MINUTES

OF THE

WOODS HOLE, MARTHA'S VINEYARD

AND NANTUCKET STEAMSHIP AUTHORITY

The Meeting in Public Session

June 16, 2026

The Members of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority met at 10 a.m. Tuesday, June 16, 2026, in the ballroom of the Nantucket Hotel, 77 Easton Street, Nantucket. 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. Gavin participated in the meeting via Zoom videoconferencing.

Port Council Secretary Joeseph 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 Human Resources Janice K. Kennefick, Director of Engineering and Maintenance Zachary A. Lawrence; Grants Manager Caroline Muldoon; Operations and Communications Center Manager Joseph J. Russas; Creative and Marketing Specialist Ian Chase Nichols; and Seasonal Marketing Representative Devin Perry. Messrs. Lawrence and Russas appeared via Zoom videoconferencing.

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*), Kaie Quigley (representing the Nantucket *Inquirer and Mirror*), Louisa Hufstader (representing the *Vineyard Gazette*), 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, Mr. Gavin was participating in the meeting remotely because their physical attendance would be unreasonably difficult. Mr. Gavin 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 May 19, 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 June 2, 2026, Meeting:

Mr. Jeffrey noted no members of the Port Council were present, but the discussions of dry-docking costs during their meeting was particularly helpful and would be presented at the meeting today, as well as the cost-of-service analysis.

Results of Operations:

Mr. Rozum reviewed the results of the April 2026 business summary via a PowerPoint presentation, which showed the Authority's operating revenue was approximately $11,177,000, and its operating expenses were approximately $13,365,000, that, when combined with other income and income deductions, resulted in a net operating loss of $724,000, about $732,000 higher than budgeted.

He noted that fuel costs have been under budget year-to-date, and no surcharges have been assessed due to the Authority's fuel hedging program. To date, approximately $1.3 million has been refunded to the Authority from the hedge program. He noted that the Authority is down approximately $1.9 million in operating revenues, but that includes $1.3 million in grant funding that has not been received due to timing issues with the associated projects.

Mr. Rozum then reviewed the cash status summary and advanced bookings, as well as the May traffic reports, which showed the Authority carried fewer passengers (down 3.2%) and more vehicles (up 2.5%) across both routes.

2025 Cost of Service Report:

Mr. Rozum then reviewed the 2025 cost of service report. On the Martha's Vineyard route, the cost of vessel operations and of indirect non-vessel costs (net of indirect revenue) increased by $2,771,242 during 2025 versus 2024, a 3.9% increase. On the Nantucket route, the cost of vessel operations and of indirect non-vessel costs net of indirect revenue, after the allocation of indirect expenses to the *M/V Iyanough*, increased by $10,340,218 during 2025 versus 2024, a 27.6% increase.

Mr. Rozum noted that excursion-fare vehicles were covering 30.5% and 37.2% of the per-vehicle cost on the Vineyard and Nantucket routes, respectively.

Mr. Jeffrey noted the only growth area for the Authority was in excursion-rate vehicles, and that the category is a "loss leader" for the Authority.

Mr. Rozum said further analysis was needed as to the E-Dea reservation system's functionality as to how it could help the Authority refine the excursion rate, possibly by unbundling the passengers from the auto rate or introducing tiered pricing. He noted that, if the Authority charged full fare for excursion travel above twenty-four (24) trips per year, it would have realized $1 million in additional revenue in 2025.

Mr. Jeffrey said historical data on the usage of the excursion rate would be helpful, as well as where the rate would be today if it had not been exempted from past fare increases. Mr. Rozum noted some of that data was in the cost-of-service study, but he would do further research prior to the next meeting.

Recent Activities of the General Manager:

Mr. Kryska then provided the Members a review of his recent activities, including the upcoming community conversation in Woods Hole and working with the state auditors on their audit review, which started in April.

