



**Casco Bay Island Transit District
Board of Directors Meeting Minutes
Thursday, April 23, 2026 at 7:45 AM**

This meeting will be an **in-person** meeting with remote participation option available
The public is invited to participate: Video Conference Link and Call-in number are available at:
<https://www.cascobaylines.com/about-us/board/>

	Webex	<u>Attendance</u> In Person	Phone	Absent
<i>Directors:</i>				
Jen Lavanture (Pres)		X		
Joe Donovan (1 st VP)	X			
Max Pizey (2 nd VP)		X		
Jean Hoffman (Treasurer)		X		
James Luedke (Clerk)		X		
Bud Higgins (Asst. Clrk)		X		
Nate Cooper	X			
Paul Belesca	X			
Erik Winchester		X		
Dave Crowley	X			
Heather Moretti		X		
Bill Geary				X

<i>Staff:</i>				
C. Gildart		X		
Pottle	X			
Dinsmore		X		
Bryand		X		
Charette		X		
Bowie		X		

<i>Public:</i>				
Ross Sneyd				X
Rorick Sellers	X			
Margaret Kelsey		X		
Brian Weilbrenner	X			
Andrew Doukas		X		
Madeline Pryor		X		
Lynn Heinnmann	X			
George Purtell	X (8:48)			
Marcie	X (9:28)			
Sharoan Cohen	X (8:39)			
Barbara Carter	X (9:42)			
Call In User 1			X	
Call In User 2			X	
Call In User 3			X (7:49)	



Call In User 4			X (7:49)	
Call In User 5			X (7:56)	
Call In User 6			X (7:59)	
Call In User 7			X (8:15)	
Call In User 8			X (8:28)	
Call In User 9			X (8:59)	

1. Call to Order
 - a. Lavanture calls meeting to order at 7:46 a.m.
 - b. Charette does roll call.
2. Approval of meeting minutes from March 31st, 2026. Lavanture asks for motion to approve minutes. Higgins moves to accept, Hoffman seconds. No public comment. No director comment. Roll call vote to accept minutes. Unanimously approved by all present.
3. Old Business – none
4. New Business
 - A. Consideration and action on a proposal to adjust rates for Single Tickets, Annual Passes, 90-Day Passes, and 30-Day Passes.
 - a. Lavanture notes Board received recommendation from Finance Committee and current meeting and discussion will constitute a public hearing on the matter. Thanks those from the public who have taken time to join the meeting and reminds of process: Lavanture will make a few introductory comments, then will give the floor to GM Dinsmore for presentation. Public comment will follow that. Each speaker is allowed to speak once for 3 minutes during public comment period, both in the room and online, then will begin Board deliberation. If at any point there is a motion before the Board or an amendment to the motion, per standing rules, that will also be an opportunity for public comment, before the Board deliberates and votes on said motion. After public hearing is concluded, meeting will continue onto other agenda items.
 - i. Kelsey clarifies if a member of the public can speak more than once, based on when public comment is invited. Lavanture confirms that is correct.
 - b. Lavanture gives background on passenger rate change discussion. Prior to rate restructuring in 2024, CBL had not raised rates in 15 years. Some previous directors took pride in long-standing price stability, but it was not sustainable and put the district at significant fiscal risk due to increasing operating expenses and therefore increasing deficit. Operating expenses including fuel, maintenance, labor, insurance all continued to rise. Action today is to fulfill commitment to move away from extended gaps that led to massive disruptive corrections and instead establish a regular cadence of measured, incremental reviews. Actions taken include passenger and vehicle rate changes in 2024 and 2025, as well as operational costs such as fuel conservation programs in place, changes to the winter sailing schedule, but still a large operating deficit to be addressed in the millions and Board has an obligation to maintain the financial viability of the district while minimizing the reliance on unpredictable federal subsidies. Current proposal is the result of a rigorous data driven process that began in Finance Committee in February. Included reviews of ridership and financial data since the 2024 implementation and then 3 workshops at Finance level on March 11th, 18th, and April 13th. Thanks GM and staff for work on proposal as well as for receiving and distribution of public comment and feedback that was received. Current proposal is designed in favor of islanders and continues as a two-tiered structure that was adopted in 2024 to protect affordability for year round residents. Turns over to Dinsmore for presentation.
 - c. Dinsmore presents 2026 Proposed Passenger Rate Adjustments.

