneally also added there are conflict of interest issues at play. Mr. Gavin added that the committees can solicit and accept information from the public. Mr. Jeffrey said, "there has been a loss of faith in the Authority" and he's trying to make the Board and the committees as transparent as possible.

At 12:56 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 April 21, 2026, and to review and discuss the Authority's strategies with respect to security and 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:

- Procurement and development of software, hardware, and related services from IntraSystems LLC;
- Consideration of a Memorandum of Understanding with the Barnstable County Sheriff's Department;
- Consideration of the purchase, lease or value of real property in Falmouth, Massachusetts;
- Consideration of the purchase, lease or value of real property in Hyannis, Massachusetts; and
- Consideration of the purchase, lease or value of real property in Yarmouth, 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 April 21, 2026, and to review and discuss the Authority's strategies with respect to security and the exchange, lease, or value of real estate.

VOTING	**AYE**	**NAY**
Mr. Jeffrey	**10 %**	
Mr. Ranney	**35 %**	
Mr. Jones	**10 %**	
Mr. Gavin	**35 %**	
TOTAL	**90 %**	**0 %**

A TRUE RECORD

ROBERT F. RANNEY, Board Secretary

Documents and Exhibits Used at the

May 19, 2026, Meeting in Public Session of the Board of the

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

1. May 19, 2026, Meeting Agenda, posted May 15, 2026 (revised May 18, 2026).
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the Board's April 21, 2026, meeting in public session, draft.
5. Minutes of the May 5, 2026, Port Council meeting, draft dated May 18, 2026.
6. Presentation, FY 2025 Audit Results, dated May 19, 2026.
7. March 2026 Business Summary.
8. Presentation, March 2026 Business Summary, dated May 19, 2026.
9. Staff Summary #A-727, 2027 Budget Policy Statement, dated May 13, 2026.
10. Presentation, Engineering and Maintenance Project Updates, dated May 19, 2026.
11. Presentation, Woods Hole Terminal Reconstruction Project, dated May 2026.
12. Presentation, True North, dated May 2026.
13. Staff Summary #COO-2026-03, Proposed Project Timeline Extensions and Policy Changes for Phase 2, dated May 19, 2026.
14. Staff Summary #COO-2026-04, Proposed Policy Changes Phase 1 Reservation System, dated May 19, 2026.
15. Presentation, True North Proposed Policy Changes, undated.
16. Staff Summary #MIS-2026-09, Preseason Phase II Integration, dated May 11, 2026.
17. Staff Summary #COO-2026-02, Approval of Continued Support for Contract No. 07-2023, Information Technology Management Consulting, dated May 19, 2026.
18. Staff Summary #ENG-2026-04, Purchase of Parts, Labor, Machining, and Dyno Testing of One (1) MTU 12V4000M70, dated May 12, 2026.

19. Presentation, Fleet Disposition Analysis, dated April 2026.
20. Document, Steamship Authority Joint Board and Port Council Committees, undated.
21. Staff Summary #SO-2026-01, Preliminary Draft of the Proposed 2027 Operating Schedules, dated May 1, 2026.
22. Capital Expenditure Status Report, dated April 28, 2026.
23. Slide from presentation, *M/V Aquinnah*, *M/V Barnstable*, *M/V Monomoy* Financial Snapshot, dated January 6, 2026.
24. Slide from presentation, *M/V Aquinnah*, *M/V Barnstable*, *M/V Monomoy* Financial Snapshot, dated January 20, 2026.
25. Slide from presentation, *M/V Aquinnah*, *M/V Barnstable*, *M/V Monomoy* Financial Snapshot, dated February 3, 2026.
26. Slide from presentation, *M/V Aquinnah*, *M/V Barnstable*, *M/V Monomoy* Financial Snapshot, dated February 17, 2026.
27. Capital Expenditure Status Report, dated March 13, 2026.
28. Slide from presentation, *M/V Monomoy* repair highlights, dated, April 7, 2026.
29. Letter to Terence Kenneally from Sakiko Isomichi, Climate Resilience Planner, Martha's Vineyard Commission, re: Request for License: Air Monitor Installation, dated April 29, 2026.
30. Vineyard Haven Harbor Sea Level Sensor Monitoring Project Request for SSA Licensing Agreement, undated.
31. Statement to be read prior to going into executive session.