Federal Legislative Reports:

Madeline Pike, the Authority's federal legislative liaison, appeared via Zoom to discuss recent legislative developments that are relevant to the Authority, including the surface transit funding reauthorization and overall transit funding. She noted language had been added to a bill specifying the U.S. Army Corps of Engineers must prioritize dredging in harbors where ferry service is the only source of transportation for a year-round island community, which makes the Authority's routes higher priorities for dredging. Ms. Pike also discussed the trip General Manager Alex Kryska recently took with Mr. Jeffrey to Washington D.C. to meet with Congressional leaders, staffers, and federal officials about various topics.

Mr. Gavin asked if the trip to Washington included meeting with Senate staffers; Ms. Pike said it did, and that meetings were held with Senator Warren's and Senator Markey's staffs as well as House delegates.

Mr. Jeffrey noted that the creation of the Board's Capital Steering Committee and the forthcoming 2050 Plan were well-received, and having those plans would be useful in obtaining future grant funding.

State Legislative Report:

Maureen Glynn, the Authority's state legislative liaison, appeared via Zoom to discuss recent legislative developments that are relevant to the Authority. She noted several large bills that are pending that potentially have significance to the Authority, including economic development and environmental bills. She noted the replacement of the Cape Cod Canal bridges and the study of commuter rail returning to the Cape also have potential effects on the Authority's operations.

Grants Funding Update:

Ms. Muldoon then reviewed the Authority's grants portfolio, including formula funds received from the Federal Transit Administration and Federal Highway Administration. Both are eligible for use for capital projects and preventative maintenance, with an eighty percent (80%) cost share from the grant program. From 2024-2026, the Authority has received $15,772,264 and $8,522,097 from the Federal Transit and Federal Highway programs, respectively.

Previous grant-funded projects include:

- Annual vessel drydock and repair program
- *M/V Barnstable* and *M/V Aquinnah* vessel conversions
- Vineyard Haven transfer bridges replacement
- Nantucket transfer bridges replacement
- Website & reservation system hardware project
- Fairhaven maintenance vehicle replacement
- Vineyard Haven slip work (phase 1)
- Diesel bus replacement with battery-electric buses

The program of upcoming projects includes additional electric or hybrid bus purchases; four (4) new rescue boats; phases two (2) and three (3) of the Vineyard Haven slip work; and new vessel construction, she said.

Marine Operations Updates:

Mr. Russas, who appeared via Zoom, reviewed the Authority's staffing levels heading into the 2026 summer season. He reported that the Authority has retained the budgeted number of pursers, bosuns, and ordinary seafarers, and is above target for the number of captains, pilots, able-bodied seafarers, chief engineers, and oilers. He noted these levels position the Authority to meet its operational demands while preparing for future workforce concerns.

Mr. Gavin asked for detail about on-island recruiting activities, as well as how much buffer there is in the staffing to ensure there are no service disruptions due to staffing. Mr. Russas said staff attend the Martha's Vineyard Regional High School career fair each year. Much of the recruiting in that respect happens via word-of-mouth, he said. He added that the Authority has surplus staff at all levels to step in if a service disruption should occur.

Mr. Jones asked if recruitment efforts included the Junior R.O.T.C. and the U.S. Coast Guard; Mr. Russas said the R.O.T.C. had not been contacted, but he did work with transition programs for Coast Guard retirees and attended career fairs at the Barnstable High School.

Mr. Jeffrey asked if the Authority was recruiting people to be captains or if most new staffers were coming in as mates and working their way up; Mr. Russas said they were coming in as mates and working their way up. Mr. Amundsen noted that this effort was part of the program the Authority offered pilots to obtain their captains license and help them move up the ranks.

Marine Operations Updates:

Mr. Kryska then provided an update on the Authority's vessel statuses, noting the *M/V Sankaty* was serving as a stand-by vessel and the *M/V Barnstable* was in dry dock, but other vessels are serving their respective routes as scheduled.

Engineering and Maintenance Project Updates:

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

- The *M/V Aquinnah* repair period at the Authority's Fairhaven Vessel Maintenance Facility, which is complete.
- The upcoming dry dock of the *M/V Barnstable* at Thames Shipyard. The vessel is pierside at Thames and is expected to begin its dry dock on June 23, 2026. Work is in progress while the vessel is docked at the pier in the meantime.