- i. Dinsmore details rationale behind rate adjustment proposal, which Lavanture covered as well. Slide shown regarding commitment to community, reducing operating deficit, and statutory obligation to both balance affordability for year-round residents with the financial viability of the District, and to minimize reliance on government subsidies. Slide showing operating deficit, context and background, as well as trends over the years. Coming out of 2022, CBITD was over 4 million in operating deficit, which was funded by the government. Continued into fiscal year 2023 at almost 4.5 million. Board began rate change discussions and two-tiered system that currently exists and loss was eventually brought down to 3.6m, which was still being covered by the Federal Government. 373k in 2025 through various initiatives, but was offset by increases in operating cost, so still a 3.6 million operating deficit. Proposed changes are part of a plan that the Board voted on in November in an effort to reduce the operating loss to 2.8m. Board voted to generate 460k in new revenue specifically from passenger fares, which is current discussion.
 - ii. Single ticket purchaser data. Single tickets are shown to fall primarily on seasonal visitors and day-trippers. Notes that there are also year-round residents who buy single tickets for themselves or friends and family who ride the ferry infrequently and therefore do not benefit from a pass for lack of savings, but infrequency of use means a lower annual financial burden compared to other islanders. 85% of islanders have active passes. Riders who ride ferries more than 3 times a month are better served with a pass. Rates bring CBL in line with similar regional ferry companies which currently have higher peak and off-peak single trip rates than what is currently proposed for CBL.
 - iii. Slide shows Proposed Rate Change Option B as recommended from the Finance Committee. Dinsmore details proposed rate changes across all rates. Additional rate change slide shows percentages of each respective increase and context for each.
 - iv. Chebeague Transportation Company and Maine State Ferry would continue to be more expensive than proposed ticket increases. 10-ride pass through CTC, Maine State Ferry commuter pass are also not cheaper options and have certain restrictions on use.
 - v. Annual pass value analysis slide shows ferry riders how many trips per year equal what they would save by having a pass, or what they wouldn't save by having a pass.
 - vi. Projected revenue impact: 442k of gross revenue income, friends and family discount no longer part of current proposal. Price elasticity slide, presumably ridership will go down with an increase in ticket price, though in 2024 when rates were raised by 82%, ridership only declined by 0.1% after ticket increase, then exceeded to positive number. Using 0.8% as declination percentage, 395k can be expected in revenue; 65k less than what Board had voted for in November. Option B summary, \$2 increase to peak season single tickets and modest increases to passes. As presented, would also commit District to a \$1 increase to single ticket price in June of 2027 as well.
 - vii. Dinsmore relays expected process moving forward: deliberation and vote at current meeting to accept recommendation from Finance Committee or consider any amendments. Any approved adjustments would take effect June 19th, 2026. Subject to PUC acceptance.
- d. Lavanture asks for public comment pertaining to current item. Notes there is an opportunity for items not on the agenda towards the end of the meeting, as noted on the agenda.
- i. Madeline Pryor asks how \$78k estimate of friends and family discount cost was calculated. Dinsmore responds that it was max load on system, meaning if all 995 annual passholders were to get 12 tickets, it would come to that number. Expectation was not that all of those tickets would be used, but also an administrative cost associated with program which was considered an approximate break-even.



