Memorandum

TO: Casco Bay Island Transit District Board of Directors

FROM: Jennifer Lavanture, Treasurer and Finance Committee Chair

DATE: April 24, 2024

RE: **Casco Bay Island Transit District Tariff Proposal**

In response to a trend of increased operating loss due to rising expenses without corresponding increase in revenue, a proposal to restructure the Casco Bay Island Transit District's ("CBITD") rate schedule (the "Rate Proposal") for passenger service to Peaks Island, Little Diamond Island, Great Diamond Island, Diamond Cove, Long Island, Great Chebeague, and Cliff Island has been developed. This proposal has been workshopped at the Finance committee and is the subject of a public hearing to be held during the April Board of Directors ("Board") meeting, following which the Board may consider and act regarding the Rate Proposal.

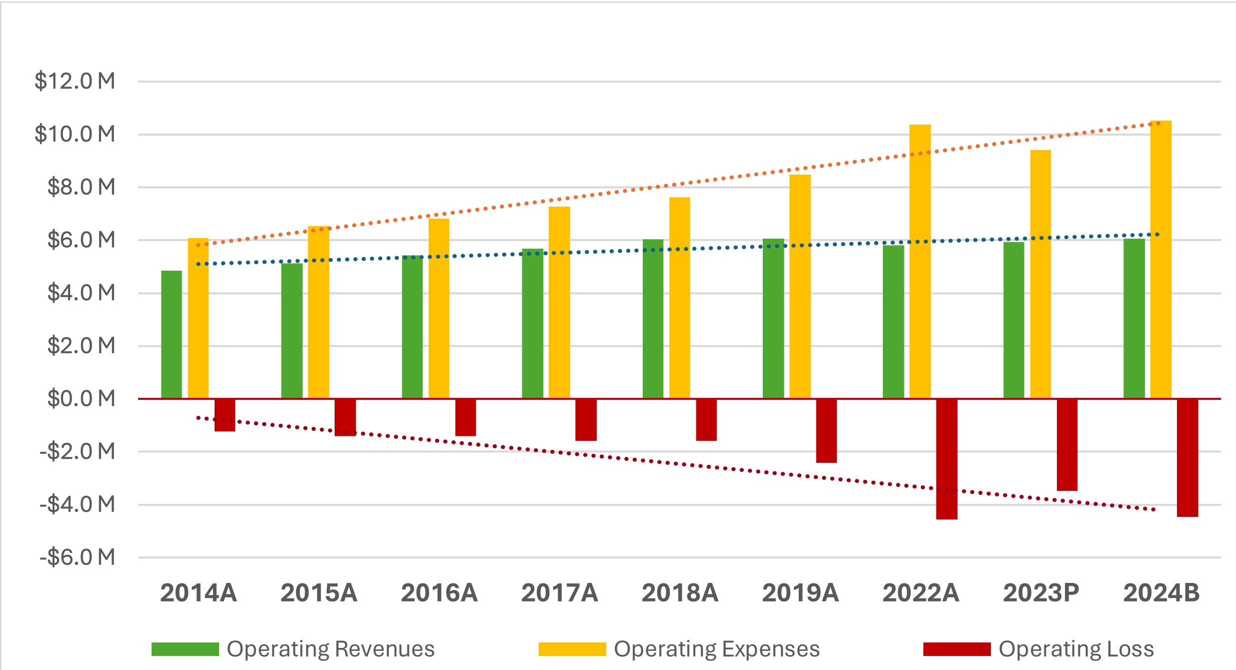
Background

CBITD provides passengers with ferry service to islands that are not otherwise accessible by any means other than water taxi or personal watercraft and has an obligation via its enabling statute to maintain reasonable and adequate service to the islands of Casco Bay. This statute also requires the Board to fix rates of fare to assure sufficient income to meet the cost of the service.

Operating Loss at the District has increased significantly since 2019 (even excluding 2020 and 2021 which were impacted by the COVID-19 pandemic. This trend of increasing loss is resultant from generally flat operating revenues and significantly increasing operating expenses. The tariff that governs passenger, vehicle, and freight rates has not been updated in 15 years. At the same time, operating expenses have increased significantly, at rates outpacing inflation. **Figure 1** presents a summary of financial operating performance from 2014 to 2024.

When approving the FY 2023 budget in September 2022, the Board had directed management to reduce the operating loss, and again when setting the FY 2024 budget, requested management present revenue increase and expense reduction options. Ultimately, the FY 2024 budget was passed by the Board of Directors with a $4.3 M operating loss, such loss to be brought neutral through grant revenue, but with the requirement to reduce the amount of the operating loss by 25%, or approximately $1M, through management adjustments, via a mix of both expense reduction and revenue increase. The Finance committee initiated direct action to develop a proposal to increase revenue via restructuring of the tariff in February 2024, in the absence of a proposal from staff. In parallel, as prompted by the Finance committee, staff identified areas of expense reduction in the magnitude of ~$300k and is proceeding to implement accordingly. The Finance committee has acknowledged need to also review vehicle and freight tariffs in the future.

Figure 1: Operating Revenue, Expenses, and Operating Loss, 2014-2024

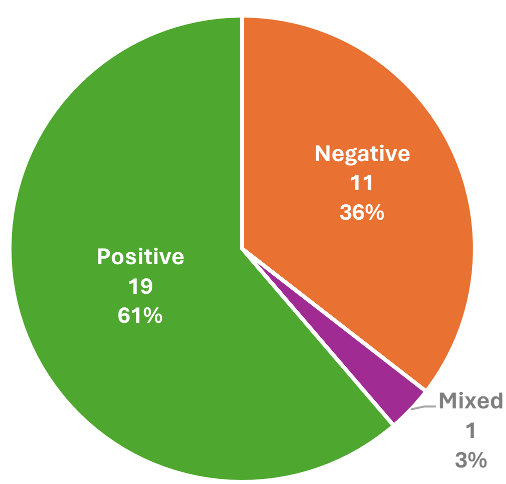


Process

Members of the Finance committee initiated data analysis and modeling in February 2024, followed by a series of three public workshops of the Finance committee (March 13, April 10, and April 16, 2024). A report from the committee was also provided at the March 28, 2024 Board of Directors meeting. Public participation and input has been welcomed in all Finance committee meetings. Additionally, a dedicated page was established on the Casco Bay Lines website that provided information on the process and proposal (link).

As of the morning of April 24, 2024, a total of 31 individuals have provided written public comment, with 19 in support, 11 against, and 1 mixed (**Figure 2** at right). A copy of all written comments received to-date accompanies this memo as Attachment A. Additionally, a legal analysis of the Rate Proposal was requested from CBITD's counsel (included as Attachment B). The analysis did not identify any potential legal violations, though noted that rate change may be subject to Maine Public Utilities Commission (MPUC) investigation.

Figure 2: Tabulation of Written Feedback Sentiment



A public hearing has been noticed for April 25, 2024 to be held during the scheduled Board of Directors meeting. The agenda for this meeting includes an item of business of consideration and action by the Board on restructuring of the rates. Should the Board vote to approve the proposal, or any other change to the rate schedule, the District must file such rate schedule with the MPUC. Notice of any rate change must also be published at least 30 days in advance of the effective date of the changes.

Modeling Approach

To develop the proposal for rate restructuring, a multi-phased approach was utilized that included:

1. **Analysis of CBL ticket purchasing data:** A detailed review of ticket purchase data was conducted[1]. Two key findings from this analysis informed propsoal development:
   - ***High dependency on Peaks Island passenger revenue and single ticket purchases. 66% of tickets sold are Peaks single tickets. ~70% of passenger revenue derived from Peaks.*** As such changes to Peaks prices will be key lever.
   - ***Only ~45 annual passes purchased (2% of revenue) and ~800 monthlies to all islands.*** This data does not align with island populations and frequent ridership (e.g., regular commuters), suggesting financial structure of these rates may not be providing intended benefit to islanders and frequent riders such at those who work at island businesses.
2. **Assessment of Inflation Rates:** As rate structure had not been upated in 15 years, an important compontent of the analysis was to compare to what rates would be if they had tracked with rates of inflation[2]. ***If rates had been adjusted at the rate of inflation, a Peaks single ticket would be ~$12.***
3. **Comparable Research:** Rates at other ferry systems were reviewed, including Maine State Ferry and the Chebeague ferry (Chebeague Trasportation Company). ***Of note, the Maine State Ferry current proposal for a ticket to Islesboro (~20min ride) is $15 for an adult single ticket, and Chebeague ferry is $18 round-trip***. *In the Rate Proposal, the single ticket price is still below these two comparables.*
4. **Development of Scenarios and Recommendations:** Utilizing the data inputs described above, dozens of scenarios were developed with the aim of increasing revenue from passengers, while also preserving accessibility and affordability for islanders and frequent users of the service (e.g., those who work on the islands), and equity amongst islands served. Anslysis of finanicial impact (i.e., revenue forecast and comparision to 2023) was assessed, and sensitivity analyses also conducted, to evaluate how impacted the forecast would be to a change in assumptions (e.g., more/fewer people transition to monthly or annual passes from commuter books)

Passenger, Animal & Bicycle Tariff Rate Proposal

Based on the modeling approach described above a proposal for restructuring of the fares was developed and workshopped at the Finance committee. The Rate Proposal equalizes CBITD's rates for all passengers by imposing a single flat fare for passenger service to any of the Casco Bay Islands served by CBITD. Specifically, for all islands, the Rate Proposal:

- Establishes flat-fare full- and half-price passenger rates for service to service to any island;
- Maintains peak and off-peak season rates for service;
- Increases single-ticket pricing and eliminates commuter books, which were subject to abuse and unenforceability of the use policy for non-transferability and expiration;
- Addresses the current deficiency in the structure of monthly and annual passes by restructuring and creating new flat-rates (both full and new half-price) for passes as 30-day, 90-day, and annual passes.

The Rate Proposal is depicted in **Figure 3**. Additionally, a summary of the proposal with island by island comparison vs. current rates is included as **Attachment C,** and a draft of Tariff Rate Schedule and Terms reflecting the Rate Proposal is included as **Attachment D.**

[1] Source RocketRez. Summary data available in April 16th Finance committee presentation.
[2] Summary data available in April 16th Finance committee presentation.

Figure 3: Proposed Structure - Round-Trip Rates for Passengers, Domestic Animals, and Bicycles

PROPOSED ROUND-TRIP PASSENGER FARES	
PEAK SEASON	**Flat Fare: ALL ISLANDS**
ADULT	$14.00
HALF PRICE (senior/child/disabled)	$7.00
30-DAY PASS	$48.00
30-DAY PASS - HALF PRICE (senior/child/disabled)	$24.00
OFF SEASON	**Flat Fare: ALL ISLANDS**
FULL PRICE	$7.20
HALF PRICE (senior/child/disabled)	$3.60
30-DAY PASS	$32.00
30-DAY PASS - HALF PRICE (senior/child/disabled)	$16.00
ANNUAL	**Flat Fare: ALL ISLANDS**
ANNUAL	$432.00
ANNUAL – HALF PRICE (senior/child/disabled)	$216.00

PROPOSED DOMESTICATED ANIMAL RATE	
	Proposed
SINGLE TICKET	$4.50

PROPOSED BICYCLE RATE	
	Proposed
SINGLE TICKET - ADULT	$7.00
SINGLE TICKET - CHILD	$3.50

Note: Annual and monthly passes also include transportation of one bicycle and/or one domesticated animal (dog/cat) along with the pass holder.
Half-Price Fare Eligibility:
Children aged 5-13 are eligible for half price fare. There is no charge for children under 5.
Adults 65 years of age or over are eligible for half price fare
Those with transportation disabilities are eligible fore half price fare. A Medicare Card, METRO Reduced Fare card or an out of state disability card issued by a transit agency of that State may be presented at the Ticket Office to validate half fares for persons with transportation disabilities.

Financial Analysis

The rate proposal is projected to provide increased to CBITD, based on extrapolation analysis using 2023 revenue data (***Figure 4***). Additionally, the Rate Proposal is robust to sensitivity analysis, showing projected increases in revenue, albeit of less magnitude, when assumptions are changed (***Figure 5***). Of note, the Rate Proposal increases income even in an unlikely scenario with a 20% decrease in purchases of tickets of all types.

Figure 4: Forecasted Revenue Impact Scenario - Passenger Rates

Full Year	2024 Proposal - Revenue	Peaks Island	Little Diamond	Great D. Island	Diamond Cove	Long Island	Great Chebeague	Cliff Island	Total
	Full Price	$2,024,740	$38,135	$73,264	$170,228	$204,986	$53,906	$46,559	$2,611,818
	Half Price	$482,079	$24,068	$35,550	$39,216	$93,703	$8,565	$18,789	$701,970
	Commuter	-	-	-	-	-	-	-	-
	Monthly Pass*	$121,315	$2,699	$8,236	$17,633	$22,799	$776	$2,650	$176,109
	Annual Pass	$28,370	-	-	-	$432	-	$432	$29,234
		2,656,504	**64,902**	**117,050**	**227,078**	**321,920**	**63,248**	**68,430**	**3,519,131**

Full Year	Current Pricing - Revenue	Peaks Island	Little Diamond	Great D. Island	Diamond Cove	Long Island	Great Chebeague	Cliff Island	Total
	Full Price	$1,117,637	$22,711	$51,812	$131,789	$162,377	$43,177	$39,591	$1,569,093
	Half Price	$265,585	$14,397	$25,320	$30,721	$75,020	$6,843	$16,090	$433,976
	Commuter	$282,847	$8,968	$29,015	$42,796	$88,977	$3,322	$13,014	$468,938
	Monthly Pass	$53,483	$98	$2,912	$18,128	$5,096	$115	-	$79,832
	Annual Pass	$49,743	-	-	-	$1,231	-	$1,377	$52,350
		1,769,296	**46,173**	**109,060**	**223,434**	**332,700**	**53,457**	**70,071**	**2,604,190**

** 2024 Proposal estimates assume that existing Commuter tickets convert to Monthly Pass.*
** Estimates based on 2023 Ticket Sales Data*

Figure 5: Forecasted Revenue Impact - Sensitivity Analysis

Sensitivity Scenario #1: Negative - Decrease in Full-price and Half-Price Single Tickets Sold by 20%

Full Year	2023	Proposal	ange 2023--> Proposal
# of Tickets	**Actual**	**Total**	**Total**
Full Price	204,594	163,675	(40,919)
Half Price	115,611	92,489	(23,122)
Commuter	20,017	-	(20,017)
30-Day Pass	873	4,149	3,276
Bike	11,477	11,477	-
Annual Pass	940	940	-
Other Passes	5,661	5,661	-
Total	**359,173**	**278,391**	**(80,783)**

Full Year	2023	Scenario 6
Revenue $	**Total**	**Total**
Full Price	$1,569,093	$2,089,455
Half Price	$433,976	$561,576
Commuter	$468,938	-
30-Day Pass	$80,200	$176,267
Bike	$71,617	$71,617
Annual Pass	$52,350	$29,234
Other Passes	-	-
Total	**$2,676,175**	**$2,928,149**
	▲	**$251,974**

Sensitivity Scenario #2: Negative 20% decrease in all tickets sold by 20%

Full Year	2023	Scenario 6	Scenario 6
# of Tickets	**Actual**	**Total**	**Total**
Full Price	204,594	163,675	(40,919)
Half Price	115,611	92,489	(23,122)
Commuter	20,017	-	(20,017)
30-Day Pass	873	3,319	2,446
Bike	11,477	9,182	(2,295)
Annual Pass	940	752	(188)
Other Passes	5,661	4,529	(1,132)
Total	**359,173**	**273,945**	**(85,228)**

Full Year	2023	Scenario 6
Revenue $	**Total**	**Total**
Full Price	$1,569,093	$2,089,455
Half Price	$433,976	$561,576
Commuter	$468,938	-
30-Day Pass	$80,200	$141,014
Bike	$71,617	$57,294
Annual Pass	$52,350	$23,387
Other Passes	-	-
Total	**$2,676,175**	**$2,872,725**
	▲	**$196,550**

Sensitivity Scenario #3: Positive. -20% increase in all tickets sold

Full Year	2023	Scenario 6	Scenario 6
# of Tickets	**Actual**	**Total**	**Total**
Full Price	204,594	245,513	40,919
Half Price	115,611	138,733	23,122
Commuter	20,017	-	(20,017)
30-Day Pass	873	4,979	4,106
Bike	11,477	13,772	2,295
Annual Pass	940	1,128	188
Other Passes	5,661	6,793	1,132
Total	**359,173**	**410,918**	**51,745**

Full Year	2023	Scenario 6
Revenue $	**Total**	**Total**
Full Price	$1,569,093	$3,134,182
Half Price	$433,976	$842,364
Commuter	$468,938	-
30-Day Pass	$80,200	$211,521
Bike	$71,617	$85,940
Annual Pass	$52,350	$35,081
Other Passes	-	-
Total	**$2,676,175**	**$4,309,088**
	▲	**$1,632,912**

Suggested Changes following April 16 Finance Committee Meeting

The Finance committee conducted a public workshop on April 16, 2024, with focus on several topics identified in response to input and comments received from members of the board, staff, and public. The workshop topics and discussion are summarized below for the benefit of the board. No formal recommendations were made during the workshop, but two suggested changes are detailed below.

1. **Inclusion of 90-day pass option**
   The Finance committee discussion acknowledged that the 90-day option would provide some benefit to operational efficiency at the point of sale, and would also provide some incremental convenience to customers, and therefore generally was supportive in a straw poll but not strong in conviction of need to include the 90-day pass option.

2. **Support for flat-fare to all islands**

   The Finance committee discussed various approaches to structure, with analogies to other transportation modalities (e.g., regional rail where fares may increase with distance vs. metro/bus/subway which is a flat fare per trip). A focus of the committee discussion was how CBITD can equitably serve all islands. Additionally, committee members commented that the rates are already higher ‘down-bay’ such that there is less ability to absorb increases without impacting overall affordability and accessibility. Additionally, because of the relatively small contribution to overall passenger revenue from non-Peaks islands, relative contribution of any differentiated pricing is less material. Therefore, in straw poll following discussion, committee was supporting of the flat fare for all islands.

