

## Caity Gildart

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**From:** Janine Blatt <neenb16@gmail.com>  
**Sent:** Wednesday, April 2, 2025 10:43 PM  
**To:** Rate Change  
**Cc:** Jennifer Lavanture; Jean Hoffman; George Higgins; Nate Cooper; Sharoan Cohen  
**Subject:** Seniors and rate change

Dear CBL Board members,

First, thanks for your time and dedication to serving Peaks Island. It is much appreciated!

I was able to watch the video conference this morning (4/2) and thanks for the updated information that seems to have incorporated some suggestions into the proposed vehicle rate changes. I can't seem to find it online yet.

My continued concern is around seniors, handicapped and other year round residents in need who do not use a 90 day or annual pass. I am one of those "100 people, 6%" of resident riders that fall into this category. I am a retired senior, have lived out here since 1982, and spent 20 years directing the island's non profit child care center. I am now living on a fixed income and hoping to be able to age in place, both economically and health wise. My income is such that I qualify for the property tax relief program at a state level and the P-STEP program at a local city level. I do not ride the boats with any regularity to justify any type of commuter pass. I do have a residential boarding pass for the summer months. I also find it necessary to have my car on Peaks at times, due to medical reasons.

My understanding from today's presentation is that the vehicle pass would be tied to first having a 90 day or annual pass. What about those of us who do not have one? Nor need one. Nor can afford one. What I heard from the presenter is that I should go to the island organizations that might subsidize my commuter pass so that I can then qualify for the vehicle pass. Is this correct? If so, I find it very unsettling. It seems like an unnecessary expense for a charitable organization when I don't need a commuter pass, simply a vehicle pass. And a very awkward and irresponsible ask.

I know that there is then the additional cost of \$100 to purchase the vehicle pass. So that's a total of \$316 ( 216 commuter/100 vehicle).

Why is the vehicle pass tied to a commuter pass? Can it be tied to the residential boarding pass? I would suggest that those of us seniors, handicapped, others with needs who fall into that "100 riders/6%" range of individual resident riders simply be offered the vehicle pass at whatever rate is determined for this vehicle pass, the current proposed rate being \$100. There would remain the option to apply for alternative help with this vehicle pass cost if it were necessary, but eliminate the extra and unnecessary burden of a 90 day/annual pass.

I hope you'll listen. Thanks. Feel free to contact me for any clarification.

Janine Blatt  
122 Central Avenue  
Peaks Island

Sent from my iPad

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## Caity Gildart

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**From:** Shelagh Reiser <sreiser@portlandmaine.gov>  
**Sent:** Saturday, April 5, 2025 4:18 PM  
**To:** Rate Change  
**Subject:** comment on proposed vehicle rate changes

I do not support several aspects of the proposed vehicle rate change. Bottom line: Our island community will only remain viable as a year-round community with an approach that is community-driven and takes into consideration the needs of many groups/people in different situations. This structure favors wealthier islanders- those who can already afford multiple trips and long-term passenger passes.

I do not think islanders should have to pay extra for discounted rates - this seems absurd. (I also do not think islanders should have to pay extra for priority boarding passes.)

This rate change does not seem to be proposed alongside a comprehensive assessment that is needed: what are the values, culture, and community we want to create and experience? What would make our lives and jobs better?

- Decrease vehicle use and congestion overall.
- Create strategies for better traffic flow and loading/unloading, especially island-side and in summer.
- De-incentivise commercial vehicles from using the passenger ferry.
- Create solutions to encourage visitors to leave their vehicles on the mainland - this goes hand-in-hand with increasing difficulty with mainland parking.
- Assess vehicle rates alongside passenger and freight charges and processes.
- Apply a critical eye to who is being prioritized and penalized by proposed changes, with special consideration for families, elderly folks, people with disabilities, and folks with lower incomes.

Bottom line: Our island community will only remain viable as a year-round community with an approach that is community-driven and takes into consideration the needs of many groups/people in different situations.

Sheagh Reiser

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## Caity Gildart

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**From:** Irene MacCollar <irene.maccollar@gmail.com>  
**Sent:** Saturday, April 5, 2025 5:08 PM  
**To:** Rate Change  
**Subject:** Re: rate change

Dear friends:

I wanted to briefly express my situation and opinion regarding the proposed rate changes. I'm very concerned, especially for older folks such as myself.

High home sale prices and costs and scarcity of parking on the mainland over the past couple of decades have made it increasingly difficult for native and long time residents to remain in their island homes for retirement. I'm a long time homeowner and later renter on Peaks who left for a short time but with every intention to retire to the island at some point in the next two years.

Older people may not rely on the boats to commute to work, however, we do rely on it to transport us to the mainland for medical appointments and grocery shopping. We are not in need of, nor can we afford to regularly purchase monthly or annual passes. Even if we could find parking on the mainland it is at a distance from the terminal and cost that is not possible for us on fixed incomes to afford, nor are many of us aged folks able to walk that far.