- ii. Margaret Kelsey acknowledges that Board has difficult decisions as it weighs operating expenses versus the needs of islanders. Concerned that intent is more focused on money than on impact to riders. Not in favor of annual passes. Program loses money, is not sustainable unless single ticket prices are raised continually due to car passes associated with annual pass. Advocates for car passes no longer being tied to annual pass.
 - iii. Madeline Pryor first time attending a meeting, wanted to hear more about process. Understands concern about losing federal funding. Had inquired about buying tickets at the winter rate to give to family and friends, was no longer allowed to purchase those. No friends and family discount as well. Personally utilizes passes, but sense of community affected when family and friends do not visit as much, due to single ticket costs. Gives examples of cost with increase.
 - iv. Lynn Heinneman asks for moratorium on rate increases. Freight rates were also raised as a possibility and have not yet been discussed. Would like for all rates to stabilize and then can be evaluated. Should all increase at same time. Appreciates pass program, even without vehicle, as a benefits is also not waiting in line. Supports a family and friends pass, notes she submitted a written letter as well with more comments. Lavanture confirms letter was received.
 - v. Andrew Doukas mentions he purchased an annual pass. Did not intend to purchase one, but the math required it. References an amendment to CBITD legislation in 1991, that called for the district to not only benefit the islanders, but other riders as well. Disparity between the annual pass price and the single ticket price is too large. Affecting islanders and changes in lifestyle have been a result. Should current proposal pass, intends to bring an action to federal court for investigation based on personal perception that CBITD operating status is not one of public transit.
 - vi. No other public comment.
- e. Lavanture notes that public comment period is concluded. Opens the floor to directors for a motion. Hoffman moves the motion as stated in the agenda, that the Board accept the Finance Committee's recommendation as noted for the rates as stated. Confirms it is Option B as presented in GM Dinsmore's proposal and as covered during current meeting presentation. Higgins seconds. Lavanture opens floor to Board discussion.
- f. Board discussion.
- i. Hoffman mentions as treasurer and head of Finance Committee she has received lots of direct feedback on rate increases. Has been difficult to raise rates. Acknowledges that there are some residents of Peaks Island that support raising rates for sustainability, but most people do not want rates to increase and expenses for most people have gone up. Initial concern upon joining Board as treasurer was lack of rigorous audits and not enough concern about accountability for the growing deficit. Biggest current concern is not a two dollar ticket increase, but still that the deficit is not sustainable and there is no precedent for it. While critical of previous Board for not raising ticket prices for a long period of time, mindset can be understood because it is not easy, but the Board must do its job and keep the ferries sustainable into the future. Has no confidence that federal subsidies will be available in the amount that CBL has enjoyed them in past years, when there were COVID funds and funds from a different administration. Board discussion has been prudent and careful, starting discussion in 2022. Two dollar as increase may seem large, but reminds that as Dinsmore and Lavanture noted, the increase has been weighted towards protecting islander affordability, with passes only increasing very modestly. Increased single ticket prices are not expected to have adverse impact on number of visitors.