3. Magnitude of impact for traveling infrequently, with focus on seniors

The Finance committee discussion focused on aggregate impact to cost. Discussion acknowledged the % magnitude increase for single tickets, but also noted the continued availability of half-price single tickets, as well as creation of half-price passes. An example was put forth for a senior rider who travels only 2x per month; total monthly cost for such a rider would be $14. Additionally, the availability of support programs administered by various communities and organizations (e.g., Peaks Island Council, Town of Long Island, Loretta Voyer fund) were discussed for those who may be experiencing financial hardship.

4. Magnitude of increase ($14 vs. $12 for adult single ticket)

During the 2nd Finance committee workshop on April 10th, both board and members of the public suggested that an increase to $12 vs. $14 for a single adult ticket be considered. Members of the Finance committee ran that scenario and discussed at the April 16th meeting. Due to the contribution of Peaks single tickets (66% of ticket sales), increasing the single-ticket price to $12 would provide only 1/3 the amount of projected revenue increase, relative to the Rate Proposal.

5. **Cost for visiting family**

Another theme of feedback received was related to cost for family to visit island residents, particularly for family that may visit with some frequency but without regularity. This was identified as an important aspect of maintaining overall accessibility, sustainability, and vibrancy of the island communities served by the district. Based on a recent discussion with CBITD counsel, my recommendation as Finance committee chair is that we evaluate with all reasonable expediency, the potential to create a program whereby residents could access discounted tickets that could be supplied to members of their family or possibly their guests. Any such program will need further deliberation and the Finance committee and further legal analysis prior to consideration by the board.

6. <u>SUGGESTED CHANGE</u>: Rationalize child age limits for half-price eligibility

The current structure for children’s fares is that children under five (5) years of age ride for free, and children 5-13 at transported at the children’s fare (half). Children 14 and older are ticketed as adults.

These eligibility criteria were discussed, and specifically, merits of considering a change contemplated. Following such discussion, a change to increase the children’s fare eligibility to 17 years of age is suggested. This change would reduce financial burden on families traveling on single tickets. Additionally, this would align with the state of Maine definition of child, and with the policies of Maine State Ferry.

Should the board consider and act on such suggestion, section 121 of the tariff should be updated as follows below:

Children's Fares

121

Children under five (5) years of age will be transported free. Children five (5) or more years but, under eighteen (18) years of age will be transported at the children's fares named herein.

7. **<u>SUGGESTED CHANGE</u>: Pilot implementation**

The Finance committee discussed that the Rate Proposal represents a significant change to the rate structure, and the first change of any kind in 15 years. The committee further discussed that good practice would include evaluation and assessment of implementation of this proposal should it be approved, and more frequent reviews of the rate structure generally. Comments were made stating that opportunities for further adjustments would likely be identified. Additionally, I commented that this regular review and optimization is a muscle that CBITD needs to develop and exercise. Therefore, there was general supportive in a straw poll of Finance committee members for a pilot implementation. A suggestion for framing of a potential structure for pilot implantation is below, should the board proceed to act to implement the Rate Proposal or any other change to the Rate Structure.

Pilot Implementation

The [Rate Proposal] be approved on a pilot basis for a period of [18 months], with the intent that its implementation will be reviewed by the Board of Directors following the first [12 months] of implementation. Absent further action from the Board of Directors at such time, the [Rate Proposal] will be adopted on a permanent basis.

Cruise Rate Proposal

In addition to farebox revenues, CBITD offers various specialty cruises and charters, which contribute to operating revenue. Given the initiative underway to assess the tariff/passenger rates, a proposal for revision to the Cruise Rates was also workshopped at the Finance committee and is presented below in ***Figure 6***. Cruise rates were last updated in 2020.

Figure 6: Proposed Structure - Cruises

MAILBOAT / SUNRISE / SUNSET	Current Tariff	Proposed	% Change
ADULT	$17.00	$21.00	24%
SENIOR	$14.50	$17.50	21%
CHILD	$8.50	$12.00	41%

DIAMOND PASS	Current Tariff	Proposed	% Change
ADULT	$16.00	$19.50	22%
SENIOR	$13.50	$16.00	19%
CHILD	$8.00	$10.50	31%

Conclusion

CBITD provides passengers with ferry service to islands that are not otherwise accessible by any means other than water taxi or personal watercraft and has an obligation via its enabling statute to maintain reasonable and adequate service to the islands of Casco Bay. This statute also requires the Board to fix rates of fare to assure sufficient income to meet the cost of the service. It is therefore imperative for the Board to take action to address the trend of growing operating losses.

CBTID's costs to provide ferry service to the Casco Bay Islands are considerable, and as reflected in reports from the Finance committee as well as audited financial statements, operating expenses are rising at a rate that is far exceeding revenue from operations. This is therefore increasing CBITD reliance on grant income to maintain its operations. CBITD was fortunate to be a recipient of CARES and ARPA act funding to blunt the impact of the COVID-19 pandemic, however such funds are being exhausted. If the current trajectory of operating losses persists, reliance on other forms of grants would increase, with no guarantee that grant funding will to continue at such levels in the future, presenting risk to the district. Furthermore, grant revenue often requires the district to supply local matching funds, and CBITD has limited sources of funds to fulfill local match obligations (i.e., farebox cannot be utilized for local match).

The Rate Proposal is intended to reduce CBITD's operating losses by overhauling the current rate structure to create additional revenue from ticket sales. This additional revenue will help offset the costs to provide service to the islands, which have been increasing due to increased expenses for personnel, fuel, and dry dock. This change in fare structure is designed to be reasonable both in relation to the benefits provided via ferry service to the islands, and to preserve affordability of passenger service all passengers.

Attachments

Attachment A: Compilation of written comments received as of April 24, 2024;

Attachment B: Memorandum - CBITD Tariff Proposal Legal Analysis;

Attachment C: Rate Proposal vs. Current, by Island;

Attachment D: Draft Tariff Rate Schedule and Terms

Attachment A:

Compilation of written comments received as of April 24, 2024

Nick Mavodones

From: Barbara Carter <barbcarter19@gmail.com>
Sent: Friday, March 15, 2024 3:19 PM
To: Rate Change
Subject: Ticket Price Proposal

As a 72 yo year round resident of Peaks Island, I am very disturbed by the Ticket Price Proposal as published in the Peaks Island News. It clearly favors commuters to an extreme extent and proposes significant increases to the cost for seniors or infrequent travelers.
Let me explain... I travel to town less than once a week. Therefore, if I purchased a monthly or annual pass, I would pay more per ticket then if I bought individual tickets at half price. The individual tickets for the proposed increase would be nearly double what I am currently paying.
A commuter, on the other hand, who travels three times a week to town, will pay less than $3. per trip if they purchase the annual pass. Someone traveling five times per week would pay $1.66 per trip. That would be $8.30 for 5 trips! And my one trip Peak Season would be $700. This makes no sense, and clearly is a hardship for those in lower income brackets or on fixed income.
Furthermore, while a tourist on vacation may be willing to spend $14. to travel to Peaks Island for a day, I think it is way too much to ask of the general public. Again as a senior citizen, I feel that it will further isolate me from my family and close friends. For my daughter and her partner, who work for minimum wages, it will cost them $28 plus parking to visit me for a day...that is outrageous.

I believe that the full fare should be no more than $10. (Peak season) and $6. (Off Peak) The monthly and annual pass prices should be higher than proposed.

Because many people today are working hybrid schedules, and not commuting five days a week, I believe a commuter book should still be offered, but with five tickets that can be used over a period of 10 days.

Personally, I would prefer the off-peak car rates to be raised a bit to offset some of the costs.

The biggest takeaway here is that commuters are being favored with big discounts and seniors (and infrequent travelers) are being gouged!
Barbara Carter
Peaks Island

Nick Mavodones

From: Paul Hart <paulhart@hdhwine.com>
Sent: Saturday, March 16, 2024 10:41 AM
To: Rate Change
Subject: Rate change

We are thankful for the crews and the remarkable service of CBL. We support the rate change and hope the crews and management know what an asset they are to our community.

Thank you.

Paul Hart

Sent from my iPhone

HDH
Paul Hart
Chairman & CEO
312.573.5582
Hart Davis Hart Wine Co.
shop.hdhwine.com

Nick Mavodones

From: Irv Williams <irvwilliams@gmail.com>
Sent: Sunday, March 17, 2024 6:13 PM
To: Rate Change
Subject: comments

Dear CBL Board,

I'm writing to express my satisfaction with the proposed rate change as outlined in the most recent Peaks Island News.

As a senior rider, who generally travels two to three times per week to the mainland, the proposed monthly pass at half price will actually save me money over the current $2 fare for individual tickets.

I support the concept of equalizing fares between all the islands, as it is really a service that we all use, regardless of destinations.

I support further analysis of downbay schedules and impacts on fares as well. While no one likes to lose a run or two, the lines have to be more cost effective. Long term, it seems to me that the Bay Lines should investigate much smaller and faster vessels (20 passengers?) for off peak use down bay.

Finally, with regards to rates. I sincerely hope you could eliminate bike fares for monthly and annual pass holders. The way I look at it, CBL is my METRO "bus" to town when I commute with my e-bike. You charge me for my bike. But when I disembark and board a METRO land based bus, my bike goes along with me for the ride for no additional cost. CBL, I believe, should offer the same...it would promote green commuting, it would acknowledge that bike commuters take up way less space than cars, and are more fuel efficient for the boats as they are a minute fraction of the weight of cars.

With regards,

Irv Williams
328 Island Ave
Peaks Island 04108

Nick Mavodones

From: Michael Joyce <joycemichael04101@yahoo.com>
Sent: Monday, March 18, 2024 8:28 AM
To: Rate Change
Subject: Rate changes

Please leave senior prices as is.....! MJJ
Sent from my iPhone

Nick Mavodones

From: Sabrina Plante <splante99@icloud.com>
Sent: Tuesday, March 19, 2024 11:37 AM
To: Rate Change
Subject: Price Increase

To Whom It May Concern,

Please consider those of us who live and work on Peaks Island. We don't commute daily and doubling the ticket price seems to be extreme.

As a life-long islander, I feel the current rate structure works best for the seniors, islanders, and those who live on the mainland and commute to Peaks for work.

Thank you,
Sabrina Plante

Sent from my iPhone

Nick Mavodones

From: Peter Eckel <peter.eckel08@gmail.com>
Sent: Thursday, March 21, 2024 10:50 AM
To: Rate Change
Subject: proposed rate change

I support the proposed rate change. The Board has done a great job in creatively addressing a tricky issue. With the proposal most islanders will end up paying less. Thanks for your good work!

Peter Eckel
Peaks Island

Nick Mavodones

From: Karen Friedman <kfrdmn@gmail.com>
Sent: Thursday, March 21, 2024 2:31 PM
To: Rate Change
Subject: Rate change for seniors

It is important to attempt to charge more for daily visitors to the island, but the new rates will **be particularly difficult for seniors, visiting friends and family members.**

I'm hoping that there will continue to be commuter books and not just monthly and yearly passes.

Could a commuter book for seniors be considered? A senior commuter book with 25 tickets for $50 - $75, with a six month expiration date would be helpful.
Monthly passes are not especially helpful because trips to town are inconsistent and unpredictable.

I'm not sure why dropping the cost of an annual pass from $907 to $432 makes financial sense.
What will make up for the loss of that income?

Someone who buys an annual pass and rides the boat five times a week will be paying less than a single senior ticket per ride. The daily commuter has always carried the burden of providing income for the ferry. I just believe that this proposal is too extreme.

Karen Friedman

Nick Mavodones

From: Jeff Day <jeffday0813@gmail.com>
Sent: Friday, March 22, 2024 8:58 AM
To: Rate Change
Subject: Pls revisit rates for seniors and fixed income

I know you are trying to keep rates in check, but the rates are going up too much for seniors and for those who are on fixed or supplemented living. Please revisit this! We all need affordable and reliable transportation and you can't just pass off costs that will impact those who are most vulnerable and in need on the island.

Respectfully submitted,

Jeff Day
Erin Brady
Homeowner and tax payer on Peaks Island
e: jeffday0813@gmail.com
m: 484-571-7052

Nick Mavodones

From: Robin Clark <r1peak@aol.com>
Sent: Thursday, March 28, 2024 10:11 AM
To: Rate Change
Subject: Rate change

Hi, I do not agree with the proposed rate changes. At a time when CBITD is running at a loss why would you decrease any income stream? Furthermore, why would you give monthly and yearly passes a 42% and 50% discount? Again, this makes no sense to me when you are running at a deficit?? Having all the ticket prices be the same for any island would require Peaks Island travel to absorb more of the expenses the other islands incur. Again why penalize the profitable runs more than they are? Please do not change the current ticket prices. Robin Clark Sent from my iPhone

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Nick Mavodones

From: Matt Reading <mreading@gmail.com>
Sent: Sunday, March 31, 2024 10:34 AM
To: Rate Change
Subject: Support for proposed rate changes

Hello Board Directors,

I write to offer support for all aspects of the recent rate change proposal:

* Increasing the single ticket peak season rate to $14
* Equalizing single ticket rates for travel to all islands
* Decreasing monthly and annual fares

I want to thank the board for acting to bolster the finances of Casco Bay Lines and for doing it in a way that will create better harmony between CBL's primary mission to support the transportation needs of island residents, offer sustainable support for increased tourist volume, and keeping CBL solvent in the process.

Concerns will undoubtedly be raised by some, but it remains impossible to please everyone. I urge the board to pass the proposal as is.

Thank you,

Matt Reading
Sterling St, Peaks

Nick Mavodones

From: Jeff Morton <jeffmorton82@gmail.com>
Sent: Monday, April 8, 2024 11:47 AM
To: Rate Change
Subject: Rate Change Consideration

Hello,

My name is Jeff Morton. I am a year-round resident of Peaks Island. I currently work from home and only take one, MAYBE two trips per week at most but not frequently.

I've read a lot on Next Door and in the Peaks Island News about the proposed fee changes to passenger tickets. While I generally support these proposed changes, I've been asked to share one big concern I have with this proposal and know many other islanders do as well.

The only concern I have with the proposed fee structure (which others have also mentioned too) is that those island residents who don't travel to town frequently enough to get value from a monthly or annual pass will now see their ticket prices double which is highly unfortunate for residents. Perhaps reducing annual passes even more steeply and using them as the priority boarding pass would help alleviate this concern? Getting more residents on an annual pass is a great idea but make it affordable and worth while for even those who travel back and forth less frequently so they aren't stuck paying double the current rate for a ticket. How about charging more for vehicles in the summer — say increase to $100 and make it every day of the week, including Wednesday and if you have an annual or monthly island resident commuter card, you would get the current cheap Wednesday rate, regardless of the day of the week. I suspect that these changes would go a long way in strengthening island residents' relationship with the Baylines. I know islanders would be grateful and appreciative of these considerations.

Thanks for considering this input.

Best,
Jeff Morton
Peaks Island

Nick Mavodones

From: Tamsen Towle <tamsentm@comcast.net>
Sent: Tuesday, April 9, 2024 5:19 PM
To: Rate Change
Subject: My 2 cents 😁

We thoroughly support the rate change proposed and hope it passes!

Nick Mavodones

From:	Cynde Putney <cyndep@maine.rr.com>
Sent:	Tuesday, April 9, 2024 5:21 PM
To:	Rate Change
Cc:	Jennifer Lavanture
Subject:	Support of rate change

I am writing in support of the proposed fare changes to Casco Bay Lines . I have lived on Peaks year-round for almost 45 years, and during that tenure have traveled on the Bay Lines in multiple capacities: as a young single working woman, as a working family with children attending private schools, and now as a semi-retired individual who travels infrequently. Although I suppose there might be a slight increase in the fare from current rates for someone like myself; a "senior" who travels infrequently, the total change would be minimal over the year and there obviously needs to be some increase in fares however it is calculated. The overall plan which actually reduces the rates substantially for anyone who travels frequently while shifting the burden of the deficit onto the tourists and others who do not depend on the ferry for daily needs is a tremendous benefit to the local residents and those who work on the islands. As a senior rate rider, even an infrequent one I am particularly looking forward to the ability to purchase a ½ price annual pass. This proposed rate change, along with maintaining the residential pre-boarding program are greatly appreciated.

Sincerely,

Cynde Grace Putney
325 Island Ave
Peaks Island, ME

Nick Mavodones

From: Gigi Guyton <gigi.guyton@maine.edu>
Sent: Tuesday, April 9, 2024 5:36 PM
To: Rate Change
Cc: Jennifer Lavanture
Subject: Rate Change

I am in strong agreement with the rate change. I've lived on Peaks since 2017, and I still commute to work. I've purchased a year round pass every year, and the rate change will help me and my family greatly.

Thank you,

Gigi Guyton-Thompson
207-504-0193

Nick Mavodones

From:	Angela Faeth <faethangela@gmail.com>
Sent:	Tuesday, April 9, 2024 5:46 PM
To:	Rate Change
Subject:	Inspired by this rate change

I'm writing say how much this long over due rate change makes so much sense. The commuter passes will support those of us who commute for work. It will support alternative transportation with those that use bikes to get to work (parking in town is challenging at best). It will also help support of the down bay boats, by encouraging ridership to other islands and take the pressure off of Peaks. Bravo!
Angela Faeth
Peaks island.
Sent from my i

Nick Mavodones

From: Jennifer Bragdon <jennifersquare40@gmail.com>
Sent: Tuesday, April 9, 2024 6:45 PM
To: jennfier@cascobaylines.com; Rate Change
Subject: In Favor of Rate Changes

Good evening Casco Bay Lines,

I am a full time Peaks Island resident who purchases an annual pass every year. I am strongly in favor of all of the proposed rate changes. We need to increase revenues while keeping our lifeline of Casco Bay Lines running for those of us who call Peaks our home.

Please let me know if you need any more information from me My cell is 617-413-7371.