I was able to afford on discounted days to take my car over once a week. With the proposed price hikes that will be impossible. I know my situation is far from unique, and many seniors will have to consider for the first time moving off-island.

Please consider ways that you can still achieve as close to the profit margins you are proposing, yet accommodate the needs of seniors. Maybe it's a senior discounted car rate one day a week, heck, even one day every two weeks if need be, will make all the difference in helping us remain, in our final years, on the island we have loved and cherished for longer than many of you have been alive.

Thank you so much for your time.

Irene Fyfe MacCollar  
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## Caity Gildart

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**From:** John S. Whitman <JWhitman@rwlb.com>  
**Sent:** Monday, April 7, 2025 8:13 AM  
**To:** Rate Change  
**Subject:** CBL Proposed Rate Change

Between the two of us we have lived on Peaks Island year-round for 90 years. That's long enough to remember the pre-CBITD ferry service, which included at one point a reduction of ferry service to one boat in the morning and one boat at the end of the work day. To have the Bay Lines managed with fiscal responsibility and realistic rates is paramount. The recent change from five-ride discount book of tickets to the pass system, and the increased single-ticket price, has been a complete success and has raised much-needed revenue. The current rate change proposed for vehicle tickets is equally well-considered and achieves what everyone who desires a sustainable and affordable rate structure could want. It has our full support.

Anne and John Whitman

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## Caity Gildart

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**From:** Christian Filipos <jcf1@ymail.com>  
**Sent:** Monday, April 7, 2025 10:48 AM  
**To:** Public Comment  
**Subject:** Rate change comments

1. Extraordinary rate changes can not be implemented based on “fear” of changes to federal or state funding. I doubt rates would ever be reduced, in the future , based on positive funding.

2. Budget should be thoughtful, however there is not a break even goal.

Take the bridge from Portland to South Portland, for example.

It is also critical infrastructure. There is not a discussion regarding revenue to support keeping the bridge operational.

Ships do not pay exponential fees to use the drawbridge due to maintenance and improvements to the structure. And neither do bridge users, whether pedestrians, cyclists or motor vehicles.

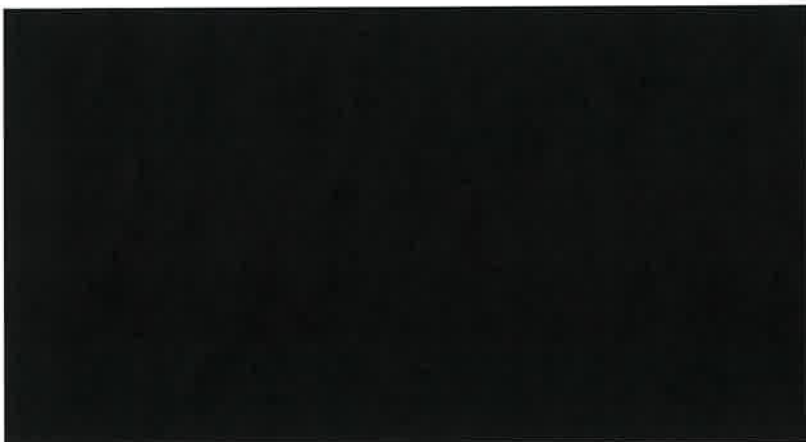
Budget is a false argument, as it currently stands.

If more funds are required to provide critical access to a part of the City (Peaks Island) that has been connected, then it’s the job of the board to lobby for those funds.

This is not as complicated as CBL et al would like the ridership to believe.

Do your job.

Thanks,  
Christian Filipos  
Youell’s Oyster House  
[Youells Oyster House | Seafood Restaurant | Allentown PA](#)



**Youells Oyster House | Seafood Restaurant |  
Allentown PA**

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## Caity Gildart

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**From:** Christine Cassidy <chrisonpeaks@aol.com>  
**Sent:** Monday, April 7, 2025 12:07 PM  
**To:** Rate Change; Jean Hoffman  
**Subject:** Pricing

I am asking that the new rate changes as they stand be reconsidered for the following reasons:

My personal expenses will rise by 47 percent. As a retiree, this is huge.

As the suggested structure exists, a driver of a vehicle (my 25 year old son for example) would need a seasonal/year round pass in order to get a V pass. He mostly takes his vehicle back and forth because it has his dog, laundry, groceries, etc. and he goes as the driver. He pays the \$36 rate. The new rates make this prohibitive. He will now make other arrangements and not be coming with his vehicle. He grew up on the Island as did several others in his generation who can no longer afford this practice.