Woods Hole Terminal Reconstruction Project:

Mr. Amundsen shared an update on the Woods Hole Terminal Reconstruction Project. The terminal's occupancy permit was issued June 12, 2026, and the Authority expects the building to have a "soft opening" during the week of June 22, 2026.

Mr. Jeffrey asked where the Authority was in discussions with the Town of Falmouth on its circulation plan for the terminal; Mr. Kryska said staff was scheduled to meet with the Town of Falmouth's Department of Public Works in the coming days. He noted in the next phase of construction a dedicated area for ride shares would be established on the terminal property, and the Authority was going to work more with the Traffic Advisory Committee to mitigate ride-share usage of neighboring streets.

Mr. Gavin asked when the building would be open to the customers; Mr. Amundsen said line striping and signage were the final steps for the site. He noted the interim step before the next phase of landside construction was demolishing the temporary terminal building, then the construction bid documents would be issued once a final agreement was reached with the town. Mr. Gavin asked, and Mr. Amundsen confirmed, that no work would be done during the summer. Mr. Amundsen added the terminal opening would be a “soft launch” once the remaining punch-list items were completed.

Reservation System Replacement Project Status:

Mr. Amundsen provided an update on the reservation system replacement project as part of the True North Initiative. The beta group held its first meeting May 28, 2026, and it was a very productive start to the testing process by a group of committed members of the public. Upcoming activities include additional procurement and policy matters, refining the data migration plan, additional testing, and development of a training plan.

Mr. Gavin asked what the plan was for the Beta Group; Mr. Amundsen said those details would be released in the next few days. The first meeting was a free-flow information exchange, which he said had great energy and interest.

Mr. Gavin asked if testing would be done with internal or external resources; Mr. Amundsen said both would be used.

Regarding training, Mr. Amundsen said staff was looking at available state contractors to set up an internal and external program. Mr. Kryska added that was a short-term solution and, long term, he was looking for a training officer to be added to the Authority’s staff.

Mr. Rozum noted some short-term policy changes would be coming to the Board in coming months, including not requiring excursion travel to be round-trip during the transition period between the two reservation systems and how to handle account renewals in the interim.

Mr. Jeffrey asked when a plan would be in place to have additional customer service resources online to assist the traveling public. Mr. Amundsen said he anticipated that coming to the IT Executive Steering Committee in August. He added that was part of the reason the Authority was traveling to CalMac Ferries in Scotland to get a better sense of their training program.

Approval of Annual Salary Increases for Non-Union Personnel:

Mr. Kryska and Ms. Kennefick then presented the annual wage and salary adjustments for nonunion personnel. Willis Tower Watson, a global advisory firm, performed a market analysis and recommended a 2.5% adjustment in the overall salary structure and a 3.5% merit increase, although the specific increases will depend on performance reviews.

Mr. Jeffrey noted that, despite the report from Willis Towers Watson, he was concerned about regional differences that might merit higher cost-of-living increases.

Mr. Jones asked who decides on the merit increases; Ms. Kennefick said it is based on the annual reviews done by managers.

Mr. Gavin said the local cost of living doesn't compare with the national rates, and he was worried the Authority would lose people without a more aggressive adjustment. He said the Authority should find regional cost-of-living data that might show a different adjustment. Mr. Kryska agreed, and said staff could come back at the next Board meeting with that report.

Mr. Jeffrey asked if the adjustments could be made now, and further adjustments done retroactively if needed; staff confirmed that would be done. Mr. Rozum said the cost-of-living and merit increases could be reversed if the Board would be more comfortable.

Mr. Jones asked how this increase was handled in the budget; Mr. Rozum said he assumed a five (5%) adjustment for the 2026 Operating Budget.

Mr. Gavin suggested the proposal be passed now and that the matter could be revisited at the July Board meeting.