- ii. Luedke asks about Option B, dollar increase for 2027, and whether a vote for current plan would approve that increase as well, without further evaluation.
 - 1. Lavature responds that as Hoffman has moved, Board would be approving that planned increase. Any policy voted on is permanent until a decision is made otherwise.
- iii. Luedke asks Dinsmore for clarification on what percentage increase would be in 2027, as only the percentages pertaining to two dollar increase in 2026 are noted in presentation. Dinsmore clarifies that a projected \$17 dollar ticket in 2027 would be reflective of a 21% increase as compared to current rates, not proposed rates.
- iv. Hoffman asks Dinsmore to explain how a much a pass would need to increase to generate the same revenue as projected single ticket increase. Dinsmore explains there are roughly one thousand annual passes in system, along with three-four thousand thirty and ninety day passes, whereas there are 275k single tickets in the system. To raise an annual pass to match the projected single ticket increase, annual pass would need to be raised approximately \$247.
 - 1. Luedke asks how many rides a passholder takes in a season. Dinsmore responds roughly 70 rides. This is based on one million overall passengers, and 275k single tickets, which leaves around 700k tickets left in the system.
 - 2. Luedke clarifies question is if annual passes were no longer in affect, and everyone paid a standard ticket prices, what would be necessary single ticket price to generate same revenue. Dinsmore gives \$3.65 figure. Current revenue is \$3,650,000 and with one million passengers, that would make the average ticket price \$3.65 across the board.
 - a. Hoffman reiterates question: if passes went away, what would all islanders pay as a single ticket price. Dinsmore provides math again: 1 million passengers at \$3.65 would generate \$3.650,000 which is current revenue.
 - b. Luedke notes that even before annual passes went into effect, single ticket prices were higher than \$3.65 figure.
 - c. Dinsmore responds that prior to annual passes, there were a million riders but only 300k individual tickets were sold, so 700k passengers were still receiving some discount, likely a commuter book as annual passes were not popular at that time.
 - d. Lavature references analysis done in 2024. Senior discount and additional discounts for children were among multiple factors, including the commuter books, so not a simple breakdown.
 - 3. Hoffman reminds of illegality of providing a discount based on residency, so two-tiered process was instituted, by which island residents, who largely buy passes, are paying less annually due to smaller, regular increases to single tickets. Those increases will likely need to continue to maintain said system, which is why a consideration of some iteration of a friends and family discount should still be considered at a later time.
 - 4. Luedke reiterates earlier question that resulted in Dinsmore's \$3.65 per ticket figure. Dinsmore gives same math as provided earlier. Notes that if annual passholders are making four trips a week, that is only \$2 per trip. Luedke still thinks \$3.65 figure is too low to be realistic.
 - a. Lavature supports Finance Committee monthly looks at ticket sales and other revenue that could be used as a metric. Combining ridership, which generally falls to Operations, with revenue which generally falls to Finance, should be looked at.

- b. Hoffman mentions RocketRes data as a good starting point for that discussion.
- v. Moretti introduces herself as Waterfront Coordinator with the City of Portland who joined the Board as part of that role. Not originally from Maine and out-of-state family visits. Single ticket price of \$17 is something that tourists can afford, while it also sustains island residents. Supports Hoffman's comments regarding revisiting a friends and family discount as a method for islanders, whereas single ticket purchases falls primarily on visitors as Dinsmore's data showed.
- vi. Higgins mentions the goals of the rate change were, in recognizing the threat of the national debt and what it will mean for government subsidies going forward, to decrease reliance on those subsidies. Second goal was to increase financial stability by increasing revenue and decreasing costs. Third goal was to minimize any impacts on year-round islanders. Option B as presented achieves those goals. References comments received supporting annual passes and also the need to optimize the major visitation from day trippers. Supports family and friends issue, but needs to be legal and manageable in terms of qualification and is a conversation for a later date. Would like to move forward Plan B as presented today.
- vii. Dinsmore clarifies that earlier estimated per-ticket price in lieu of passes was based on 1 million round trips, so it would be \$3.65 per way, \$7.30 total.
- viii. Donovan mentions that after reading comments from emails submitted as well as hearing Luedke's comments during current meeting, has issues with single ticket rate. A 21% increase over 2 years is excessive, especially considering very small percentage increases to pass rates. Notes three previous workshops were during one month span in the winter. Could be implications for seasonal property owners and renters, visitors as well, which are different than tourists. Asks Dinsmore if ridership on the Mailboat Run, Diamond Pass or Sunset Run are included in single ticket information presented. Dinsmore responds they are not. Donovan mentions he is not clear on whether those rates are also being increased, but budget called for a 10% increase. Should not rush process and not supporting plan at this time. After other Board members speak, may introduce amendment to Option B, to either reduce increase or not to increase this year at all, but encourages other Board members to voice their opinion.
- ix. Hoffman reminds plan from beginning was to focus solely on passenger data. Tours and charters were not considered.
- x. Winchester references federal grant reliance slide by Dinsmore, that requirement within legislation is to attempt to minimize lack of reliance on government operating subsidies. Asks Dinsmore if those current government subsidies are only secured through 2026. Dinsmore confirms that is correct, and clarifies that assurances have been given, but it does not guarantee those funds. CBL has service requirements that require revenue and those service requirements must be met, or something has to adjust, either service reductions or rate increases. Commends Dinsmore and staff for looking at future predictions. Winchester does not support waiting to increase rates as that is what led to current deficit and should federal funds should go away, schedule will be adjusted dramatically. Important to consider possibility.
- xi. Higgins comments that as a Peaks Island resident, islanders that have issues with affordability, should be served by the island community, not the district. References Peaks Island Council having meritorious tickets of which only a third has been used. If there is a perceived stigmatization to using those, need to look at decreasing that so tickets can be used.
- xii. Hoffman point of order question. Asks if she may call the question now or after every Board member has had a chance to speak. Lavanture responds if Hoffman moves the