When ticket prices for passengers went up, my kids stopped coming for the weekend, evening dinners, etc. By the time they paid for parking as none is readily available on the Portland side and bought tickets for the two parents and kids, they were up to roughly \$60 to come visit us. Now, I go to town to see them and use the money to go out to dinner instead. Our lifestyles have changed. We are being out-priced off the island. We are losing our family traditions and way of life. This is becoming a place for only the wealthy and wealthy summer people. We have been here for four generations.

I will not repeat what others have already said. Please reconsider. We are **STRONGLY** opposed to this new rate increase as it stands. Would it not have been better to add \$5 to each car last summer?

There is no transparency to Islanders of the profit and loss at CBL. The books are not open to the public.

Cut expenses somewhere else. The cost of running a business is labor, labor, labor. CBL also has high cost of boats and fuel.

Respectfully,

Christine Cassidy  
Nicholas Leong

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## Caity Gildart

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**From:** Laura Glendening <lrglendening@gmail.com>  
**Sent:** Monday, April 7, 2025 12:11 PM  
**To:** Rate Change; Jean Hoffman; Sharoan Cohen; Nate Cooper; George Higgins; Jennifer Lavanture  
**Subject:** April 2 rate change proposal

Dear Jean, Sharoan, Nate, Bud, Jennifer, and other CBL Directors,

I notice in the April 2 workshop notes that you made further reductions in the proposed cost of a discounted ticket through the PeaksVPass. I do not notice any change in the PeaksVPass proposal that would make this option a possibility for all residents of all traveling frequencies. I did see the proposal that the PIC or a social service group fund or implement a program for tickets for infrequent travelers, but this does not address your responsibility to represent all Islanders in your financial management of CBL. And as evidenced by the lack of follow through with improvements to the passenger ticket rate change last year – the CBL Board of Directors need to create policy that meets all criteria before voting to implement it.

All residents (and their immediate families) deserve the dignity of being able to purchase their own ticket home (car or passenger). If a car ticket costs \$46, make that policy. If a passenger ticket costs \$1.66, \$432 divided by 260 (5 days x 52 weeks), make that the policy.

The sustainability of island life and community is why we have CBL. This is the priority. If you are not representing the infrequent traveler, you are not representing fairly the whole of the Island community.

I urge you to work out a plan that allows all Islander to purchase discounted tickets.

Sincerely,  
Laura Glendening

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## Caity Gildart

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**From:** Lucette DeMichele <demichelefamily@gmail.com>  
**Sent:** Monday, April 7, 2025 1:05 PM  
**To:** Rate Change  
**Cc:** Jean Hoffman; Jennifer Lavanture; George Higgins; Nate Cooper; Sharoan Cohen; pic@portlandmaine.gov  
**Subject:** Peaks Island Car Ferry Rate Change Questions

Dear CBL Peaks Island Board Members:

I have a few questions related the latest proposal for the car ferry rate changes:

1. I understand that if I purchase a 90 day or annual pass I can also buy a VPASS for \$100. Why is the cost for a VPASS \$100 for both 90 and annual? If I buy a 90-day and a VPASS at the same time and at the end of that period I purchase another 90 day would I need to pay another \$100 for a VPASS or is the VPASS good for the full year?
2. Do single day car tickets under the new rate structure still include 1 driver?
3. If I purchase a 90 day pass and a VPASS I understand I must be in the car that is utilizing the VPASS. If vehicle passes include a driver does that mean that TWO people, myself and one other passenger (the driver) would be covered by my 90 day / VPASS combined costs.

One comment about the supposed "success" of the passenger fare changes from 6/1/2024. I do not believe this increase was completely fair as ALL islands pay the same single day rate even though the distance the passenger boats travel to other islands far exceeds that of Peaks. This coupled with the increased vehicle costs leaves Peaks Island carrying the majority of the expense. I feel all islands should carry the burden of the possible loss of Federal Grants and not just Peaks. It is unfair to single out Peaks Island just because we have the largest ridership. Distance to each island should also be considered. I am hoping a review of these changes will be done and an increase to single day costs to other islands is seriously considered to help share the burden of the deficit.

Look forward to your response.

Thank you.

Lucette DeMichele  
30 Beach Road  
Peaks Island, Maine 04108

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**Caity Gildart**

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**From:** vickflan@aol.com  
**Sent:** Monday, April 7, 2025 1:27 PM  
**To:** Rate Change  
**Subject:** Letter for the board

To all concerned;

After the most recent updated changes to the rate change proposal for vehicle rates when purchasing a commuter pass along with the newly proposed PeaksVPass, I'm in full support of the process going forward. While it's not perfect, I think that it is a good result for the majority of Islanders as well as a compromising result for the financial health of CBITD.

A special thank you to the finance committee for all your hard work and many hours. I know it is appreciated by many on the island.