IT WAS VOTED — upon a motion by Mr. Ranney, seconded by Mr. Gavin — to approve the nonunion performance wage and salary increases as recommended in Staff Summary HR-2026-01, dated June 16, 2026.

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

Contract 07-2026, Dry Dock and Overhaul Services for the *M/V Eagle*:

Mr. Amundsen said the *M/V Eagle* is set to enter shipyard availability from October 23, 2026, through December 9, 2026, to undergo its required U.S. Coast Guard hull exam; rudder and propeller maintenance, bow thruster maintenance, reduction gear overhaul, shaft maintenance and alignment, and coating maintenance on underwater and superstructure areas.

The 2026 Operating Budget for the contract was $1,382,870, he said, and reviewed the major changes from the budget to the final bid. Drawings and specifications were sent to fifteen (15) shipyards, and one (1) responsive bid was received.

Mr. Kryska said he and other Authority staff would be attending the Marine Log conference to meet with other shipyards and service providers to establish more relationships with service providers. Following discussion of the difficulties in using other shipyards and the lack of shipyard options in the region, Mr. Gavin noted it seemed to be an “unsolvable problem.”

IT WAS VOTED — upon a motion by Mr. Ranney, seconded by Mr. Jones — to authorize the general manager to award Contract 07-2026, Dry Dock and Overhaul Services for the *M/V Eagle*, to the lowest eligible and responsible bidder, Thames Shipyard and Repair Company of New London, Connecticut, for a total contract price of $1,951,802.

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

Additional Service Expenses for TAG (The Asset Guardian) Software:

Mr. Lawrence said TAG was the preventative maintenance program used by the Authority to track and plan maintenance items through its vessel and terminal assets. TAG recently began charging for its TAG Mobi Advanced Resource Management and Field Services add-on, which allows staff to continue to use the project contract number field for tracing its major expenses and dry dock work orders. Staff also seeks approval to add the TAG Mobi Smart Assistance Plan Enterprise, which includes four (4) support tickets per month. The Authority has spent approximately $25,000 per year on support tickets; this add-on costs $21,600. The annual cost of the program itself for 116 users is $75,600, he said.

IT WAS VOTED — upon a motion by Mr. Ranney, seconded by Mr. Gavin — to authorize the general manager to purchase TAG MOBI additional services from Integrato LLC for a total cost of $101,640, as recommended in Staff Summary #ENG-2026-06, dated June 10, 2026.

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

Subscription Renewal of Targeted Managing Service:

Mr. Colman said this was a revision to a prior authorization for its annual, one-year subscription of Granicus Targeted Messaging Service, which the Authority uses to contact its customers. In this use, the service sends transactional messages and service alerts/advisories.

Following investigation of this service as part of the True North Initiative, staff discovered that the paid allotment of 5,000,000 messages was exceeded by as many as 3,000,000 messages. Granicus elected not to retroactively charge the Authority for the overages but would do so for the 2026 calendar year. Thus, the additional cost is $77,700, for a total renewal price of $199,200, he said.

IT WAS VOTED — upon a motion by Mr. Gavin, seconded by Mr. Ranney — to authorize the general manager to proceed with the revised purchase price for a one-year subscription renewal of Granicus Targeted Messaging service, subject to the GSA Contract 47QSWA18D008F, with Granicus at Carahsoft of Reston, Virginia, for a total price of $77,700, which is the difference between the revised renewal price of $199,200 and the original renewal price of $124,500, as recommended in Staff Summary #MIS-2026-11, dated June 3, 2026.

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

Discussion of Side Loading Modifications to *M/V Woods Hole*:

Messrs. Kryska and Amundsen noted that the *M/V Woods Hole* would be in dry dock in 2027, and staff was exploring adding side-loading doors to the vessel to allow passenger loading from the passenger deck and not just the vehicle deck. Side loading would allow for an easier emergency evacuation in case of a fire on the vehicle deck as well as greater passenger convenience.