Regards, Jennifer Bragdon
25 Jewell Road
Peaks Island, ME

Nick Mavodones

From:	Brian Richardson <brianc_richardson@outlook.com>
Sent:	Tuesday, April 9, 2024 6:44 PM
To:	Rate Change; Jennifer Lavanture
Subject:	Rate Change

Attention Rate Change Committee:

I am writing as a daily user of CBL ferry services and a year-round resident on Peaks Island. I think that the proposed rate change demonstrates a responsible plan to provide for a balanced budget.

Given the nature of our economy and the effects of inflation and other variables on expenses, this seems to be the most reasonable intervention at hand. This is especially true since rates have not been increased in a number of years.

I support the proposed rate increase. Thank you.

Regards,

Brian Richardson
167 New Island Avenue
Peaks Island, ME 04108
(802) 490-9714

Sent from my U.S.Cellular© Smartphone
Get Outlook for Android

Nick Mavodones

From: Brian Richardson <brianc_richardson@outlook.com>
Sent: Tuesday, April 9, 2024 6:44 PM
To: Rate Change; Jennifer Lavanture
Subject: Rate Change

Attention Rate Change Committee:

I am writing as a daily user of CBL ferry services and a year-round resident on Peaks Island. I think that the proposed rate change demonstrates a responsible plan to provide for a balanced budget.

Given the nature of our economy and the effects of inflation and other variables on expenses, this seems to be the most reasonable intervention at hand. This is especially true since rates have not been increased in a number of years.

I support the proposed rate increase. Thank you.

Regards,

Brian Richardson
167 New Island Avenue
Peaks Island, ME 04108
(802) 490-9714

Sent from my U.S.Cellular© Smartphone
Get Outlook for Android

Nick Mavodones

From: Braden Buehler <braden@springtidestudio.com>
Sent: Tuesday, April 9, 2024 7:08 PM
To: Rate Change
Subject: Please adopt the new proposed rate structure!

Jen Laventure—

My name is Braden Buehler and I have been a year-round resident on Peaks since 2015. I commute daily to Portland for work and almost every weekend for my 14-year-old son's school activities. It's rare for me to go more than a day without boarding the boat. My husband also commutes to Portland three times per week for work and joins us on our weekend appointments and commitments. In the summers, my son commutes for camps and this summer, will be commuting for his first job.

We love living on Peaks but CBL ticket prices are a *significant* financial burden on my family, especially now that my son no longer qualifies for child tickets. Because my son attends a local private high school (on financial aid!) we don't qualify for any of the student discounts/subsidies, either. We buy monthly passes in the summer and commuter books in the offseason (the most economic way possible to commute as frequently as we do) and I will stock up on the maximum amount of blue tickets this Friday to extend that discount as long as possible.

The new rate structure would be transformative for us. We would save so much money! Money that we could use for oil deliveries and firewood and groceries, or any number of the daily essentials that keep costing us more and more each year, and often cost a premium on Peaks.

When I read about the newly proposed rate structure, I was so impressed by its thoughtful, equitable approach to sharing the joys of Peaks Island. Hardly any day trippers will notice the increase to their fare. There are so few recreational activities available at that price anywhere in Maine! It's a bargain even at the proposed higher rate.

We would see—and be grateful for—an affordable commuting option *every single day*. It would mean so much to us to see it adopted immediately. Thank you so much for exploring this option, and please support this relief for working families on the island!

--
Braden Buehler
Springtide Studio

59 Middle Street, Third Floor Left
Portland, Maine 04101

207.387.2025 OFFICE
207.536.5794 DIRECT
207.749.1160 CELL

Nick Mavodones

From: oldbrass <oldbrass@gmail.com>
Sent: Tuesday, April 9, 2024 6:59 PM
To: jennfierl@cascobaylines.com; Rate Change
Subject: Rate change

I would like to take this opportunity to speak in favor of the suggested rate change structure being considered. This would save our family a considerable amount of money and finally make getting a yearly pass feasible for teachers which was previously not the case. The new proposal looks to be a very strong move in assisting island families and others.

Best,
Matthew Barnes
80 Welch St.
Peaks Islands

Nick Mavodones

From: Holly Perry <hollyann75@gmail.com>
Sent: Tuesday, April 9, 2024 7:43 PM
To: jennfierl@cascobaylines.com; Rate Change
Subject: Rate Changes

To Whom it May Concern:

I strongly urge the Committee to allow this rate change to go through. The math, without a doubt, makes sense. Working folks are the heart and soul of this island. Allow us the savings so that we can put it towards its best use. Our families.

Holly Perry & Phill Arnold
1 Ryefield Street

Nick Mavodones

From: jrlausier@myfairpoint.net
Sent: Tuesday, April 9, 2024 8:06 PM
To: Rate Change
Cc: Jennifer Lavanture
Subject: rate change proposal

To the CBL finance committee,
I am writing in support of the CBL proposed rate increase.
I was surprised to read that the 2024 CBL budget would be running with a $4M deficit. I was equally surprised that CBL has not had a rate increase in the last 15 years even to keep up with inflation.

I don't believe any business could survive without making changes to ensure survival.

I found the rate change proposal to have been very thoughtful for all Casco Bay islanders by cost shifting much of the increase to visitors. I think it will also encourage islanders to move to a monthly or annual pass to take advantage of great savings, therefore, lessening the lines at the ticket office especially in the peak season.

I realize that this will not eliminate the total deficit, but it is a start to ensure CBL's survival as well as simplify the system for employees of CBL and islanders.

Jim Lausier
Lausier Family Gardens - Peaks Island

Nick Mavodones

From: Eric Conrad <econrad@backshore.net>
Sent: Tuesday, April 9, 2024 10:35 PM
To: Rate Change
Subject: New fare structure

I am emailing to say that I fully support the proposed new fare structure. My wife and I have lived year round on Peaks for over 25 years. We use the ferry infrequently, but feel the proposed new structure (including heavily discounted monthly/yearly passes) will be far more equitable for the majority of islanders.

Thank you,

Eric Conrad

--

Eric Conrad, GIAC GSE, CISSP
CTO
Backshore Communications
22 Monument Square
Suite 503
Portland, ME 04101
(207) 200-5867
econrad@backshore.net

Nick Mavodones

From: Barbara Carter <barbcarter19@gmail.com>
Sent: Tuesday, April 9, 2024 10:55 PM
To: Rate Change
Subject: rate change proposal

Finance Committee,

This is my second letter about the rate change proposal. I do understand that rate increases are needed and inevitable. However, I believe more time is needed for community feedback and for a more transparent process. It has been nearly a month since the proposed rate changes were posted in the Peaks Island News. I know you have received a significant amount of feedback regarding those changes, and yet the proposal seems to be the same. While my first letter focused on the extreme
increase to infrequent travelers. I would like to focus now on the $14. adult ticket price in the peak season.

I understand that your goal is to simplify the rate structure and have fewer differing prices to accommodate electronic ticketing. However, charging the same rates for all the islands makes no sense to me. Peaks Island is already subsidizing the other less frequented islands, and this just takes it to extremes. It just doesn't make sense to charge the same price for a trip that takes 17 minutes as for a trip that takes two hours. Surely the cost of those trips is quite different in terms of the pay for crew, the fuel costs, and the cost of time. I'm wondering if it could be a little more equitable if you had two rates for the seven islands...less for the closer destinations. For example:

Peak Season
$10. for Peaks, Little Diamond, and Great Diamond
$14. for Diamond Cove, Long Island, Chebeague and Cliff

Off Peak
$7. for Peaks, Little Diamond and Great Diamond
$10. for Diamond Cove, Long Island, Chebeague and Cliff

I do not think that the $14. ticket during peak season will deter many tourists, especially those who may come here once or twice in a season. However, many of our more frequent visitors, local neighbors, our friends and family will find it difficult to afford to visit us often. I believe this will really create a feeling of isolation for many of us, especially the older generation, some who do not often travel off the island. Likely many of these people who are most affected will not be a strong voice in this debate because they don't even know it's happening, especially if they are not on social media. I talked with an elderly neighbor today who knew nothing of this proposal.

I was led to believe that there would be a community meeting to present this proposal on Peaks Island, one that would be well advertised. I had heard that the finance committee welcomed feedback. Neither of these seem to be the case. I am a senior citizen who happens to go on social media quite frequently and yet it wasn't until today that I saw a post on NextDoor announcing that Wednesday's finance committee meeting at 7:45 AM would be discussing this proposal for possibly the last time before sending it to the Board. I just don't find that very transparent. It does not feel that the committee is really looking for feedback. There are few people who would be able to get to a 7:45 AM meeting in town. The zoom option is not terribly effective.

PLEASE give this more time! Please make a more sincere effort to inform the community you serve and to give them a more reasonable opportunity to give input on this very important decision.

Barbara Carter
Peaks Island

Nick Mavodones

From: Jennifer Lavanture
Sent: Wednesday, April 10, 2024 6:38 AM
To: Rate Change
Subject: Fwd: Proposed Passenger ticket rate changes

Jennifer Lavanture

From: Marina Penalver <mipenalver@gmail.com>
Sent: Wednesday, April 10, 2024 6:24:30 AM
To: Jennifer Lavanture <JenniferL@cascobaylines.com>
Subject: Fwd: Proposed Passenger ticket rate changes

Jennifer, Your email address was spelled wrong in your previous email. You should allow more time for comments before making any decisions.

---------- Forwarded message ---------
From: **Marina Penalver** <mipenalver@gmail.com>
Date: Wed, Apr 10, 2024 at 5:39 AM
Subject: Proposed Passenger ticket rate changes
To: <Jennfierl@cascobaylines.com>

To whom it may concern,

As a commuter, and teacher, I am in support of the proposed ticket pricing changes. I expect I will continue to be commuting for the foreseeable future, and the proposed monthly and annual rates would save our household enough money to make up any difference my husband (who does not commute five days a week) would feel from the increase in passenger rates. I mention my work as a teacher, since I would, annually, be spending less to commute, even though I stop commuting daily for two months in the summer.

I have a clarifying question and concern:

Q. Would seniors still get half rates?

I don't fully understand what you mean by "• Same eligibility criteria for half price tickets apply" on the page headed "Scope and Key Assumptions"
That assumes a reader of your proposal understands all the eligibility criteria in the first place. It would have helped and might clear some others' misgivings if you'd listed all the eligibility criteria right there. You mention children on that page, but ***not*** seniors or folks with disabilities, which suggests they are not included. Would half rates still apply to seniors?

I'm curious to learn more about your proposals, specifically what is suggested for car ticket pricing. I have family members who take their cars over more than travel on foot, but not frequently.

Thanks for the creative thinking and I hope this works!
Marina Penalver
Peaks

Nick Mavodones

From: Lauren Webster <laurencwebster@gmail.com>
Sent: Wednesday, April 10, 2024 8:32 AM
To: Rate Change
Subject: In support of the rate change

It's been 10-15 years without a rate change and organizations cannot operate on a deficit level and remain viable or sustainable. It's time to modernize and increase rates to capitalize on the thousands of day trippers who visit the islands every summer. I am in full support of the proposed ticket rate increase structure.

-Lauren Webster

Nick Mavodones

From: Molly Ritzo <mollyritzo@yahoo.com>
Sent: Wednesday, April 10, 2024 7:46 AM
To: Nick Mavodones
Subject: Rate hike

Hi Nick, my name is Molly Ritzo. I am the owner of Milly's Skillet food truck and now run Jones Landing. I am writing to voice my concern and actual disbelief in the rumoured rate hike on ferry tickets. This seems like a knee jerk solution to a problem that has not been well thought out. Has there been any talk of instead of doubling the price of tickets, not dropping the price to $4.10 in the off season? This to me would seem like a much more understandable rate increase. Possibly not decreasing the car ferry price by $50 in the off season seems like another alternative. As a commuter boat to a commuter island, the in season ticket price is already impactful for people coming on and off the island daily. I find it hard to believe that anyone at Casco bay lines thinks this is fair or realistic. I have worked on this island for 11 years. There has not been one price increase in that span of time. This is something that needs to be gradual. $1 per season type of thing. Doubling the price without much notice or time for public input is a slap in the face to business owners and residents of Peaks. I appreciate the tremendous efforts that the casco bay lines crew puts forth however in my 11 year experience it has always seemed as though passengers using these ferries are treated as a problem rather than customers that essentially are the reason for this ferry service. Your customers that already spend thousands of dollars with your company annually are panicking and put in a situation of extreme unease as to our future on the island. We are asking you to reconsider this bold move, take a step back and really think about the impacts this will have on tourist traffic, local visitors, staff, and residents. Please consider other alternatives. Thank you for your time.
Sincerely,
Molly Ritzo

Nick Mavodones

From: Lee Sykes <lt20dbl@yahoo.com>
Sent: Wednesday, April 10, 2024 8:08 AM
Cc: Nick Mavodones; Dave Crowley; James Luedke; Joe Donovan; Jennifer Lavanture; Sharoan Cohen; Nate Cooper; William Geary; Jean Hoffman; wbn@portlandmaine.gov; Chuck Radis; Max Pizey; barringcoughlin@gmail.com; choppin@aol.com; Laurie Bowie
Subject: 100% fare increase for casco bay ferry is excessive.

Please reconsider and usher in a more reasonable change to your fee structure. Increasing it to $10 would be a reasonable increase. Just my opinion, for what it's worth. Lee Sykes. Island visitor.

Virus-free.www.avast.com

Nick Mavodones

From: Molly Ritzo <mollyritzo@yahoo.com>
Sent: Wednesday, April 10, 2024 8:11 AM
To: Nick Mavodones; Dave Crowley; James Luedke; Joe Donovan; Jl@cascobaylines.com; sharoanc@csscobaylines.com; Nate Cooper; William Geary; Jean Hoffman; wbn@portlandmaine.gov; Chuck Radis; Max Pizey; barringcohghlin@gmail.com; choppin@aol.com; Laurie Bowie
Subject: Rate hike concerns

To whom it may concern, my name is Molly Ritzo. I am the owner of Milly's Skillet food truck and now run Jones Landing. I am writing to voice my concern and actual disbelief in the rumoured rate hike on ferry tickets. This seems like a knee jerk solution to a problem that has not been well thought out. Has there been any talk of instead of doubling the price of tickets, not dropping the price to $4.10 in the off season? This to me would seem like a much more understandable rate increase. Possibly not decreasing the car ferry price by $50 in the off season seems like another alternative. As a commuter boat to a commuter island, the in season ticket price is already impactful for people coming on and off the island daily. I find it hard to believe that anyone at Casco bay lines thinks this is fair or realistic. I have worked on this island for 11 years. There has not been one price increase in that span of time. This is something that needs to be gradual. $1 per season type of thing. Doubling the price without much notice or time for public input is a slap in the face to business owners and residents of Peaks. I appreciate the tremendous efforts that the casco bay lines crew puts forth however in my 11 year experience it has always seemed as though passengers using these ferries are treated as a problem rather than customers that essentially are the reason for this ferry service. Your customers that already spend thousands of dollars with your company annually are panicking and put in a situation of extreme unease as to our future on the island. We are asking you to reconsider this bold move, take a step back and really think about the impacts this will have on tourist traffic, local visitors, staff, and residents. Please consider other alternatives. Thank you for your time.
Sincerely,
Molly Ritzo

Yahoo Mail: Search, Organize, Conquer
Yahoo Mail: Search, Organize, Conquer

Nick Mavodones

From: Lindsay braverman <lindsaygbraverman@gmail.com>
Sent: Wednesday, April 10, 2024 8:22 AM
To: Nick Mavodones
Cc: James Luedke; Jennifer Lavanture
Subject: PEAKS ISLAND TICKets

Good morning!

I am writing in to voice my opinion about the increase in ticket prices for the ferry to peaks island. I believe the 50% increase to be harmful to the flow and revenue of peaks island. I believe there are other ways to increase revenue for the island that don't include cutting people off to the island. I, along with many friends of mine, will no longer be able to take casual trips to the island, if the ticket price raises 50%.

I feel as though this is very unfortunate and is a bad decision. I hope you can understand some of my concern and listen to the people of Maine.

Sincerely,

Lindsay Holt

Mary Lou Wendell

16 reviews • 1 photo

★☆☆☆☆ 24 hours ago

Too expensive and getting increasingly so as the board considers raising the round trip for an individual to more than $14.

Casco Bay Lines

Owner

Replying publicly

0 / 4000

This customer will be notified about your reply, and it will be publicly visible on your Business Profile

Nick Mavodones

From:	Joanne Sterling <jsterling@rcn.com>
Sent:	Tuesday, April 16, 2024 11:48 AM
To:	Rate Change
Subject:	Comments on rate change

Hello,

I think this is a very well-thought out and fair plan. Thank you for all the work you have put into designing and communicating the plan to islanders.

Warm Regards,
Joanne Sterling

jsterling@rcn.com
Pronouns - She/Her
(Why pronouns matter)

Nick Mavodones

From:	Meghan Casey <megcasey207@gmail.com>
Sent:	Wednesday, April 17, 2024 1:51 PM
To:	Jean Hoffman
Cc:	Rate Change; Jennifer Lavanture
Subject:	Re: Feedback on rate proposal

Thanks for the response, Jean, and the careful explanation. It helps explain some things.

Again, I applaud the efforts to get CBL back on solid financial ground. It was a terrible mistake to leave tickets the same price for 15 years. I have often thought of that as I buy tickets in the summer--why are these always the same price? And not much more than when I lived full time on Peaks? It had to be done.

My main concern is that it is being done with all parties being considered, including island businesses and business owners and the long-term viability of a diverse year-round island community. For instance, I wonder if the price of $28 for a couple to go out to eat at the Gull or the Inn, or the lobster house will deter Portland people from heading out for a few hours. Maybe not...but it is a concern. My girls and I have worked at Peaks restaurants on and off for about 40 years now, and those Portlanders who come on the 4:30 or 5:30 boat and leave on the 7:45 are a significant part of the restaurant business. I assume the same is true for the ice cream store, bike shop, art galleries, etc. And while island residents might be thrilled to do without day trippers, many would likely be sorry to see some island businesses close. That is always the push and pull of island life. How do we keep the islands vibrant, energetic neighborhoods of the city, keep them from becoming enclaves for only the very wealthy, while still keeping island life healthy and at least somewhat comfortable for residents? Businesses are important to keep the island from becoming an enclave, and the daytrippers who use them are important to subsidize ferry service in winter, but the daytrippers also cause clogged roads and busy sidewalks and leave trash.