previous question, and motion passes, it would end debate. Hoffman confirms she will move the question after all Board members have a chance to speak.

- xiii. Luedke appreciates work that has gone into proposal and has been attending as many Finance Committee meetings as possible to fully grasp situation. Concerned about deficit as well as reliance on federal grants but also concerned about the rate of increase over a short period of time. Not certain all potential options have been thoroughly investigated, but it is also irresponsible to do nothing.
- xiv. Lavanture reiterates what others have said that it is a difficult process. Inherent challenges of conflicting priorities, to operate as fiduciaries and in the interest of financial health of the district, while also preserving affordability, access and the level of service that the district currently provides. Good work has been done in recent years to change the trajectory of the operating loss but inflationary issues that individuals face also apply to CBITD. Staff being compensated fairly, fuel, maintenance all are unavoidable operating expenses. Had voted in favor of a friends and family discount, though acknowledges there were some limitations. Electronic ticketing also a topic of future discussion and will allow for more financial opportunities. Reminds that in addition to the annual pass that has been thoroughly discussed at current meeting, there is also the monthly pass which can provide good economic value to someone budget conscious, a visitor, or someone who is renting. Break-even point makes for a good option and availability is a benefit for those who have livelihoods on island as well as residents. Supports Heinemann's comments regarding a potential cycle of rate updates. After a first pass on rates after a 15-year break, would like to see the district move to a model where the rate structure is looked at comprehensively every 1-3 years on regular cadence, where they can all be done at once. Current process has been thoughtful, but it would benefit the district and the public to look at all rates collectively on a cycle basis.
- xv. Belesca no comments that were not already addressed.
- xvi. Crowley does not like a rate increase (*sound issues) but if it did disappear, the impact would be much worse and need to soften the future blow. Leaning towards supporting this rate increase even though not excited about doing so.
- xvii. Donovan proposes amendment to the motion on the floor: The motion as presented, Option B, annual pass increase stays the same, 30 day and 90 day stay the same, single ticket prices for peak season increase by one dollar, half priced rates increase by fifty percent and Board does not commit to an increase for 2027 without further review. Luedke seconds.
 - 1. Lavanture asks for point of clarification: half priced tickets increase by 50%, Donovan clarifies that he said an increase of .50 cents.
 - 2. Lavanture asks if the rate increases of one dollar and .50 cents apply to both Peak and Off-Peak rates. Donovan clarifies that it is a one dollar increase for Peak season and a .50 cent increase for off-Peak. Approximately a 7% increase this year which is more in line with the 30 and 90-day passes and is more in line as to account for inflation. Other tickets, children and seniors, would follow. Luedke seconds.
- xviii. Lavanture asks for public comment on amendment.
 - 1. Kelsey supports amendment. Two dollar increase in original proposal is a 14.3% increase, whereas rate of inflation is 2.9% since 2024, which is where rate increase discussion began. Keeping in line with inflation will make an increase more acceptable. Cross subsidization intent specifically states to protect the affordability of passenger and freight, and does not state to protect the affordability of vehicles. Current two-tiered rate structure with a significant