Public Comment:

Mark Snyder said he appreciated the comments about the excursion fare earlier and said, based on his review of the traffic data, it has been the only growth area for the Authority in the last ten (10) years. He said he knows it is a sensitive issue, but the Authority should be exploring ways to incentivize passengers to not take their vehicles. Mr. Kryska said he agreed and one of the ways they're planning to do this is make the Authority's terminals intermodal transportation hubs to allow for that kind of operation. Mr. Jeffrey noted this data would be crucial to making its case to the state of the need for additional capital funding.

Via Zoom, Amy Cody asked if the requirement noted in the Inspector General's report that the Board Members retake the Boards and Commissions course had been completed. Mr. Gavin said he and Mr. Ranney had both taken it, and one of the things the Governance Committee would do is outline the different requirements for the Members. Ms. Cody asked Mr. Jeffrey if he had retaken it; he said he had not and noted these were recommendations and not requirements.

Via Zoom, Beth O'Connor said she has been asking since February what the spending is on the reservation system project and is "pretty shocked" the Board has not reviewed it. Mr. Rozum said that the financial data is reviewed monthly at the IT Executive Steering Committee. Ms. O'Connor also noted she was surprised at the recent travel and questioned whether these items could not be done remotely and asked who was approving these matters. Mr. Jeffrey said that matter could be discussed at the IT Executive Steering Committee.

Via Zoom, Nat Trumbull asked the status of the OTT request for freight service after more than a year of review; Mr. Kryska said their vessel has passed its inspections and he anticipates bringing the request to the Port Council and Board next month. Mr. Trumbull also asked about the use of biofuel and why another supplier could not be found if the current supplier cannot provide it. Mr. Amundsen noted last year's use was a pilot program and, since then, the fuel is only available in New York City, not Providence, and at a very high cost.

Via Zoom, Leon Brathwaite thanked Mr. Kryska for the presentations on grant funding and staffing.

At 12:05 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 May 19, 2026, and to review and discuss the Authority's strategies with respect to litigation, 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:

- Eben Elias et al v. Woods Hole, Martha's Vineyard and Nantucket Steamship Authority, Civil Action No. 2572CBV00492;
- The procurement and deployment of cybersecurity software and related services from SHI International Corp. and the strategies with respect thereto;
- The purchase, lease or value of real property in Hyannis, Massachusetts; and
- The purchase, lease or value of real property in 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. Gavin — to go into executive session to discuss and approve the minutes of the Authority's meeting in executive session on May 19, 2026, and to review and discuss the Authority's strategies with respect to litigation, 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

June 16, 2026, Meeting in Public Session of the Board of the

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

1. June 16, 2026, Meeting Agenda, posted June 12, 2026.
2. Video and audio recording announcement.
3. Statement regarding remote participation.
4. Minutes of the Board's May 19, 2026, meeting in public session, draft.
5. Minutes of the June 2, 2026, Port Council meeting, draft dated June 12, 2026.
6. April 2026 Business Summary.
7. Presentation, April 2026 Business Summary, dated June 16, 2026.
8. Staff Summary #A-728, 2025 Analysis of Rates Versus Cost of Service, dated May 28, 2026.
9. Presentation, 2025 Cost of Service Analysis, dated June 16, 2026.
10. 2025 Cost of Service Report.
11. Presentation, Steamship Authority Grants Portfolio, undated.
12. Presentation, Marine Operations Staffing, dated June 16, 2026.
13. Presentation, Marine Operations Vessel Status, dated June 16, 2026.
14. Presentation, Woods Hole Terminal Reconstruction Project, dated June 2026.
15. Presentation, True North, dated June 2026.
16. Staff Summary #HR-2026-01, Proposed 2026 Annual Salary Increases for Nonunion Personnel, dated June 16, 2026.
17. Staff Summary #ENG-2026-05, Contract 07-2026, Dry Dock and Overhaul Services for *M/V Eagle*, dated June 9, 2026.
18. Staff Summary #ENG-2026-06, TAG MOBI Additional Service Costs, dated June 10, 2026.
19. Staff Summary #MIS-2026-11, Revision to Granicus Annual Subscription Renewal, dated June 3, 2026.
20. Statement to be read prior to going into executive session.