And, as always, I am frustrated that the city welcomes tax revenue from Peak's and the other islands, but does not do much of anything to help the islands fit in with the city--to provide ferry service OR mainland parking. In theory, IMO, the city should run CBL and the cost of a ferry ride should be the same as the cost of a Metro ride since the islands are neighborhoods of Portland. (though given the insanity that often prevails on the Portland City Council that would likely not be a great idea). And the city could do much more to manage the crowds on Peaks on weekends in the summer.....Grrrrr....But I know that the workings of the City Council are not your responsibility. 😊 I am just venting.

Thanks again for your explanation, and for your service on the board.

Meghan

On Fri, Apr 12, 2024 at 4:20 PM Jean Hoffman <JeanH@cascobaylines.com> wrote:

> Hi Meghan

data and results and revisiting the fare structure from time to time, and build the muscle to do that. What we're proposing now, with some adjustments based on feedback, is guaranteed not to be perfect. I think it's an excellent, thoughtful step, which we can assess based on data on actual results, after a year or so, sooner if there is a need.

So, a yes to both of your final questions. Car tickets need to go up and non residents will be eligible for the discounted passes.

Thanks again for writing and don't hesitate to reach out to me, Jen or Nate Cooper of the Finance Committee if you want further explanation. There are good materials Jen has prepared on the fare project page of the CBL website: click on the below, and make sure to visit the link with the presentation and models.

Finance Committee - Rate Change - Casco Bay Lines

One final point to keep in mind, CBL is projected to lose $4.3mm this year unless expenses are cut and fares increased. The deficit has mushroomed over the years, it started to increase at a higher rate in 2019 (pre-covid). CBL has gotten massive subsidies from the Federal government, our tax dollars, and some from the State and a bit from Portland. We've gotten a lot of CARES Act funding over the last few years as our deficits mushroomed. That funding is over. Unless we not only address the continued year over year growth in the deficits but also develop the muscle to look financial and ridership data in the eye and reach good decisions, we could be in big trouble and potentially forced to implement drastic measures on an urgent basis to cut service and raise rates far beyond what we're trying to do now.

Jean

Jean Hoffman

Chair, Search Committee and Member, Board of Directors

Casco Bay Island Transit District

jeanh@cascobaylines.com

Please note this is my official CBL email account as an elected member of the board of directors of Casco Bay Island Transit District.

If your message does not concern CBL please use one of my personal email addresses those who run other destinations or concert sites on Peaks such as the 5th and 8th Maine, Lion's Club, TEIA, etc be a part of the conversation on CBL prices.

Finally--I read all that I could find on the CBL site but still have two questions: 1. Are vehicle rates going to be examined sometime soon as well? 2. Will anyone be able to buy monthly passes or are they limited to year round island residents?

Thank you for taking the time to read all of this and thanks again for your work on this important issue.

Meghan Casey

summer residence:

35 Winding Way

Peaks Island, ME 04108

Nick Mavodones

From: Laura Glendening <lrglendening@gmail.com>
Sent: Saturday, April 20, 2024 10:53 AM
To: Rate Change
Subject: Proposed Rate Change

Dear CBL Board,

I am a Peaks Island resident. First, my family and I typically travel one or two times a week to town and share the same dependence on CBL as someone that travels to town more frequently. We need the boat just like all islanders.

Second, with the new proposed rates changes how are we to maintain family connections? For example if I want my two children (who grew up on the island) to come out for dinner with their partners between April and October it will cost us $56 to get them to the island. How is this a well lot out proposal for new rates? The new proposed rates have neglected to consider all the ways the boats are used to support sustainable island living for all islanders. And a rate decrease should not be given to one group of islanders while ignoring the needs of other islanders and families.

I ask that you do not adopt the proposed rate changes and go back to the drawing board with an awareness of how all islanders equally depend on the boat for family, work, doctors, and such.
The boats, and rates, are directly tied to island sustainability and it is critical that you access, consider, and value all the ways all islanders use and rely on the boats.

Sincerely,
Laura Glendening

Nick Mavodones

From: r1peak@aol.com
Sent: Monday, April 22, 2024 12:07 PM
To: Jennifer Lavanture; Dave Crowley; Dave Crowley; James Luedke; Joe Donovan; Sharoan Cohen; Nate Cooper; William Geary; Jean Hoffman; wbn@portlandmaine.gov; Chuck Radis; Max Pizey; Laurie Bowie; Nick Mavodones; Caity Gildart
Subject: Fw: Proposed Rate Change

Hi Jen, I thought it would need to be approved by the BOD before going to the PUC. What would happen if the BOD approved a modified version, would you have to go back to the PUC? Would you have time to meet up talk about the rate change proposal? Robin

----- Forwarded Message -----
From: Jennifer Lavanture <jenniferl@cascobaylines.com>
To: Dave Crowley <davec@cascobaylines.com>; James Luedke <jamesl@cascobaylines.com>; Joe Donovan <joed@cascobaylines.com>; Sharoan Cohen <sharoanc@cascobaylines.com>; Nate Cooper <natec@cascobaylines.com>; William Geary <william.geary@maine.gov>; Jean Hoffman <jeanh@cascobaylines.com>; wbn@portlandmaine.gov <wbn@portlandmaine.gov>; Chuck Radis <chuckr@cascobaylines.com>; Max Pizey <maxp@cascobaylines.com>; Laurie Bowie <laurieb@cascobaylines.com>; Nick Mavodones <nickm@cascobaylines.com>; Caity Gildart <caityb@cascobaylines.com>; Robin Clark <r1peak@aol.com>
Sent: Sunday, April 21, 2024 at 10:08:42 AM EDT
Subject: Re: Proposed Rate Change

Hi Robin,

The district will conduct a public hearing on the topic in conjunction with the scheduled board of directors meeting this Thursday, April 25th. The agenda for this meeting also includes an item of business for consideration and action regarding the proposed rate change.

I just rewatched the news story to confirm that it was accurate in its presentation of the rate change as a proposal, and also noted that the segment referenced the upcoming meeting.

Jennifer

From: r1peak@aol.com <r1peak@aol.com>
Sent: Saturday, April 20, 2024 10:17:02 AM
To: Dave Crowley <DaveC@cascobaylines.com>; James Luedke <jamesl@cascobaylines.com>; Joe Donovan <JoeD@cascobaylines.com>; Jennifer Lavanture <JenniferL@cascobaylines.com>; Sharoan Cohen <sharoanc@cascobaylines.com>; Nate Cooper <NateC@cascobaylines.com>; William Geary <william.geary@maine.gov>; Jean Hoffman <JeanH@cascobaylines.com>; wbn@portlandmaine.gov <wbn@portlandmaine.gov>; Chuck Radis <ChuckR@cascobaylines.com>; Max Pizey <maxp@cascobaylines.com>; Laurie Bowie <LaurieB@cascobaylines.com>; Nick Mavodones <NickM@cascobaylines.com>; Caity Gildart <CaityB@cascobaylines.com>
Subject: Re: Proposed Rate Change

Hi All, While watching the local news last night I saw Jennifer and a statement made of the rate change and the price of a single ticket is $14.00. Has that already been decided by the board of directors? Robin Clark

Nick Mavodones

From: r1peak@aol.com
Sent: Monday, April 22, 2024 12:30 PM
To: Jennifer Lavanture; Dave Crowley; Dave Crowley; James Luedke; Joe Donovan; Sharoan Cohen; Nate Cooper; William Geary; Jean Hoffman; wbn@portlandmaine.gov; Chuck Radis; Max Pizey; Laurie Bowie; Nick Mavodones; Caity Gildart
Subject: Re: Proposed Rate Change

Hi Jennifer & Nate, I've been running some numbers lately and wondering if there is a specific amount of income you are trying to reach with the increased rates. If so what is that number? Are you trying for $1,000,000. in increased revenues? I also thought I heard you say that the Operations Committee is working to decrease expenses, what was the target amount they were hoping to meet? Robin

Nick Mavodones

From:	Karen Friedman <kfrdmn@gmail.com>
Sent:	Monday, April 22, 2024 4:58 PM
To:	Rate Change
Subject:	Proposed family and friends rate

What is the proposal for family and friends? I do not see anything about that.

I do not see how the new rate will raise the revenue that is needed. Unless you are expecting a really big increase in day trippers coming to Peaks Island. I expect for some, the price will make them reconsider. Maybe it's time to increase the day trippers down the bay.

Having less traffic on the boat, would be a great outcome, but it would not increase revenue.

Are you increasing the cost of bringing a car out to the island?

I find the rate increase very upsetting after riding the boat for thirty years and looking forward to buying a senior ticket. The rate may not have changed that much over the thirty years, but it's doesn't seem fair to give frequent commuters such a reduced rate while increasing the seniors. The new commuter passes are much less than what we paid for many years.

Of course, everything costs more and commuters should get a break. But it also costs more for seniors, and I don't have a regular enough schedule to predict when buying a monthly pass would make sense.

Commuter books would be welcomed.

Attachment B:

Memorandum – CBITD Tariff Proposal Legal Analysis

DrummondWoodsum
ATTORNEYS AT LAW

MEMORANDUM

TO:	Nick Mavodones, Operations Manager Casco Bay Island Transit District
FROM:	Aga Dixon and Ben Plante Drummond Woodsum
DATE:	April 22, 2024
RE:	**Casco Bay Island Transit District Tarriff Proposal**

You have asked us to review a proposal to restructure the Casco Bay Island Transit District's ("CBITD") rate schedule (the "Rate Proposal") for passenger service to Peaks Island, Little Diamond Island, Great Island, Diamond Cove, Long Island, Great Chebeague, and Cliff Island (collectively, the "Casco Bay Islands"). In Part I of this memo, we provide relevant background information concerning CBITD's current rate structure and the Rate Proposal. In Part II, we present a detailed legal analysis of the constitutional and regulatory provisions that bear upon the legality of the Rate Proposal—specifically, the dormant Commerce Clause, Equal Protection clause and its related constitutional right to travel, as well as the applicable provisions of state law and rule. Finally, in Part III, we offer our recommendations to develop a robust public hearing record that may be used in support of the Rate Proposal in any future proceeding before the Maine Public Utilities Commission ("MPUC").

SUMMARY OF LEGAL ANALYSIS AND RECOMMENDATIONS

For the reasons explained in Part II, in our view, the Rate Proposal would not contravene applicable constitutional or statutory requirements and appears consistent with CBITD's broad rate-making authority. This is because the Rate Proposal is structured so as to not discriminate between resident and non-resident passengers by (1) imposing a flat rate fare for all passengers, regardless of whether a passenger is a resident of one of the Casco Bay Islands, a Maine resident, or a visitor to the Islands; (2) charging residents and non-residents the same rates for all ticket classifications, and ensuring that the price to travel to any of the Casco Bay Islands would be the same regardless of residency status; and (3) offering monthly and annual boarding passes to residents and non-residents alike for the same rate.

Specifically, in our view, a court would likely conclude that the Rate Proposal does not discriminate against interstate commerce because it does not provide preferential treatment to intrastate interests over interstate interests. Likewise, we think a court would likely conclude that the Rate Proposal does not present equal protection concerns or substantially restrict travel because it equalizes the rates charged to all passengers, imposes rates uniformly on residents and nonresidents alike, and is intended to defray reasonable costs CBITD incurs to maintain its facilities and ferry service. Finally, the Rate Proposal falls well within the CBITD's broad authority to establish passenger rates sufficient to meet CBITD's costs of service and operating expenses and is consistent with the express statutory authority allowing CBITD to cross-subsidize rates charged to passengers traveling to one island in order to preserve the affordability of rates charged to passengers traveling to the other Casco Bay Islands.

As you know, the Rate Proposal is subject to the CBITD Board of Directors' (the "Board") review and approval. If the Board votes to adopt the Rate Proposal, it must submit the newly adopted rates to the MPUC and must demonstrate to the MPUC that CBITD's rates:

- Are a "fair approximation" of the costs associated with passenger use of CBITD's facilities;

- Are not excessive in relation to the benefit that CBITD provides to passengers—namely, ferry service to the Casco Bay Islands; and

- Are not structured such that they have a disparate impact on interstate commerce or non-residents.

We recommend that CBITD develop a public hearing record demonstrating that the Rate Proposal meets each of the three above-listed criteria. The record developed by CBITD could be used to support the Rate Proposal before the MPUC, including in the event objectors file a petition requesting that the MPUC investigate the Rate Proposal.

PART I: BACKGROUND—THE CURRENT RATE STRUCTURE AND THE RATE PROPOSAL

We understand that over the past several years CBITD has experienced a trend of increased operating losses due to rising expenses and other economic factors. Excluding 2020 and 2021, CBITD's operating losses have continued to increase each year. In the 2024 fiscal year, CBITD passed a budget with a $4.3 million operating loss. This has led CBITD staff to consider certain changes to its rate structure.[1]

CBITD's current rate structure imposes passenger fares for service to the Casco Bay Islands based on: (1) the island a passenger is traveling to, (2) the fare type, and (3) peak season versus off-peak season rates. Passenger service rates to the Casco Bay Islands vary based on an island's proximity to the Casco Bay Lines Ferry Terminal (the "Terminal"). For instance, passenger fares for service to Cliff Island are greater than passenger fares to Peaks Island because Cliff Island is a greater distance from the Terminal than Peaks Island. Passenger fare types are divided into several categories, including adult fares, half-price fares, commuter fares,[2] fares for monthly passes, and fares for an annual pass. Generally, increased peak season rates apply to tickets purchased for service to the Casco Bay Islands from mid-April to mid-October, while reduced off-peak season rates apply to tickets purchased from late-October to early-April.[3]

The Rate Proposal equalizes CBITD's rates for all passengers by imposing a single flat fare for passenger service to any of the Casco Bay Islands. Specifically, the Rate Proposal would (1) establish flat full-price and half-price passenger rates for service to any of the Casco Bay Islands, (2) establish a flat full-price passenger rate for monthly and annual passes for service to all of the Casco Bay Islands, (3) establish a new half-price passenger rate for monthly and annual passes for service to all of the Casco Bay Islands, and (4) maintain peak season and off-peak season rates for service to the Casco Bay Islands.

In sum, while the Rate Proposal would increase rates for single full-price and half-price peak and off-peak season round-trip tickets to the Casco Bay Islands, it would significantly reduce rates for monthly and annual peak and off-peak season passes. Notably, the Rate Proposal would not establish tariffs based on any residency requirements; thus, residents and nonresidents alike could buy tickets and passes at the same rates.

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[1] Specifically, CBITD's current rate structure establishes tariffs for animals, bicycles, vehicles, and freight transported to the Casco Bay Islands. The Rate Proposal only contemplates restructuring CBITD's passenger fares for service to the Casco Bay Islands. Accordingly, we focus only on those elements here.

[2] Commuters may purchase a "Commuter Book," WHICH provides five (5) round-trip tickets to the purchaser.

[3] For 2024, peak season rates apply from April 13th to October 14th, and off-peak season rates apply for the remainder of the year. *See* https://www.cascobaylines.com/portland-ferry-rates/passenger/.

PART II: LEGAL ANALYSIS

The U.S. Constitution, federal law, and state law all bear upon the legality of the Rate Proposal. In short, the Rate Proposal must not contravene the Constitution's so-called "dormant" Commerce Clause, its Equal Protection Clause, or the constitutional right to travel. In addition, the Rate Proposal must comply with the Private and Special Law that created CBITD, as well as Title 35-A of the Maine Revised Statutes, and the MPUC's regulations. Each of these constitutional and regulatory restrictions is addressed next.

A. The Dormant Commerce Clause

The U.S. Constitution's Commerce Clause vests Congress with the authority "[t]o regulate Commerce . . . among the several states."[4] The Commerce Clause "has long been understood to have a 'negative' aspect that denies the States the power unjustifiably to discriminate against or burden the interstate flow of articles of commerce . . . . [and t]his 'negative' aspect of the Commerce Clause 'has come to be called the dormant Commerce Clause [, the law of which] is driven by concern about economic protectionism—that is, regulatory measures designed to benefit in-state economic interests by burdening out-of-state competitors.'"[5] Put another way, the dormant Commerce Clause limits "a state's power to take actions impacting interstate commerce."[6]

A state statute, regulation, or policy may violate the dormant commerce clause in several different ways.[7]

First, a policy that "clearly discriminates against interstate commerce in favor of intrastate commerce is virtually invalid *per se* and can survive only if the discrimination is demonstrably justified by a valid factor unrelated to economic protectionism."[8] This is often referred to as the "clear discrimination" standard. Discrimination against interstate commerce occurs when there is "differential treatment of in-state and out-of-state economic interests that benefits the former and burdens the latter."[9]

Second, even if a particular policy does not discriminate against interstate commerce, "it may still be unconstitutional if it imposes a burden on interstate commerce incommensurate with the local benefits secured."[10] The U.S. Supreme Court adopted what is known as the *Pike* balancing test to assess whether a particular statute, regulation, or policy "imposes a burden on interstate commerce incommensurate with the local benefits secured."[11] The *Pike* Court held that:

> [w]here the statute regulates even-handedly to effectuate a legitimate local public interest, and its effects on interstate commerce are only incidental, it will be upheld unless the burden imposed on such commerce is clearly excessive in relation to the putative local

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[4] U.S. Const., art. I, § 8, cl. 3; *Selevan v. New York Thruway Authority*, 711 F.3d 253, 254 n.1 (2d Cir. 2013) ("*Selevan II*").

[5] *Selevan II*, 711 F.3d at 254 n. 1.

[6] *Freedom Holdings, Inc. v. Spitzer*, 357 F.3d 205, 216 (2d Cir. 2004).

[7] *Id*; *Selevan v. New York Thruway Authority*, 584 F.3d 82, 94 (2d Cir. 2009) ("*Selevan I*") (considering whether toll policy that charged different rates to non-residents of island municipality violated the dormant Commerce Clause).