- discount to car passes is not in alignment with that intent. Putting passenger runs at risk. Continually increasing rates can lead to an elitist experience, even if ridership numbers are not affected.
2. Doukas does not support rate increases without making them equal across all passenger tickets and passes, Donovan's amendment is reasonable and supports it. Should Board pass rate increase with the amendment, would negate any need to pursue legal action by himself and others.
 3. Cohen advocates for raising pass rates 10 -20% since single ticket prices have been increasing. Monthly passholders do not have access to other discounts. Would like there to be a discussion on student rates. Personal experience with difficulties of getting accessible ferry tickets and process surrounding. Board should rely on information gained from surveys more. Reminds that if rate goes up to \$16, water taxi is currently \$65 plus tip between 7am and 9pm. Looking at tourism should include looking at charters as well as 3 and 5 day family passes.
 4. Pryor suggests data is not clear for public. More Board community engagement and broader surveys would be preferable so that public is more informed and can help Board make decisions. Suggests some comments on what tickets and passes are being purchased are based on assumptions rather than data. Board utilizing data it has access to, but could have an even broader analysis with more direct resident contact. Not personally equipped to comment on amendment because of perceived lack of data. Would prefer alternative timing for meetings as 7:45am is bad timing for those with children in school.
- xix. Director discussion on amendment.
1. Pizey asks Donovan why he does not want an increase in pass rates. Donovan responds that he supports raising the annual pass rate more, but does not want to confuse matters so going forth with the proposal as presented by Dinsmore.
 - a. Lavanture clarifies amendment on the floor, as presented by Donovan. Pass holder rates, including the annual, 90 day and 30 day, would be as presented in Option B, consistent with Finance Committee recommendation. Changes are the full peak season ticket would increase by one dollar, from \$14 to \$15, off peak single ticket increases by .50 cents, both to full price tickets. Half-price tickets for seniors and children would follow accordingly and no commitment to a future increase.
 - b. Donovan clarifies amendment states no commitment to an increase in 2027 specifically, without further review.
 - c. Lavanture suggests amendment stays silent with respect to term. Donovan agrees.
 2. Dinsmore gives financial implications of proposed amendment. Raising single ticket prices by one dollar for peak season and .50 cents off-peak would generate \$237,000 of gross revenue. With price elasticity built in, gross revenue would be \$225,000, which would be \$235,000 less than what was budgeted for in November. Confirms it is a 7% increase for both peak and off-peak.
 3. Hoffman thanks Dinsmore for his analysis. Amendment is irresponsible. Good work has been done since 2023 to reduce very large deficit by over 1 million dollars but still much work to be done; still too high and is risky to cut back now on what has been through a full review at the Finance Committee to save



a dollar per ticket. Unless other significant measures were achieved, which would be politically hard to achieve, Board will have missed the budget and further contributed to deficit. Personally, with Lavanture, voted for the Friends and Family program at Finance Committee, but listened to comments from Donovan which led to a vote for Option B. Cooper also raised good points about the ways in which electronic ticketing could allow for more opportunities. Passing Option B may not be popular but it is the right thing to do at this moment.