Vicki Flanagan  
Peaks Island

[Sent from the all new AOL app for iOS](#)

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## Caity Gildart

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**From:** Mira Ptacin <mira.ptacin@gmail.com>  
**Sent:** Monday, April 7, 2025 2:05 PM  
**To:** Rate Change  
**Subject:** Casco Bay Lines proposed rates will harm islanders already financially strapped

As residents of Peaks Island, the proposed new rate increases in Casco Bay Lines ferry rates will place a significant strain on our family's daily life and budget. The cost to transport our family vehicle will surge dramatically, threatening our ability to continue living on Peaks Island, where we own a home, where our daughter attends elementary school, and where we are active members of the island community. We are not wealthy, we are struggling even to be "middle class" and live paycheck to paycheck as is.

This steep increase severely hampers our ability to attend our son's school events on the mainland, which often occur during evenings and weekends. The elevated costs make it financially challenging to participate in these important moments of his education and extracurricular activities.

Moreover, transporting our elderly family members to medical appointments has become a logistical and financial burden. Relying on public transportation is not feasible given their mobility issues, and the increased ferry rates make regular trips to healthcare providers in Portland significantly more expensive.

The elimination of commuter books further exacerbates our situation. While discounted monthly and annual passes are available, they do not align with our family's travel patterns, leading to higher overall expenses.

We urge Casco Bay Lines to reconsider these rate increases and explore solutions that balance operational costs with the needs of island residents. Affordable and accessible transportation is vital for our community's well-being and connectivity to essential services on the mainland.

Best,  
Mira Ptacin and family

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To: CBL Board

April 7, 2025

The Casco Bay ferries provide an indispensable service to island residents and every islander owes the CBL Board of Directors an enormous debt of gratitude for the work they do on our behalf. From time to time that work includes the unpopular job of raising rates. No one is happy about this necessary task, especially the CBL Board. Nevertheless, rates must go up for the first time in 15 years in order for CBL to meet its fiscal responsibility.

The CBL Board's handling of increases for passenger tickets has gone smoothly and its solutions for easing the transition for island residents has been very effective and fair. A similar goal for auto and light truck rates is next. The proposal for consideration meets critical goals for CBL and its customers.

- It addresses the requirement for reducing the deficit.
- It increases rates to levels more closely aligned with the inflation that has occurred over the past 15 years when CBL subsidized services.
- It provides relief and discounts for island residents who use the ferry most and passes more of the increase on to infrequent customers who should have been at these levels for years.
- It provides a solution to a problem at a time when municipal, state and federal grants may not be an option.

We support and thank the CBL Board for its open consideration of multiple opinions, its innovative problem solving and its diplomacy in the thankless task of handling a difficult issue. We also encourage islanders to continue to find ways to help subsidize tickets for those in need.

Bill & Patty Zimmerman

Peaks Island, Maine

## Caity Gildart

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**From:** Michele Winchester <mandewinchester@gmail.com>  
**Sent:** Monday, April 7, 2025 8:02 PM  
**To:** Rate Change; Erik Winchester  
**Subject:** Car Ferry Rate Changes

CBL Finance Committee,

We are writing to express our support for the work the CBL Finance Committee has done and continues to do with regard to the Car Ferry Rate Changes.

We believe the latest plan presented on Wednesday 4/2 is a solid plan with many benefits:

The Discount Pass Rate offers more “cheap” travel days, Sunday through Wednesday vs only Wednesday. This will reduce congestion on “cheap Wednesdays” year round.

The Discount Pass Rate is not tied to residency, addressing concerns regarding service providers who travel frequently to the island.

The Discount Pass Rate supports Friends and Family travel, simply requiring the 90 Day or Annual Pass holder be in the vehicle which is a reasonable ask.

Vehicle tickets purchased before 4/18 will be honored for 60 days allowing a grace period and smooth adjustment to the change.

While there are a couple scenarios that are not addressed by the proposed changes there are other options.

Summer residents could purchase a 90 day pass and a Vehicle pass. If one travels off island 4 times a month the 90 day (and annual) passes are cost effective. Only one family member needs to purchase the 90 day pass to be eligible for the vehicle pass. This is still a cheaper and more convenient option than parking in Portland during the summer.

For those that don't travel off island enough to justify a 90 day or annual pass, or for those who purchase a pass and the vehicle pass intending to travel Sunday through Wednesday, if there is a need to travel Thursday, Friday or Saturday, there are island resources that could assist such as PIC and Loretta Voyer. I suggest these groups and other island organizations could brainstorm additional ticket support options.

Besides all of the reasons noted above, the most compelling reason that we offer support is because the CBL Finance Committee has actively solicited, listened to and responded to islander input. This demonstrates the sincere goal to serve the community while accomplishing the difficult task to address CBL's fiscal responsibility.

We recommend the proposed plan proceed forward.

Thank you,  
Michele and Erik Winchester