[8] *Selevan I*, 584 F.3d at 94; *Freedom Holdings*, 357 F.3d at 216 (noting that "a [state] statute that clearly discriminates against interstate commerce in favor of intrastate commerce is 'virtually invalid *per se*'").

[9] *Oregon Waste Sys., Inc. v. Dep't of Env't Quality of State of Oregon*, 511 U.S. 93, 99 (1994).

[10] *National Electrical Manufacturers Ass'n v. Sorrell*, 272 F.3d 104, 108 (2d Cir. 2001).

[11] *Pike v. Bruce Church, Inc.*, 397 U.S. 137, 142 (1970); *Freedom Holdings*, 357 F.3d at 216-217 (applying the *Pike* test); *Sorrell*, 272 F.3d at 108 (same).

> benefits. If a legitimate local purpose is found, then the question becomes one of degree. And the extent of the burden that will be tolerated will of course depend on the nature of the local interest involved, and on whether it could be promoted as well with a lesser impact on interstate activities.[12]

In sum, federal courts have concluded that "under either the 'clear discrimination' or the 'Pike' forms of analysis, 'the minimum showing required . . . is that [the state statute, regulation, or policy] have a disparate impact on interstate commerce.'"[13]

Third, the U.S. Supreme Court has established a three-pronged test, known as the *Evansville* test, to evaluate "whether a fee imposed by a governmental entity to defray the cost of facilities used by those engaged in interstate commerce violates the dormant Commerce Clause or the right to travel."[14] Under the *Evansville* test, a fee, assessment, or levy is reasonable if it "(1) is based on some fair approximation of use of the facilities, (2) is not excessive in relation to the benefits conferred, and (3) does not discriminate against interstate commerce."[15] Traditionally, the *Evansville* test has been applied to tolls and user fees that are assessed to persons and travelers using public facilities.[16]

In our view, the Rate Proposal does not clearly discriminate against interstate commerce on its face. The Rate Proposal would impose a flat rate fare for all passengers, regardless of whether a passenger is a resident of one of the Casco Bay Islands, a Maine resident, or a visitor. Under the Rate Proposal, residents and non-residents would pay the same rates for all ticket classifications, and the price to travel to any of the Casco Bay Islands would be the same for all passengers. Additionally, monthly and annual boarding passes would be offered to residents and non-residents alike for the same rate. Consequently, it is unlikely that a Court would find that the Rate Proposal discriminates against interstate commerce by providing preferential treatment to intrastate interests over interstate interests.[17]

Likewise, it does not appear as though the Rate Proposal's burden on interstate commerce exceeds the local benefits to CBITD and its passengers under the *Pike* test. Again, the Rate Proposal even-handedly imposes

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[12] *Pike*, 397 U.S. at 142.

[13] *Freedom Holdings*, 357 F.3d at 218 (2d Cir. 2004); *Automated Salvage Transp., Inc. v. Wheelabrator Env't Sys., Inc.*, 155 F.3d 59, 75 (2d Cir. 1998)("[w]here a regulation does not have this disparate impact on interstate commerce, then 'we must conclude that ... [it] has not imposed any "incidental burdens" on interstate commerce that "are clearly excessive in relation to the putative local benefits"""); *See also National Pork Producers Council v. Ross*, 598 U.S. 356, 369 (2023) (noting that "[i]n its 'modern' cases, this Court has said that the Commerce Clause prohibits the enforcement of state laws 'driven by ... economic protectionism—that is, regulatory measures designed to benefit in-state economic interests by burdening out-of-state competitors'") (internal quotations omitted); *Northeast Patients Group v. Maine Dep't of Admin. & Fin. Servs.*, 554 F. Supp. 3d 177, 181 (D. Me. 2021) (noting that plaintiff seeking to invalidate law on basis that it violates the dormant commerce clause "bears the initial burden of showing discrimination").

[14] *Evansville-Vanderburgh Airport Auth. Dist. v. Delta Airlines, Inc.*, 405 U.S. 707, 715 (1972); *Northwest Airlines, Inc. v. County of Kent, Mich.*, 510 U.S. 355, 369 (1994); *Selevan I*, 584 F.3d at 94; *Selevan II*, 711 F.3d at 259.

[15] *Northwest Airlines*, 510 U.S. at 369; *Evansville*, 405 U.S. at 716-17.

[16] *American Trucking Associations, Inc. v. Alviti*, 630 F. Supp. 3d 357, 379 (D.R.I. 2022) (applying *Evansville* test to challenged Rhode Island highway tolling framework); *Selevan II*, 711 F.3d at 259 (applying *Evansville* test to challenge to toll assessed on Grand Island Bridge); *Bridgeport & Port Jefferson Steamboat Co. v. Bridgeport Port Authority*, 567 F.3d 79, 86 (2d Cir. 2009) (applying *Evansville* test to legality of passenger wharfage fee charged by Port Authority to passengers of third-party ferry service).

[17] *Selevan I*, 584 F.3d at 95 (holding that "in order to state a claim for discrimination in violation of the Commerce Clause, a plaintiff must 'identify an[ ] in-state commercial interest that is favored, directly or indirectly, by the challenged statutes at the expense of out-of-state competitors'").

the same flat rate passenger fares on residents and non-residents alike. Additionally, monthly and annual passes are available to residents and non-residents at the same rates. As we understand it, the Rate Proposal is necessary to generate revenue that will reduce CBITD's operating losses and expenses, which have been steadily increasing each year since 2022. We presume that increasing CBITD's revenue is also necessary to adequately maintain the facilities that CBITD uses to transport passengers to the Casco Bay Islands.

Finally, to the extent that the *Evansville* test is applicable to the Rate Proposal,[18] we suggest that CBITD develop data and record evidence to support the conclusion that the Rate Proposal is based on some fair approximation of the public's use of CBITD's facilities, and that the Rate Proposal does not impose excessive passenger rate increases in relation to the resulting benefits. The third prong of the *Evansville* test is readily satisfied by the Rate Proposal because the Rate Proposal does not discriminate, on its face, against interstate commerce. Based on the materials that have been provided to us, it would appear as though the Rate Proposal could also meet the first two prongs of the *Evansville* analysis. CBTID's costs to provide ferry service to the Casco Bay Islands are considerable, and a recent CBITD Finance Committee report confirms that CBITD's operating expenses continue to rise on an annual basis. CBITD provides passengers with ferry service to islands that are not otherwise accessible by any means other than water taxi or personal watercraft. Consequently, it seems likely that the Rate Proposal establishes new passenger fare rates that are both a "fair approximation" of the costs associated with such passenger use of CBITD's facilities, and that the Rate Proposal is reasonable in relation to the benefits conferred to passengers who use CBITD's service to the Casco Bay Islands. Nonetheless, as explained in greater detail in Part III, we recommend that CBITD further develop data and evidence demonstrating that the proposal satisfies the first and second prongs of the *Evansville* test.

B. Equal Protection and the Fundamental Right to Travel

The U.S. Constitution protects a person's fundamental right to travel.[19] The fundamental right to travel is most often implicated in the context of interstate travel; however, courts have recognized that the Constitution also protects a person's right of intrastate travel.[20] Generally, the right to travel is implicated when a governmental program "actually deters such travel, when impeding travel is its primary objective, or when it uses any classification which serves to penalize the exercise of that right."[21] Accordingly, courts

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[18] Generally, the Courts have applied the *Evansville* test to tolls and user fees that are assessed by a governmental entity to defray the costs of the public's use of public facilities. Tolls and user fees are arguably distinguishable from the tariffs or rates that are charged to passengers for actual use of a public carrier service. However, it could be argued that the rates charged by CBITD to passengers for service to the Casco Bay Islands is intended "to defray the cost of facilities used by those engaged in interstate commerce," at least in part.

[19] *See Attorney General of New York v. Soto-Lopez*, 476 U.S. 898, 902 (1986) (stating that "[f]reedom to travel throughout the United States has long been recognized as a basic right under the Constitution") (internal citations omitted); *see also Saenz v. Roe*, 526 U.S. 489, 500 (1999) (noting that the "'right to travel' . . . protects the right of a citizen of one State to enter and to leave another State, the right to be treated as a welcome visitor rather than an unfriendly alien when temporarily present in the second State, and, for those travelers who elect to become permanent residents, the right to be treated like other citizens of that State); *Selevan I*, 584 F.3d at 99. Courts have invoked both the Equal Protection Clause of the Fourteenth Amendment and the Privileges and Immunities Clause of the U.S. Constitution to protect the right to travel, but usually evaluate infringement-of-travel claims using equal protection analysis. *See Saenz v. Roe*, 526 U.S. at 501-03; *Soto-Lopez*, 476 U.S. at 902 n.2; *Zobel v. Williams*, 457 U.S. 55, 67 (1982) (Brennan, J., concurring) (noting that "the right to travel achieves its most forceful expression in the context of equal protection analysis").

[20] *See Selevan I*, 584 F.3d at 100; *see also King v. New Rochelle Municipal Housing Authority*, 442 F.2d 646, 648 (2d Cir. 1971) (stating that "[i]t would be meaningless to describe the right to travel between states as a fundamental precept of personal liberty and not to acknowledge a correlative constitutional right to travel within a state").

[21] *Soto-Lopez*, 476 U.S. at 903 (internal citations and quotations omitted).

subject interference-with-travel claims to heightened scrutiny—meaning that such programs must be necessary to promote a compelling government interest.[22]

Conversely, courts have held that minor restrictions on travel do not amount to the denial of a fundamental right.[23] Thus, programs with negligible or minimal impact on the right to travel "will withstand a constitutional challenge as long as [the program] is rationally related to a legitimate state interest and is neither arbitrary, unreasonable nor irrational."[24] In some instances, courts have applied the *Evansville* test to a levy, assessment, or toll in order to evaluate whether a minor restriction on travel violates the fundamental right to travel.[25] Courts have "recognized a difference between the sort of 'invidious distinctions' that penalize the right to travel and cases in which a state has simply levied 'a charge designed only to make the user of state-provided facilities pay a reasonable fee to help defray the costs of their construction and maintenance.'"[26] Thus, the Courts have "permitted the imposition of 'fees designed to offset the cost of maintaining a state-provided facility . . . [so long as the fees] reflect a uniform, fair and practical standard relating to public expenditures.'"[27]

In sum, a proposal that increases fares charged for single round-trip tickets to the Casco Bay Islands while substantially reducing the costs of monthly and annual passes to travel to and from the Islands, probably does not violate the Equal Protection clause or the fundamental right to travel flowing from it. The Rate Proposal does not draw any distinctions between residents and non-residents. Rather, the Rate Proposal equalizes the rates charged to all passengers for service to any of the Casco Bay Islands, and imposes such rates uniformly on residents and non-residents alike. CBITD's increased passenger fares are intended to defray the costs CBITD incurs in order to maintain its facilities and the ferry service it provides passengers to the Casco Bay Islands. Such a proposal likely constitutes, at most, a minor restriction on travel, which would not be subject to heightened scrutiny.

C. Maine's Statutory and Regulatory Framework

CBITD was created by a Private and Special Law (the "Private & Special Law"), and it is regulated by the MPUC, which has adopted rules that govern CBITD's rates and operations.[28]

The Private and Special Law requires the Board to "fix such rates of fare to be charged for such public transportation service as shall to the extent possible reasonably assure sufficient income to meet the cost of

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[22] *See Shapiro v. Thompson* 394 U.S. 618, 634 (1969).

[23] *Town of Southold v. Town of East Hampton*, 477 F.3d 38, 54 (2d Cir. 2007) (holding strict scrutiny did not apply to local law that required ferries to obtain a special permit to use terminal at East Hampton because "[t]he fact that the Ferry Law may make travel less direct for some passengers does not meet the threshold required for strict scrutiny review"); *see also Kansas v. United States*, 16 F.3d 436, 442 (D.C. Cir. 1994) (explaining that "something more than a negligible or minimal impact on the right to travel is required before strict scrutiny is applied") (internal citations and quotations omitted).

[24] *LCM Enterprises, Inc.*, 14 F.3d at 679; *City of Cleburne, Tex. V. Cleburne Living Center*, 473 U.S. 432, 440 (1985) (stating that "legislation is presumed to be valid and will be sustained if the classification drawn by the statute is rationally related to a legitimate state interest").

[25] *Selevan II*, 711 F.3d at 258 (noting that "if the District Court were to find that the toll policy involved 'invidious distinctions,' then the test of strict scrutiny would apply; if it were to determine that the toll policy was merely 'a minor restriction on travel,' then the three-part test announced in the Supreme Court's subsequent decision in *Northwest Airlines* [decision] would govern").

[26] *Selevan II*, 711 F.3d at 258.

[27] *Selevan II*, 711 F.3d at 258 (quoting *Evansville*, 405 U.S. at 714).

[28] P & S.L. 1981, Ch. 22, §§ 8, 12; 35-A M.R.S. § 5101 *et. seq.*; 65-407 C.M.R. ch. 510 and 560.

the service, including, but not limited to, operating expenses, insurance, taxes, rentals, annual serial bond payments, interest, allocation for a reserve account and an allowance for depreciation."[29]

Title 35-A, Chapter 51, of the Maine Revised Statutes requires that "[a]ll ferries shall maintain reasonable and adequate service, rates and schedules to the islands of Casco Bay."[30] Title 35-A M.R.S. § 5101-A(2) provides that "[i]n making decisions that require an evaluation of the rates charged by the Casco Bay Island Transit District, the [MPUC] shall allow reasonable cross-subsidization of rates in order to preserve the affordability of passenger and freight services for the year-round residents of the affected islands, the financial viability of the district and the viability of the island communities served by the district."[31]

The MPUC's rules require CBITD to file its rate schedules and terms and conditions of service with the MPUC.[32] The MPUC's rules also require that CBITD publish notice of any rate change at least 30 days in advance of the effective date of the changes.[33] Notice must be published: (1) at least twice in the Portland Press Herald or a similar newspaper of general daily circulation that is distributed in Cumberland County, and (2) in a conspicuous location at the mainland ferry terminal and on each of CBITD's vessels.[34] Fifty or more ratepayers can request that the Commission investigate CBITD's rate changes.[35] Additionally, the Commission possesses the authority to investigate and suspend the operation of any CBITD rate schedule or any term or condition of service.[36]

The Rate Proposal falls well within the Board's broad authority to establish passenger rates sufficient to meet CBITD's costs of service and operating expenses.[37] One of the Rate Proposal's primary purposes is to raise additional revenue to meet CBITD's rising operating expenses, which is consistent with the Private and Special Law's requirement that the Board establish rates sufficient to generate revenue to meet CBITD's costs of service and expenses.[38]

Moreover, the Legislature has expressly directed the MPUC to allow "reasonable cross-subsidization of rates in order to preserve the affordability of passenger and freight services."[39] Consistent with MPUC

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[29] P & S.L. 1981, Ch. 22, § 8.

[30] 35 M.R.S. § 5103.

[31] 35-A M.R.S. § 5101-A(2).

[32] 65-407 C.M.R. ch. 510, § 3(A) (providing that "[f]erry service providers shall file with the Commission a rate schedule and its terms and conditions of service showing all fares, charges, and terms and conditions which it has established and which are in force at the time for any service rendered or furnished or to be rendered or furnished, including all rates and charges established for the transportation of property when such transportation has been authorized by the Commission. The rate schedule and terms and conditions of service shall set forth all rules and regulations that in any manner affect fares and charges and the rates and charges assessed or to be assessed for any service").

[33] 65-407 C.M.R. ch. 560, § 3.

[34] 65-407 C.M.R. ch. 560, § 3(A)-(B).

[35] 65-407 C.M.R. ch. 560, § 3.

[36] 65-407 C.M.R. ch. 510, § 3(A).

[37] *See* P & S.L. 1981, Ch. 22, § 8. Moreover, in a 2021 decision in which the MPUC declined to initiate a formal investigation into CBITD's pilot Peaks Island residential boarding pass program, the MPUC opined that it interprets Title 35-A, Chapter 51, of the Maine Revised Statutes and the Private and Special Law to "mean[] that CBITD has considerable discretion in designing rates, which are not required to be based principally on costs as is the case with other utilities' rates." *Casco Bay Island Transit Dist.*, Request for Approval of Proposed Increase in Rates in Casco Bay, No. 2021-00098, Order (Me. P.U.C. September 20, 2021).

[38] P & S.L. 1981, Ch. 22, § 8

[39] 35-A M.R.S. § 5101-A(2).

guidance, the Legislature has conferred “considerable discretion” on the Board to structure CBITD’s rates, and expressly authorizes CBITD to cross-subsidize rates charged to passengers traveling to one island in order to preserve the affordability of rates charged to passengers traveling to the other Casco Bay Islands.[40]

PART III: RECOMMENDATIONS

Although the Rate Proposal does not appear to violate the dormant Commerce Clause, the Equal Protection Clause, the constitutional right to travel, or Maine law, we note that the Rate Proposal may still be subject to an MPUC investigation. As noted above, the MPUC is vested with the authority to investigate the Rate Proposal if requested by fifty or more ratepayers, or on its own initiative. We understand that several Casco Bay Island residents have submitted public comment objecting to the Rate Proposal, arguing that it will disproportionately impact senior citizens, their family members and invitees, and more generally Casco Bay Island residents who infrequently visit the mainland. It is thus possible that 50 or more ratepayers could request that the MPUC investigate the Rate Proposal,[41] and CBITD should be prepared to respond to any such investigation.

Accordingly, we recommend that, as part of the public hearing on the Rate Proposal, CBITD should develop the public record with data and other evidence that support the necessity of changes to its rate structure. The materials provided to us and considered by CBITD’s Finance Committee should be entered into the public record, as they explain that the Rate Proposal is intended to reduce CBITD’s operating losses by overhauling CBITD’s current rate structure to create additional revenue from CBITD’s ticket sales. Additional evidence should be prepared and entered into the public hearing record to demonstrate that (1) the Rate Proposal imposes passenger fares that are a “fair approximation” of costs of passenger use of CBITD’s facilities; (2) that those passenger fares are reasonable in relation to the benefits resulting to CBITD from the Rate Proposal—namely, ferry services to the Casco Bay Islands; and (3) that the fares are not structured such that they have a disparate impact on interstate commerce or non-residents. We think the Rate Proposal likely meets these requirements, but we recommend that CBITD present the data and other evidence to support that conclusion.

We trust this memo is responsive to your questions. If you have any additional questions, please don’t hesitate to contact us.

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[40] 35-A M.R.S. § 5101-A; P & S.L. 1981, Ch. 22, § 8; Casco Bay Island Transit Dist., Request for Approval of Proposed Increase in Rates in Casco Bay, No. 2021-00098, Order (Me. P.U.C. September 20, 2021).

[41] Notably, 50 ratepayers requested that the MPUC open an investigation in 2021 when CBITD filed its last notice of a rate change with the MPUC.

Attachment C:

Rate Proposal vs. Current, by Island

Current Tariff Structure – Round-Trip Passenger Rates

Summarized

CURRENT							
PEAK SEASON	**Peaks Island**	**Little Diamond**	**Great Island**	**Diamond Cove**	**Long Island**	**Great Chebeague**	**Cliff Island**
FULL PRICE	$7.70	$8.20	$9.55	$10.70	$10.70	$11.05	$11.55
HALF PRICE	$3.85	$4.10	$4.75	$5.35	$5.35	$5.50	$5.75
COMMUTER	$23.95	$26.35	$31.35	$32.40	$32.40	$35.90	$38.20
MONTHLY	$82.50	$88.00	$106.75	$111.90	$111.90	$124.85	$125.15
ANNUAL	$906.95	$968.00	$1,174.25	$1,231.00	$1,231.00	$1,263.35	$1,376.65
OFF SEASON	**Peaks Island**	**Little Diamond**	**Great Island**	**Diamond Cove**	**Long Island**	**Great Chebeague**	**Cliff Island**
FULL PRICE	$4.10	$5.20	$6.15	$6.95	$6.95	$6.75	$7.45
HALF PRICE	$2.00	$2.60	$3.10	$3.45	$3.45	$3.35	$3.70
COMMUTER	$16.00	$19.35	$23.35	$24.65	$24.65	$23.75	$26.35
MONTHLY	$82.45	$88.00	$106.75	$111.90	$111.90	$124.85	$125.15
ANNUAL	$906.95	$968.00	$1,174.25	$1,231.00	$1,231.00	$1,263.35	$1,376.65

Half-Price Fare Eligibility:
Children aged 5-13 are eligible for half price fare. There is no charge for children under 5.
Adults 65 years of age or over are eligible for half price fare
Those with transportation disabilities are eligible fore half price fare. A Medicare Card, METRO Reduced Fare card or an out of state disability card issued by a transit agency of that State may be presented at the Ticket Office to validate half fares for persons with transportation disabilities.

Proposed Structure – Round-Trip Passenger Rates

PROPOSED ROUND-TRIP PASSENGER FARES	
PEAK SEASON	**Flat Fare: All Islands**
ADULT	$14.00
HALF PRICE	$7.00
30-DAY PASS	$48.00
30-DAY PASS - HALF PRICE *	$24.00
OFF SEASON	**Flat Fare: All Islands**
FULL PRICE	$7.20
HALF PRICE	$3.60
30-DAY PASS	$32.00
30-DAY PASS - HALF PRICE *	$16.00
ANNUAL	**Flat Fare : All Islands**
ANNUAL	$432.00
ANNUAL – HALF PRICE*	$216.00

Fares apply in either direction between Portland and Islands in Casco Bay.
Each ticket permits round-trip transportation.
Annual and 30-day passes also include transportation of one bicycle and/or one domesticated animal (dog/cat) along with the pass holder.
Same eligibility criteria for half-price as current fare structure (see previous slide)

Proposed Structure – Round-Trip Passenger Rates
Island by Island Comparison vs. Current

PEAKS ISLAND				
PEAK SEASON	**Current Tariff**	**Proposed**	**% Change**	**% Change vs. Inflation**
ADULT	$7.70	$14.00	▲ 82%	▲ 25%
HALF PRICE	$3.85	$7.00	▲ 82%	▲ 25%
COMMUTER	$23.95	NA	NA	NA
MONTHLY/30-DAY	$82.50	$48.00	▼ -42%	▼ -60%
MONTHLY/30-DAY - HALF PRICE	NA	$24.00	NA	NA
OFF SEASON				
ADULT	$4.10	$7.20	▲ 76%	▲ 21%
HALF PRICE	$2.00	$3.60	▲ 80%	▲ 24%
COMMUTER	$16.00	NA	NA	NA
MONTHLY/30-DAY	$82.45	$32.00	▼ -61%	▼ -73%
MONTHLY/30-DAY - HALF PRICE	NA	$16.00	NA	NA
ANNUAL				
ANNUAL	$906.95	$432.00	▼ -52%	▼ -67%
ANNUAL – HALF PRICE	NA	$216.00	NA	NA

Half-Price Fare Eligibility:
Children aged 5-13 are eligible for half price fare. There is no charge for children under 5.
Adults 65 years of age or over are eligible for half price fare
Those with transportation disabilities are eligible fore half price fare. A Medicare Card, METRO Reduced Fare card or an out of state disability card issued by a transit agency of that State may be presented at the Ticket Office to validate half fares for persons with transportation disabilities.

Proposed Structure - Round-Trip Passenger Rates
Island by Island Comparison vs. Current

LITTLE DIAMOND ISLAND

PEAK SEASON	Current Tariff	Proposed	% Change	% Change vs. Inflation
ADULT	$8.20	$14.00	▲ 71%	▲ 18%
HALF PRICE	$4.10	$7.00	▲ 71%	▲ 18%
COMMUTER	$26.35	NA	NA	NA
MONTHLY/30-DAY	$88.00	$48.00	▼ -45%	▼ -62%
MONTHLY/30-DAY - HALF PRICE	NA	$24.00	NA	NA
OFF SEASON				
ADULT	$5.20	$7.20	▲ 38%	— 5%
HALF PRICE	$2.60	$3.60	▲ 38%	— 5%
COMMUTER	$19.35	NA	NA	NA
MONTHLY/30-DAY	$88.00	$32.00	▼ -64%	▼ -75%
MONTHLY/30-DAY - HALF PRICE	NA	$16.00	NA	NA
ANNUAL				
ANNUAL	$968.00	$432.00	▼ -55%	▼ -69%
ANNUAL – HALF PRICE	NA	$216.00	NA	NA

GREAT DIAMOND ISLAND

PEAK SEASON	Current Tariff	Proposed	% Change	% Change vs. Inflation
ADULT	$9.55	$14.00	▲ 47%	— 1%
HALF PRICE	$4.75	$7.00	▲ 47%	— 2%
COMMUTER	$31.35	NA	NA	NA
MONTHLY/30-DAY	$106.75	$48.00	▼ -55%	▼ -69%
MONTHLY/30-DAY - HALF PRICE	NA	$24.00	NA	A
OFF SEASON				
ADULT	$6.15	$7.20	▲ 17%	▼ -19%
HALF PRICE	$3.10	$3.60	▲ 16%	▼ -20%
COMMUTER	$23.35	NA	NA	NA
MONTHLY/30-DAY	$106.75	$32.00	▼ -70%	▼ -79%
MONTHLY/30-DAY - HALF PRICE	NA	$16.00	NA	NA
ANNUAL				
ANNUAL	$1,174.25	$432.00	▼ -63%	▼ -75%
ANNUAL – HALF PRICE	NA	$216.00	NA	NA

Half-Price Fare Eligibility:
Children aged 5-13 are eligible for half price fare. There is no charge for children under 5.
Adults 65 years of age or over are eligible for half price fare
Those with transportation disabilities are eligible fore half price fare. A Medicare Card, METRO Reduced Fare card or an out of state disability card issued by a transit agency of that State may be presented at the Ticket Office to validate half fares for persons with transportation disabilities.

Proposed Structure - Round-Trip Passenger Rates
Island by Island Comparison vs. Current

DIAMOND COVE

PEAK SEASON	Current Tariff	Proposed	% Change	% Change vs. Inflation
ADULT	$10.70	$14.00	▲ 31%	▼ -10%
HALF PRICE	$5.35	$7.00	▲ 31%	▼ -10%
COMMUTER	$32.40	NA	NA	NA
MONTHLY/30-DAY	$111.90	$48.00	▼ -57%	▼ -70%
MONTHLY/30-DAY - HALF PRICE	NA	$24.00	NA	NA
OFF SEASON				
ADULT	$6.95	$7.20	— 4%	▼ -29%
HALF PRICE	$3.45	$3.60	— 4%	▼ -28%
COMMUTER	$24.65	NA	NA	NA
MONTHLY/30-DAY	$111.90	$32.00	▼ -71%	▼ -80%
MONTHLY/30-DAY - HALF PRICE	NA	$16.00	NA	NA
ANNUAL				
ANNUAL	$1,231.00	$432.00	▼ -65%	▼ -76%
ANNUAL – HALF PRICE	NA	$216.00	NA	NA

LONG ISLAND

PEAK SEASON	Current Tariff	Proposed	% Change	% Change vs. Inflation
ADULT	$10.70	$14.00	▲ 31%	▼ -10%
HALF PRICE	$5.35	$7.00	▲ 31%	▼ -10%
COMMUTER	$32.40	NA	NA	NA
MONTHLY/30-DAY	$111.90	$48.00	▼ -57%	▼ -70%
MONTHLY/30-DAY - HALF PRICE	NA	$24.00	NA	NA
OFF SEASON				
ADULT	$6.95	$7.20	— 4%	▼ -29%
HALF PRICE	$3.45	$3.60	— 4%	▼ -28%
COMMUTER	$24.65	NA	NA	NA
MONTHLY/30-DAY	$111.90	$32.00	▼ -71%	▼ -80%
MONTHLY/30-DAY - HALF PRICE	NA	$16.00	NA	NA
ANNUAL				
ANNUAL	$1,231.00	$432.00	▼ -65%	▼ -76%
ANNUAL – HALF PRICE	NA	$216.00	NA	NA

Half-Price Fare Eligibility:
Children aged 5-13 are eligible for half price fare. There is no charge for children under 5.
Adults 65 years of age or over are eligible for half price fare
Those with transportation disabilities are eligible fore half price fare. A Medicare Card, METRO Reduced Fare card or an out of state disability card issued by a transit agency of that State may be presented at the Ticket Office to validate half fares for persons with transportation disabilities.

Proposed Structure - Round-Trip Passenger Rates
Island by Island Comparison vs. Current

CHEBEAGUE ISLAND

PEAK SEASON	Current Tariff	Proposed	% Change	% Change vs. Inflation
ADULT	$11.05	$14.00	▲ 27%	▼ -13%
HALF PRICE	$5.50	$7.00	▲ 27%	▼ -12%
COMMUTER	$35.90	NA	NA	NA
MONTHLY/30-DAY	$124.85	$48.00	▼ -62%	▼ -71%
MONTHLY/30-DAY - HALF PRICE	NA	$24.00	NA	NA
OFF SEASON				
ADULT	$6.75	$7.20	— 7%	▼ -26%
HALF PRICE	$3.35	$3.60	— 7%	▼ -26%
COMMUTER	$23.75	NA	NA	NA
MONTHLY/30-DAY	$124.85	$32.00	▼ -74%	▼ -81%
MONTHLY/30-DAY - HALF PRICE	NA	$16.00	NA	NA
ANNUAL				
ANNUAL	$1,263.35	$432.00	▼ -66%	▼ -76%
ANNUAL – HALF PRICE	NA	$216.00	NA	NA

CLIFF ISLAND

PEAK SEASON	Current Tariff	Proposed	% Change	% Change vs. Inflation
ADULT	$11.55	$14.00	▲ 21%	▼ -16%
HALF PRICE	$5.75	$7.00	▲ 22%	▼ -16%
COMMUTER	$38.20	NA	NA	NA
MONTHLY/30-DAY	$125.15	$48.00	▼ -62%	▼ -74%
MONTHLY/30-DAY - HALF PRICE	NA	$24.00	NA	NA
OFF SEASON				
ADULT	$7.45	$7.20	— -3%	▼ -33%
HALF PRICE	$3.70	$3.60	— -3%	▼ -33%
COMMUTER	$26.35	NA	NA	NA
MONTHLY/30-DAY	$125.15	$32.00	▼ -74%	▼ -82%
MONTHLY/30-DAY - HALF PRICE	NA	$16.00	NA	NA
ANNUAL				
ANNUAL	$1,376.00	$432.00	▼ -69%	▼ -78%
ANNUAL – HALF PRICE	NA	$216.00	NA	NA

Half-Price Fare Eligibility:
Children aged 5-13 are eligible for half price fare. There is no charge for children under 5.
Adults 65 years of age or over are eligible for half price fare
Those with transportation disabilities are eligible fore half price fare. A Medicare Card, METRO Reduced Fare card or an out of state disability card issued by a transit agency of that State may be presented at the Ticket Office to validate half fares for persons with transportation disabilities.

Proposed Structure – Domesticated Animals and Bicycles

DOMESTICATED ANIMALS

	Current Tariff	Proposed	% Change
SINGLE TICKET	$4.10	$4.50	▲ 10%
COMMUTER	$14.45	NA	NA
MONTHLY ADD-ON	$10.00	NA	NA
ANNUAL ADD-ON	$0.00	NA	NA

BICYCLES

	Current Tariff	Proposed	% Change
SINGLE TICKET - ADULT	$6.50	$7.00	— 8%
SINGLE TICKET - CHILD	$3.25	$3.50	— 8%
COMMUTER	$16.85	NA	NA
MONTHLY	$31.25	NA	NA
MONTHLY ADD-ON	$10.00	NA	NA
ANNUAL ADD-ON	$0.00	NA	NA

Note: No Peak/Off-Peak structure for Domesticated Animals and Bicycles.
Annual and 30-day passes also include transportation of one bicycle and/or one domesticated animal (dog/cat) along with the pass holder.

Attachment D:

Draft Tariff Rate Schedule and Terms

CASCO BAY ISLAND TRANSIT DISTRICT

TABLE OF CONTENTS

SECTION:

SECTION 1 - Rules and Requirements

Application of Schedule

101

The rates published in this tariff apply for the transportation of property, as described herein, by vessel between Portland and islands located in Casco Bay, as named herein, and between said islands, subject to the following rules. The rates do not include pick-up or delivery service.

Collection of Freight Charges

102

The following rules apply to the collection of freight charges for service provided under the terms of this tariff:

(1) Except as otherwise provided in (2) below, all lawful charges shall be paid at the time the shipment is offered for transportation.
(2) Shipments may be accepted for transportation in advance of the payment of tariff charges lawfully due thereon and credit may be extended to the persons, firms or corporations who, after examination be deemed necessary, satisfy carrier that the payment of freight charges will be made within the credit period specified.

Application for credit will be made at the carrier's offices at 56 Commercial Street, Maine State Pier, Portland, Maine.

A finance charge of 1% per month will be applied on any unpaid balance after 30 days. Those accounts which go unpaid after 60 days will have their credit suspended.

Commodity Rates Versus Freight All Kinds Rates

103

The establishment of a specific commodity rate removes the application of the freight all kinds rates on the same article from and to the same points.

Claims

104

As a condition precedent to recovery, claims for loss, damage, injury or delay must be filed in writing with carrier within three months after such loss, damage, injury or delay occurs; and suits shall be instituted only within two years and one day from the day when notice in writing is given to claimant that carrier has disallowed the claim or any part thereof.

Where a claim is not filed or suit is not instituted therein in accordance with the foregoing provisions, carrier shall not be liable and such claim shall not be paid.

Liability

105

Unless it is shown that carrier's negligence was the sole proximate cause, carrier assumes no liability for any loss or damage that may result from the Act of God, the public enemy, peril of the sea or other waters, quarantine, latent defect in hull, boilers, engines, propellers, piping, shafting or machinery; or loss or damage that may result from collision, stranding, fire, sanitary regulation or operation, explosion, accident to or breakdown of machinery or any propelling equipment, or accident of navigation.
Except in case of carrier's negligence, freight or merchandise destined to or taken from a wharf or landing at which no regular attendant is maintained shall be entirely at the risk of owner after unloaded from vessels or until loaded on to vessels.
Carrier assumes no liability for vehicles or the contents thereof while at its terminals, nor for pilferage or theft of the contents of any vehicle while being transported on its vessels.

As a condition precedent to recovery, claims for loss, damage, injury or delay must be filed in writing with carrier within one month after such loss, damage, injury or delay occurs; and suits shall be instituted only within sixty days from the day when notice in writing is given to claimant that carrier has disallowed the claim or any part thereof.
Where a claim is not filed or suit is not instituted therein in accordance with the foregoing provisions, carrier shall not be liable and such claim not be paid.

Definition of Term 'Carrier'

106

The term "carrier" as used in this schedule shall be understood to mean the Casco Bay Island Transit District.

Definition of a Shipment

107

A shipment is a lot of freight tendered to the carrier at one place at one time for transportation to one consignee at one destination on one shipping order.

Mixed Shipments

108

When a number of different articles for which either the same or different rates are provided herein are shipped at one time by one consignor to one consignee at one destination on one bill of lading in a mixed shipment, each article will be charged for at its actual or authorized estimated weight at the applicable weight per 100 pounds, or rate per article, as the case may be. The total mixed shipment will be subject to the minimum charge provisions of items 118 herein.

Articles of Extraordinary Value

109

Unless otherwise provided, the following articles will not be accepted for transportation: bank bills, coin or currency, deeds, drafts, notes or valuable papers of any kind; jewelry, other than costume or novelty jewelry; postage stamps or letters and packets of letters with or without postage stamps affixed (see note); precious metals or articles manufactured therefrom; old, rare, or precious articles of extraordinary value.
NOTE: U.S. Mail will be transported for the U.S. Post Office.

Packing, Packaging or Bundling

110

Freight tendered for transportation by carrier must be properly packed and protected. Materials used in packing must be of sufficient strength or be of such nature as to afford reasonable and proper protection during handling and loading, and to protect against damage to other freight or equipment.

Carrier requires that inadequately packaged items tendered for transportation will require a signed waiver (forms available at 56 Commercial Street) limiting damage liability for carrier.

Carrier may for good reason refuse to accept freight, the transportation of which, in carrier's judgment, would not be reasonable, safe and practicable.
Articles of freight which do not comply with reasonable packing requirements or whose dimensions create handling problems may be accepted by carrier on a special handling basis and the charge shall be 120% of the otherwise applicable charge.

Freight Requiring Heat or Refrigeration

111

Rates and charges named herein applicable on freight requiring protection against heat or cold do not obligate carrier to provide refrigeration or heater service.

Explosives and Other Dangerous Articles

112

Explosives and other dangerous articles will be handled and transported only in accordance with the rules and regulations prescribed by the Commandant, United States Coast Guard.

Transportation of Domesticated Animals

113

Domesticated animals shall include dogs and cats. No domesticated animal shall be transported unless, in the case of a dog, said dog is duly licensed under applicable State law or municipal ordinances or, in the case of cats, unless the owner or the person having control of said cat can state that the cat has been vaccinated against rabies. Animals must be leashed.

Domestic animals which qualify as aforesaid will be accepted for transportation subject to round-trip charges listed in Section 4 – 403. Carrier will transport at no charge, seeing-eye dogs for the blind.

Such domesticated animals carried on board by the owner, and kept confined in small hand luggage type carrying cases, and such animals confined to the interior of vehicles under owners' supervision and control while on board vehicle ferry, will be exempt from this charge.

All animals will be transported at the risk of owner or other person responsible for such animal, who shall also be required to safeguard, control and secure such animals by short leash or carrying case while on carriers' property. Owner or other person responsible for such animal must be prepared to immediately remove evacuations at terminal and on vessels and to clean the affected area.

Receipt of Freight and Storage Charges

114

The following rules and charges will apply on shipments of freight at the Casco Bay Ferry Terminal, 56 Commercial Street, Portland:

(1) Except as provided in (a) and (b) below, freight will be received by carrier for transportation to island destinations between the hours of 8:00 a.m. to 1:30 p.m., Monday through Friday, holidays excluded.

(a) Saturdays - Shipments of foodstuffs, personal effects, drugs, medicines and shipments of an emergency nature or shipments, for which prior written arrangements have been made, will be accepted for transportation.
(b) Sundays and Holidays - Shipments of personal effects and emergency shipments of foodstuffs, drugs and medicines will be accepted for transportation.

(2) Freight tendered for transportation after 1:30 p.m. must be accompanied to the island destination by the consignee or consignor or its authorized representative who will assume complete responsibility for the shipment at destination. In the absence of a person authorized to accompany the freight, it will be placed in storage on carrier's premises at the Casco Bay Ferry Terminal for transportation within 24 hours from the date and time of receipt, subject to storage charges named in (4) below.

(3) Freight from island origins shall be picked up and removed from carrier's premises at the Casco Bay Ferry Terminal within 24 hours from the time notice of arrival has been given the consignee by telephone if convenient and practicable, otherwise by mail. Freight left on carrier's premises 24 hours or more after notice of arrival has been given will be subject to storage charges named in (4) below.

(4) Storage charges: For each 24 hour period or fraction thereof…..specific commodity freight charges per 100 pounds per day. Where no specific rate is listed for the article(s), the freight all kinds rate will apply. The shipment in storage will be subject to the minimum charge provisions of Items 118. All storage charges will be assessed against the party arranging for such service at the Casco Bay Ferry Terminal and will not be advanced except upon instructions of the party responsible for the line-haul transportation charges.

(5) Because of limited storage space available at the Casco Bay Ferry Terminal, freight held 48 hours or more, through no fault of the carrier, may at carrier's option be removed to and stored in a public or licensed warehouse at risk and expense of the owner.

Registered Gross Weight of Vehicles

115

Where rates named herein are based on the registered gross weight of the vehicle, the registered gross weight shall be that shown on the certificate of registration issued by the State in which the vehicle is registered. The consignor or driver of such vehicle shall produce such certificate of registration as evidence of the registered gross weight of the vehicle. Upon failure to produce the certificate of registration, the rate for the highest registered gross weight named herein will apply. If the actual weight exceeds the registered GVW, then the vehicle charge will be for the actual weight while underload.

Loading and Unloading Vehicles

117

The loading of vehicles on carrier's vessels and the unloading therefrom shall be performed by the consignor or consignee. When the loading or unloading of a vehicle requires towing or hoisting, such towing or hoisting shall be performed by the consignor or consignee. Carrier may for the convenience of consignor or consignee, as the case may be, and without assuming any liability therefore, arrange for such towing or hoisting, and advance the expense thereof and add it to all other lawful charges.

Children's Fares

121

Children under five (5) years of age will be transported free. Children five (5) or more years but, under fourteen (14) years of age will be transported at the children's fares named herein. Children fourteen (14) years or more of age will be transported at the adult fares named herein.

122

Reserved

Honoring of Tickets

123

Regular tickets will be limited for transportation to sixty (60) days from the date purchased. 30-Day Passes and 90-Day Passes are limited for transportation for thirty (30) and ninety (90) days from the date purchased, respectively. Annual Passes are valid for three-hundred sixty-five (365) days from the date purchased.

Baggage

124

Only such baggage as can be reasonably carried in hand by the passenger will be transported with the passenger at the fares named herein. Any baggage in excess of that which passenger may conveniently carry in hand shall be subject to freight rates published in carrier's freight tariffs. Hand baggage carried by passengers will not be checked and carrier assumes no liability for loss, damage, or theft thereof.
Carrier reserves the right to refuse transportation of any baggage consisting of articles which may be objectionable to other passengers or which may jeopardize the safe operation of its vessels.

Objectionable Persons

125

Carrier reserves the right to refuse transportation to any person under the influence of intoxicating liquors or drugs or whose conduct causes him/her to be objectionable or dangerous to other passengers, or any person who is incapable of taking care of him or herself. The foregoing is not applicable to persons who are ill and are accompanied by an attendant.
Carrier reserves the right to refuse transportation to any person failing to abide by its rules and regulations or those of the United States Coast Guard pertaining to the safe and efficient operation of carrier's vessels.

Scheduled Service

126

Carrier reserves the right to deviate from or to cancel sailing schedules or substitute one vessel for another without notice, as necessitated by circumstances and conditions beyond its control. In either event the carrier assumes no liability for loss, damage, or inconvenience which may result therefrom.

Landing of Passengers

127

Passengers shall be deemed to have been landed:

(a) Upon arrival of vessels at port of designation;
(b) Upon arrival of vessel at any port, including port of origin, when, due to conditions beyond carrier's control, safe landing cannot be made at port of destination or continuation of voyage is abandoned.

Sale of Regular Tickets

128

All passenger and vehicle tickets are good for round-trip transportation and will be collected when boarding in Portland. There is no refund if you use alternate transportation to return to Portland. Tickets may be purchased only at carrier's ticket office in Portland, Maine. Carrier's ticket office will be open for the sale of tickets until the last scheduled vessel leaves in the evening of the same day. The purchase of tickets does not guarantee transportation to or from an island on date of purchase.

Redemption of Tickets

129

Wholly unused and non-expired <u>round trip tickets</u> will be redeemed to the purchaser thereof at the fares paid therefore, less a service charge of .25 per passenger ticket, $1.00 per vehicle ticket. These will be redeemed in cash or credit depending on the original payment method.

A wholly unused and expired <u>round trip ticket</u> will be swapped, minus the service charge noted above, toward the purchase of <u>one ticket</u> of the same type. For tickets at a higher price (seasonal rate change), the difference shall be paid by the purchaser. Expired tickets have no cash value.

Tickets will be redeemed only at the office of the carrier.

130

Delay in Transportation Services

Carrier will make reasonable efforts to transport passengers, vehicles, and freight to their destination in a timely manner. In no event, however, does carrier guarantee that space be available for any passenger, vehicle, or freight presented to carrier for transport, nor shall it be liable for any inconvenience, expense, or direct, incidental, or consequential damages that may result from any resulting delay. In the event of extreme delay or damage, carrier may, in its sole discretion, elect to refund the fare or freight charge in part or in full.

Customers are hereby notified that carrier is unable to guarantee transport on any particular vessel or any particular trip. All transportation services provided by carrier are subject to capacity and space limitations, inclement weather, mechanical breakdown, emergency situations, and other service disruptions. Customers are advised to present passengers, vehicles and freight for transport at the terminal well in advance in order to facilitate timely shipment. In the event carrier is unable to accommodate passengers, vehicles or freight on the vessel or at the time desired, carrier will make reasonable efforts to place such passenger, vehicles or freight on the next available vessel to the desired destination.

SECTION 2 - Freight, All Kinds, and Minimum Charges

Freight, All Kinds

200

Freight, all kinds, except articles for which rates are specifically named in this tariff.

Rates are in cents per 100 lbs.

SECTION 3 - Vehicles/Freight in Vehicles

Rules Governing Freight or merchandise carried in or on Vehicles

300

(a) Except as otherwise provided in paragraph (b), and subject to the provisions of paragraph (c), the following rates will apply on freight or merchandise carried in or on vehicles transported at vehicle rates named in this tariff, subject to the minimum charges named in Item 105.

(b) Subject to the provisions of Paragraph (c), personal effects, household effects or furnishings, and baggage may be carried in or on automobiles or station wagons without charge when such articles are the property of the owner of the vehicle or his immediate family and not for resale or business purposes.

(c)

1. Subject to the provisions of subparagraph w, automobiles or station wagons carrying articles on the outside of the vehicle will be accepted for transportation subject to available space and clearances, the determination of which shall be at the discretion of the master of the vessel.

2. Articles transported in or on automobiles or station wagons which project beyond the length or width of the vehicle shall be subject to a charge of $10.00 per vehicle in addition to all other applicable charges.

Rates are in dollars and cents per 100 lbs Unless otherwise indicated.

Freight or Merchandise Carried in or on Vehicles

305

NOTE: Carrier reserves the right to weigh all shipments on both the outbound and inbound trips.

Vehicle Ferry Service (scheduled) Between Portland and Peaks Island

310

Rates are in dollars and cents per vehicle and include transportation of driver only. Commercial vehicles must present a copy of the paid invoice for the trip to and from Peaks Island.

Vehicle Ferry Service (reservations) from Portland to Peaks Island

315

Reservations for commercial vehicles from Portland to Peak's Island will be accepted at the CBITD Operations Office between 7:00 a.m. and 5:00 p.m. Monday through Friday, and must be made no less than 24 hours prior to the scheduled run.

Reservations for up to two commercial vehicles per run will be accepted for any scheduled weekday service up to and including the 12:15 p.m. run on Friday. The cost for each reservation will be $25.00 in addition to the applicable transportation charges.

Reservations for one commercial vehicle per run will be accepted beginning with the 3:15 PM run on Fridays through the last scheduled car ferry run on Sundays. The cost for each reservation will be $50.00 for Commercial vehicles 6,000 – 10,999 GVW, and $100 for Commercial vehicles 11,000 GVW and greater, in addition to the applicable transportation charges.

CBITD assumes no responsibility for failure to carry any vehicle in the event vehicle ferry service is canceled for any reason. Vehicle must be on site one half hour prior to departure.

Vehicle Ferry Service (reservations) Between Portland and all islands in Casco Bay served by carrier, except Peaks Island. (See item 310)

320

Reservation vehicle service for the transportation of vehicles will be operated upon request, subject to the availability and carrying capacity of vessels and the provision that reservations must be made with carrier at least one (1) week prior to date vehicle is to be transported. Requests for transportation shall be accompanied by a payment in full for each vehicle to be transported.

In the event a reservation to transport one or more vehicles is canceled, the amount paid will be refunded only if such cancellation is received at least 24 hours prior to time of sailing.

Rates include transportation of driver, but do not include transportation of freight or merchandise carried in vehicles. (See item 300)

Rates are in dollars and cents and for transportation of vehicle only.

Special Service

325

Transportation of heavy loads, heavy equipment, large mobile units and other traffic requiring special handling in Casco Bay will be subject to the availability and legal carrying capacity of the vessel, and the following provisions:

- (a) Requests for transportation must be submitted at least seventy two (72) hours prior to sailing time.
- (b) Vessels are held available only at Portland.
- (c) Time, for the purpose of computing rates, shall include the following:
  - (1) From the time vessel sails from Portland, to and including such time as vessel returns to Portland.
  - (2) Time required preparing vessel for sailing which shall also include time required to load and/or unload vessel.

Rates: Rates are in dollars and cents per thirty (30) minutes or fraction thereof. Minimum charge is in dollars and cents.

Note: Minimum rates named in this item do not include additional personnel, services and/or equipment required for the loading and/or unloading of heavy loads, heavy equipment and large mobile units, and the subcontracting of other vessels. When additional personnel, service and/or equipment are required for loading and/or unloading and the subcontracting of other vessels, the rates shall not exceed the maximum rates named in this item. Rates shall be determined and agreed upon at the time request for transportation is made.

Extra Trips between Portland and Peaks Island

330

Extra trips are defined as those trips made immediately before, immediately after, or during a normal schedule of the car ferry. They fall into two categories:

(1) Those trips made to accommodate an overflow of vehicle traffic, at the discretion of CBITD and depending on the availability of crew and equipment; or
(2) Those trips made to accommodate vehicles which, because of their cargo, cannot be transported on a scheduled run. Additional vehicles may be transported at the discretion of CBITD and subject to USCG regulations. The charge for these trips shall be the tariff rate for the individual vehicles and their freight, or the hourly rate, whichever is higher. These trips will be scheduled on a seasonal basis, with the schedule to be published concurrently with CBITD's normal sailing schedule.

Assignment and subcontracting shipments

335

1. Assignment: At its discretion, CBITD may assign shipments to other carriers under 35-A M.R.S.A. Section 5101. When such assignment occurs, the other carrier will assume full authority and responsibility for the shipment, including damage or loss, and will transport the load on its own account. The assigned carrier will issue its own bills of lading to the shipper. CBITD will charge an assignment fee to cover its costs.
2. Subcontract: At its discretion, CBITD may subcontract shipments to other carriers under 35-A M.R.S.A. Section 5101. When such subcontracting occurs, CBITD will assume full authority and responsibility for the shipment, including damage or loss, and will transport the load on its own account. Nothing herein prevents CBITD from holding its subcontractor liable for loss or damage that occurs to the shipment. CBITD will issue its own bill of lading to the shipper. CBITD will use the Tariff rates in item 625 or item 835, and will apply those rates equitably based on its cost of supplying the service.

Round Trip Passenger Rates

400

Fares apply in either direction between Portland and Islands in Casco Bay.
Each ticket permits round-trip transportation.

Annual and 30-Day and 90-Day Passes also include transportation of one bicycle and/or one domesticated animal with the pass holder.

FLAT FARE – ALL ISLANDS Fare Type	Peak Season Rates	Off-Peak Season Rates
Adult	$14.00	$7.20
Half (senior/disabled/child)	$7.00	$3.60
30-Day Pass	$48.00	$32.00
30-Day Pass – Half (senior/disabled/child)	$24.00	$16.00
90-Day Pass	$144.00	$96.00
90-Day Pass – Half (senior/disabled/child)	$72.00	$48.00
Annual	$432.00	$432.00
Annual – Half (senior/disabled/child)	$216.00	$216.00

Domesticated Animal Rates

403

ISLAND	FARE TYPE	**PEAK SEASON** RATES	**OFF-PEAK SEASON (**WINTER**)** RATES
All Islands	Ticket	$4.50	$4.50

Annual and 30-Day and 90-Day Passes also include transportation of one bicycle and/or one domesticated animal with the pass holder.

Bicycle Rates

404	**Adult**	**Child**
Peak Season rates (all islands)	$7.00	$3.50
Off-peak Season rates (all islands)	$7.00	$3.50

Annual and 30-Day and 90-Day Passes also include transportation of one bicycle and/or one domesticated animal with the pass holder.

Peaks Island Residential Boarding Pass

405	**Adult**	**Child**
Annual rate	$10.00	$10.00

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FREIGHT RATES

410

Item #	Description	Off-Peak	Peak Season
190	FREIGHT,ALL KINDS PER 100 LBS.	$ 4.90	$ 7.35
	Except articles for which rates are specifically named in this tariff:		
200A	APPLIANCES, SMALL HOUSEHOLD	$ 4.80	$ 7.15
	Items in this category include but are not limited to: vacuum cleaner		
200E	APPLIANCES, SMALL	$ 7.05	$ 10.60
	Items in this category include but are not limited to: small gas grill, microwave, dorm size refrigerator		
200L	APPLIANCE: MEDIUM	$ 13.75	$ 20.65
	Items in this category include but are not limited to: dishwasher, dryer, freezer, large gas grill, kitchen stove, washer, water heater		
200U	APPLIANCES LARGE	$ 20.85	$ 31.30
	Items in this category include but are not limited to: refrigerator, stackable washer/dryer unit		
200X	APPLIANCES, SPECIAL HANDLING	$ 37.50	$ 57.50
	Items in this category include but are not limited to: commercial refrigerator, commercial freezer		
210A	BAGGED BULK ITEMS: FUEL, PER ITEM	$ 0.90	$ 1.45
	Items in this category include but are not limited to: bio-bricks, coal, wood pellets		
	BAGGED BULK ITEMS, PALLETIZED PER PALLET		
	Items in this category include but are not limited to:		
210G	soil: pallet under 20 bags	$ 16.30	$ 25.00
210H	soil pallet over 20 bags	$ 25.00	$ 37.45
	BAGGED BULK ITEMS: FUEL, PER TON, PALLETIZED	$ 20.65	$ 30.95
	Items in this category include but are not limited to: bio-bricks, coal, wood pellets		
	FUEL: OIL, KEROSENE, GAS		
	Items in this category include but are not limited to:		
210P	oxygen cylinders - home use	$ 1.25	$ 1.90
210Q	oil or kerosene: per case or 5 gal. container, gas grill cylinders (RT)	$ 2.30	$ 3.40
210T	gas, natural/petroleum, per 100 lbs. (RT)	$ 4.05	$ 6.10
215A	FURNITURE: SMALL	$ 3.90	$ 5.85
	Items in this category include but are not limited to: bed frames, head boards, foot boards, small rug, kitchen chair, wicker chair, end table or similar sized		

Item #	Description	Off-Peak	Peak Season

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215G	FURNITURE: MEDIUM	$	5.75	$	8.65
	Items in this category include but are not limited to: carpeting: small roll, large area rug, dining chair, rocking chair, lawn chair, twin mattress or box spring				
215L	FURNITURE: LARGE	$	11.40	$	17.10
	Items in this category include but are not limited to: overstuffed chair, recliner, desk, futon with mattress and frame, full or queen mattress or box spring, sofa, loveseat, kitchen or dining table				
215U	FURNITURE: EXTRA LARGE/SPECIAL HANDLING	$	20.65	$	30.95
	Items in this category include but are not limited to: picnic table, king mattress or box spring, carpeting: large roll				
225A	LAWN & GARDEN EQUIPMENT - SMALL	$	3.40	$	5.10
	Items in this category include but are not limited to: weed wacker				
225F	LAWN & GARDEN EQUIPMENT - MEDIUM	$	5.15	$	7.75
	Items in this category include but are not limited to: lawnmower (push), small rototiller, small snowblower, empty wheelbarrow				
225M	LAWN & GARDEN EQUIPMENT - LARGE	$	9.75	$	14.65
	Items in this category include but are not limited to: wheelbarrow with freight, small wood chipper				
225R	LAWN & GARDEN EQUIPMENT - EXTRA LG/SPECIAL HANDLING	$	21.70	$	32.60
	Items in this category include but are not limited to: large commercial snow blower (OW), riding lawnmower or large commercial rototiller or home/garden riding tractor or commercial wood chipper: OW on passenger ferry or RT on passenger ferry				
	NURSERY STOCK, FERTILIZER, SOIL				
230A	flowers, floral arrangements	$	4.40	$	6.50
230B	plants - seeding and bedding	$	1.25	$	1.90
230C	plants - per cage	$	25.00	$	37.45
230D	trees, shrubs	$	3.40	$	5.00
230E	large trees, large shrubs	$	16.30	$	25.00
	BAGGED/BULK ITEMS				
230H	bags weighing 0-50 lbs.	$	1.55	$	2.40
230P	bags weighing 51-100 lbs.	$	1.90	$	2.80
	Items in this category include but are not limited to: cement, lime, fertilizer, peat, mulch, feed, seed, grain, hay				
235A	PERSONAL EFFECTS:SMALL	$	1.25	$	1.90
	Items in this category include but are not limited to: suitcase, supply, and boxed books				
235E	chairs, plastic stacking	$	0.80	$	1.25
235H	PERSONAL EFFECTS:MEDIUM	$	3.15	$	4.65
	chairs, plastic stacking medium supply, envelopes or parcels (fed ex, UPS), medicine				

Item #	Description	Off-Peak		Peak Season	
235S	PERSONAL LARGE	$	4.55	$	6.85

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	Items in this category include but are not limited to:				
	large suitcase, large duffle bag, large supply				
	PERSONAL EFFECTS: BULK SHIPPED				
236A	UpFreight cart	$	9.75	$	15.00
236B	large UpFreight cart	$	12.50	$	18.75
236C	supplies or personal effects per cage	$	21.70	$	31.50
	CATERING OR RESTAURANT RENTALS				
236H	Rental Chairs (round-trip)	$	1.05	$	1.55
236I	Rental Tables (round-trip)	$	5.45	$	8.15
236J	Rental Glassware per rack (round-trip)	$	1.55	$	2.40
236K	Linens bagged (round-trip)	$	3.40	$	5.15
236L	Linens in totes (round-trip)	$	21.20	$	31.75
	GROCERIES				
300A	Bagged or Boxed	$	0.80	$	1.20
300B	Oversize tote or cooler, Lunch Containers	$	3.15	$	4.65
300D	groceries per cart	$	5.60	$	8.40
300I	Groceries, cartons per 100 lbs. - weight certified correct by consignee	$	2.50	$	3.75
	BREAD-ROLLS,PIES,CAKES				
	Items in this category include but are not limited to:				
300G	crackers, chips, pastries	$	0.70	$	1.05
300I	Bread with upfreight tray, milk with upfreight crate	$	0.80	$	1.20
	PERISHABLE STORE OR RESTAURANT				
300M	Seafood, Fresh or Frozen per box, eggs, meat, fish, frozen food	$	2.50	$	3.75
300N	Ice Cream in Large Tote (upfreight included)	$	11.25	$	16.85
	BEER, SODA, WINE, ALCOHOL				
	Items in this category include but are not limited to:				
305A	Soda per case, Soda tanks, soda CO2 cylinders, water per case or per 5 gallon jugs	$	1.40	$	2.10
305E	Beer, Ale or Wine per case. Beer in micro-brew cannister	$	1.80	$	2.70
305M	Alcohol, liquor per case or Beer, ale in half-kegs (round-trip)	$	7.55	$	11.30
	BOATS				
	Items in this category include but are not limited to:				
400A	small boats, windsurfers, surfboards, kayaks	$	10.00	$	15.20
400F	large boats	$	27.15	$	41.25
	ENGINES/AUTO PARTS/TIRES				
	Items in this category include but are not limited to:				
405B	batteries, unmounted auto tires, antifreeze per case or 5 gal. bucket	$	2.15	$	3.25
405F	mounted automobile tires	$	3.15	$	4.65
405C	unmounted truck and tractor tires and large marine batteries	$	6.25	$	9.40
405D	mounted truck and tractor tires and outboard engines per unit	$	8.15	$	12.20
405A	Engines: rate based on 100lb. Increments	$	4.90	$	7.35

Item #	Description	Off-Peak	Peak Season
	EXERCISE EQUIPMENT		

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415A	small: stationary bicycle etc.	$	8.70	$	13.05
415B	Large: treadmill, etc.	$	13.75	$	20.65

430A	ELECTRONICS: SMALL	$	2.15	$	3.25
	Items in this category include but are not limited to:				
	television sets under 13" (portable) and VCR/DVD players				
430G	ELECTRONICS: MEDIUM	$	4.90	$	7.35
	Items in this category include but are not limited to:				
	amplifiers, guitars, speakers, stereo and video equipment - receivers and turntables, computer components per box.				
400M	ELECTRONICS: LARGE	$	11.95	$	17.90
	Items in this category include but are not limited to:				
	television sets 14-40 inches diagonal, small organs, small pianos and drum sets				
	ELECTRONICS, MUSICAL INSTRUMENTS: SPECIAL HANDLING				
	Items in this category include but are not limited to:				
	television sets over 40", DJ equipment (RT)	$	32.60	$	48.85
	4 piece band (RT), Pianos, organs	$	65.15	$	97.75

	BUILDINGS				
	Items in this category include but are not limited to:				
504A	portable garages or portable toilets (RT)	$	41.30	$	62.45
504B	small sheds	$	74.95	$	112.40
504C	large sheds	$	179.00	$	269.00

	DOORS				
	Items in this category include but are not limited to:				
510A	bifold, hollow interior, storm or screen	$	4.55	$	6.85
510C	solid with or without frames	$	11.15	$	16.70
510D	double or with sidelights	$	21.20	$	31.50
510E	area or patio in frames	$	31.20	$	46.70

	FENCING				
	Items in this category include but are not limited to:				
512A	posts, steel stakes (bundled), rails	$	1.25	$	1.90
512D	wooden snow fencing in rolls	$	3.15	$	4.65
512E	wooden panels to 10 ft. or steel security in rolls to 10 ft.	$	4.05	$	6.10

	HARDWARE				
514A	box up to 20 pounds, nails or screws	$	1.25	$	1.90
514B	box over 20 pounds, nails or screws	$	1.90	$	2.80

Item #	Description		Off-Peak		Peak Season
	HEATING EQUIPMENT/SUPPLIES				
	Items in this category include but are not limited to:				
516A	baseboard heaters, hot water or electric per foot	$	0.43	$	0.65

516B	boilers, furnaces, wood stoves, heating equipment per 100 lbs.	$	6.90	$	10.30
516G	monitor heater per unit	$	9.75	$	14.65

	INSULATING MATERIALS				
518A	rolls, batts or 4x8 insulating panels, per piece	$	1.25	$	1.90

	MASONRY MATERIALS				
519A	brick, per brick	$	0.18	$	0.27
519B	rebar per foot	$	0.13	$	0.20
519C	cement blocks per block	$	1.25	$	1.90
519D	lolly columns per unit or cement blocks, cast or natural stone per 100 lbs.	$	4.90	$	7.35
519G	styrofoam forms per pallet	$	16.30	$	25.00

	LADDERS/SCAFFOLDING				
520A	small step ladders or boat stands	$	3.15	$	4.65
520C	extension ladders or scaffolding per piece (RT)	$	4.35	$	6.50

	LUMBER/FRAMING TIMBERS				
522A	softwood - boardfeet	$	0.11	$	0.17
522B	hardwood or pressure treated - boardfeet	$	0.20	$	0.30
522C	microlam or cemplanks - per linear food	$	1.00	$	1.45
522D	moulding or strapping per bundle	$	3.15	$	4.65
522E	hardwood flooring per bundle	$	3.75	$	5.65

	BUILDING SUPPLIES FINISHING				
522F	cabinets or cupboards small unit	$	5.65	$	8.45
522G	cabinets or cupboards standard unit	$	6.90	$	10.30
522H	counter tops per running foot	$	0.55	$	0.80
522I	stone or granite counter tops per running foot	$	2.50	$	3.75

	ELECTRICAL				
536A	light fixtures per box	$	2.80	$	4.25
536B	wire per roll	$	4.05	$	6.10
526C	pipe-conductor per foot	$	0.11	$	0.16

	PAINT/JOINT COMPOUND				
527A	one gallon cans - loose	$	1.00	$	1.45
527B	cartons (quarts or pints)	$	1.55	$	2.40
527C	cartons (gallons) or 5 gallon cans	$	2.15	$	3.25

Item #	Description	Off-Peak	Peak Season
	PLYWOOD/WALLBOARDS/LATTICE		
	4x8 plywood or paneling		

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528A	5/16 inch or less	$	1.25	$	1.90
528B	1/2 inch or less	$	1.90	$	2.90
528C	3/4 inch or less	$	2.50	$	3.75
528D	1 inch & over	$	3.15	$	4.70
	4x12 plywood or paneling				
528E	5/16 inch or less	$	1.90	$	2.90
528F	1/2 inch or less	$	2.90	$	4.35
528G	3/4 inch or less	$	3.75	$	5.65
528H	1 inch & over	$	4.70	$	7.10
528I	4x8 sheetrock	$	1.90	$	2.90
528J	4x12 sheetrock	$	3.75	$	5.65
528K	4x8 lattice	$	1.55	$	2.40

	PLUMBING SUPPLIES AND FIXTURES				
	Items in this category include but are not limited to:				
532A	shower stall doors, sinks, boxed plumbing supplies, air compressors and water tanks	$	4.55	$	6.85
532F	toilet bowls, hoppers, tanks	$	8.70	$	13.05
532G	bathtubs or shower stalls per unit	$	19.55	$	29.30
532I	shower/bath stalls per unit	$	31.20	$	46.70

	PIPE/PIPE FITTINGS				
533A	pipe: copper, brass or bronze 0 to 3" straight	$	0.11	$	0.16
533B	pipe: iron, steel or cast iron bent in shapes or coils	$	6.25	$	9.40
533C	pipe: iron, steel or cast iron 0 to 3" straight	$	0.15	$	0.23
533D	pipe: iron, steel or cast iron over 3" straight	$	0.18	$	0.27
533E	pipe: plastic 0 to 3 straight	$	0.09	$	0.13
533F	pipe: plastic 3 to 6" straight	$	0.11	$	0.16
533G	pipe: plastic over 6" straight	$	0.15	$	0.23
533H	pipe/tubing - copper brass, bronze bent in shapes or coils	$	3.75	$	5.65
533I	pipe, coiled - large	$	6.25	$	9.40

	ROOFING AND SIDING MATERIAL				
536A	gutter, roof eve, trough, etc. per foot	$	0.11	$	0.16
536B	drip edge per piece	$	0.50	$	0.75
536C	gutter fittings, corners, caps, joints per carton, roofing/siding asphalt/ sheathing, plain	$	1.65	$	2.45
536F	wood shingles, roofing/siding mineral/asphalt/felt per roll, roofing cement in 5 gal. bucket or carton of 4 gallon cans, plastic water shield	$	2.15	$	3.25
536J	drip edge per box, clapboards, metal/vinyl/wood in bundles, copper rooth sheathing or lead flashing per roll.	$	3.80	$	5.70

Item #	Description		Off-Peak		Peak Season
	TANKS, SEPTIC OR OIL STORAGE				
540A	iron/steel up to 275 gal capacity	$	27.15	$	40.75
540B	plastic or fiberglass up to 275 gal capacity	$	27.15	$	40.75

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540C	plastic or fiberglass up to 500 gal capacity	$ 54.30	$ 81.45
540D	plastic or fiberglass up to 750 gal capacity	$ 81.45	$ 122.20
540E	plastic or fiberglass up to 1000 gal capacity	$ 108.60	$ 162.90
540F	infiltrators with or without caps/plates	$ 1.90	$ 2.80

	TILE		
542A	ceiling or wall per carton	$ 1.90	$ 2.80
542B	floor per carton	$ 3.80	$ 5.70

544A	TOOLS:HAND POWER-SMALL	$ 3.40	$ 5.15
	Items in this category include but are not limited to:		
544B	small tote or tool box		
544C	TOOLS:POWER MEDIUM-TABLE TOP	$ 7.50	$ 11.25
	Items in this category include but are not limited to:		
544M	small table saw or floor edger		
	TOOLS:LARGE POWER-FREE STANDING	$ 11.50	$ 17.25
	Items in this category include but are not limited to:		
544P	generators, table saws, large tool/job box, floor sander		
	TOOLS: BULK SHIPPED		
544Q	TOOLS, CART MEDIUM ROUND TRIP	$ 16.30	$ 24.45
544R	TOOLS, CART LARGE ROUND TRIP	$ 25.00	$ 37.45

	TRAP SUPPLIES		
546A	traps, wood, wire or plastic; trap stock wire, wood per bundle or roll and ropes/line per coil	$ 2.90	$ 4.35
546E	cement trap runner each	$ 0.30	$ 0.45

	TUBES/CULVERTS		
548C	sonotubes 0 to 8 inches diameter	$ 1.25	$ 1.90
548D	sonotubes over 8 inches	$ 1.90	$ 2.90
508A	culverts per 100 lbs	$ 4.90	$ 7.35

Item #	Description	Off-Peak	Peak Season
	WINDOWS		
550A	glass packaged in boxes or cartons	$ 5.00	$ 7.50
550B	cellar, eve, small sash, storm/screen replacement	$ 2.60	$ 3.90
550D	single window unit	$ 6.90	$ 10.30

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550E	two window unit	$	12.50	$	18.75
550F	three window unit or picture window	$	27.15	$	41.25

	RECREATIONAL VEHICLES				
600A	bicycles, round-trip	$	6.50	$	6.50
600B	bicycles, child RT or adult OW	$	3.25	$	3.25
600D	mopeds - round-trip	$	16.30	$	24.50
600E	golf carts, motorcycles (Thurs – Tues) & ATVs, RT on car ferry	$	27.15	$	41.25
600F	motorcycles (Wed) RT on car ferry	$	27.15	$	36.65
600G	motorcycles & ATVs OW on passenger ferry	$	27.15	$	41.25
600J	golf carts OW on passenger ferry	$	62.45	$	82.55

Casco Bay Island Transit District
[Effective June 1, 2024] Tariff

Item #	Description	Off-Peak		Peak Season	
	VEHICLES AND VEHICULAR FREIGHT				
605A	freight carried on vehicle per 100 lbs. (other than fuel)	$	1.25	$	1.90
605B	commercial vehicle reservation	$	25.00	$	25.00
605C	Fuel freight carried on vehicle per 100 lbs	$	0.90	$	1.45

	PEAKS NON-COMMERCIAL VEHICLES				
610A	automobile or light truck (<6,000 lbs.) Mon & Tues	$	36.65	$	62.65
610B	automobile or light truck (<6,000 lbs.) Thur - Sun	$	36.65	$	82.65
610C	automobile or light truck (<6,000 lbs.) Wed	$	36.65	$	36.65
610D	handicap plates Wed	$	36.65	$	36.65
610E	handicap plates Mon-Tues	$	36.65	$	52.65
610F	handicap plates Thur - Sun	$	36.65	$	72.65
610G	trailers up to 20 feet	$	27.65	$	40.65
610H	trailers over 20 feet	$	36.65	$	62.65

	PEAKS COMMERCIAL VEHICLES BY REGISTERED GVW				
600B	6,000	$	44.65	$	85.45
611D	6,000 to 10,999	$	47.65	$	87.90
611F	11,000 to 19,999	$	52.65	$	95.15
611H	20,000 to 29,999	$	62.65	$	109.65
611J	30,000 to 39,999	$	74.65	$	129.40
611L	40,000 to 49,999	$	87.65	$	159.65
611N	50,000 to 59,999	$	108.65	$	176.65
611P	over 60,000	$	134.65	$	196.65
	All charges are round-trip. In the event that a vehicle was transported by another carrier; a charge equal to one half the round-trip rate will be charged on the return to Portland.				
611Q	maximum charge per vehicle including freight	$	345.00	$	345.00

	CONSTRUCTION EQUIPMENT TO PEAKS				
612A	bob cat, paving roller	$	54.65	$	77.65
612B	front end loader, road sweeper	$	74.65	$	106.15
612C	heavy equipment over #25,000	$	227.65	$	292.65

	DOWNBAY NON-COMMERCIAL				
620A	car/station wagon/pick-up/van	$	88.65	$	122.65
620C	trailers up to 20 feet	$	52.65	$	78.65
620D	trailers over 20 feet	$	88.65	$	122.65