4. Lavanture allows public comment by public member attending remotely who had not yet been recognized.
 5. Marcie in favor of amendment and slowing process down. More time needed that can give public opportunities to consider. Was personally offended by survey asking those experiencing financial hardship, because those hardships affect everyone in the community.
 6. Cooper reiterates that the budget that was approved was for a 12.5% increase, which equals a \$460,00 increase to passenger fares. Commentary at that time was about the change being small and unidentified, but math was not done at that time. Cautionary tale of approving budget without details. There was no support at time of what the 12% increase would specifically look like, and Board members would likely have different ideas on how to achieve that. Moving forward, recommends better revenue forecasting for budgets and more detail on how to achieve. 12% goal is likely not feasible at this point. Primary lever for raising revenues is single ticket prices. Expenses between waiver and vessels continue to rise at 15-20% per year, some of which is unavoidable, such as pay rates for good crew. Carrying close to \$3 million dollars per year on Dry dock for vessel expenses. Recognizes that a new vessel is in the works, but vessels are a major expense driver that need to be looked at further. Expenses at dry dock have far outpaced inflation. Passenger and vehicle rate structures have been discussed at length over the past several years but not expense reductions. If single tickets are to be primary lever, to keep losses down, single ticket prices would need to be at or above \$25 per ticket to meaningfully reduce the deficit. Commentary has been that single tickets are primarily tourists and the increase in rates preserves the ability for residents to live on the islands, which is what fare structure is designed to do. However, there is also the issue of family and visitors and part of life is having people visit you at your home. By raising ticket prices consistently, which is part of Board's fiscal responsibility, it may become no longer affordable for people to come visit their friends and family on the islands.
 7. Lavanture disagrees with conclusion by Cooper that \$2 increase does not meaningfully achieve revenue and or that target of budget cannot be met. Have a proposal put forth by Finance Committee that was carefully deliberated and then recommended by the Finance Committee that effectively achieve budget objective. All present voted in favor of it. Commitment was made in the budget that was approved, to increase revenue and also protect affordability for year-round islanders, with careful consideration at the Finance Committee. To change that now at final moment is not responsible.
- xx. Lavanture asks Charette to conduct roll call vote on amendment on the floor, proposed by Donovan, clarifies a "yes" supports amendment, a "no" does not support amendment.

- xxi. Charette conducts roll call vote. Moretti – no, Higgins – no, Hoffman – no, Cooper – yes, Crowley – no, Belesca – no, Donovan – yes, Pizey – no, Luedke – yes, Winchester – no, Lavanture – no. Amendment fails 8-3.
- g. Lavanture notes that returns Board to original motion on the floor, which was Option B as presented by the Finance Committee. Asks for any additional director’s comment. There is none. Asks Charette to conduct roll call vote on the original motion.
 - i. Moretti – yes, Higgins – yes, Hoffman – yes, Cooper – no, Crowley – yes, Belesca – yes, Donovan – no, Pizey – yes, Luedke – yes, Winchester – yes, Lavanture – yes. Option B passes 9-2.
- 5. Workshops
 - a. GM discussion on strategic priorities. Lavanture suggests that strategic priority discussion be moved to May meeting due to length of current meeting and time constraints. Thanks Dinsmore for materials to consider until that point.
- 6. General Information Reports
 - a. Committee Reports
 - i. Finance committee – Hoffman mentions that the bulk of what has been worked on was covered today. Other major topic was detailed report from outside auditors, BerryDunn. Auditors will report to Board at May Board meeting. First time since switching auditors that it was a completely clean audit and good report. Praises Bowie on work done.
 - ii. Operations Committee – Donovan nothing to bring before Board. Brief discussions with Dinsmore on objectives with information for him to continue with. Presentation on electronic ticketing. Wednesday the 29th at 1pm Vessel Advisory Committee meeting for an update from Bristol Harbor Group for more information on final design phase.
 - b. Staff Reports
 - i. Dinsmore open to questions on report but no presentation. No questions.
- 7. General Announcements
 - a. Establish next meeting dates (all meetings at 7:45 AM unless indicated otherwise):
 - i. Executive Committee: Thursday, May 7, 2026
 - ii. Finance Committee: Following month: June
 - iii. Operations Committee: Thursday, May 14, 2026
 - iv. Board of Directors: Thursday, May 28, 2026
 - v. Personnel Committee: TBD
 - vi. Sales & Marketing Committee: TBD
 - vii. Government Relations Committee: TBD
 - viii. Pension Committee: TBD
 - ix. Nominating Committee: TBD
- 8. Public comment on any items not on the agenda
 - a. Cohen asks what will happen with survey results now that passenger fare increase has passed. Dinsmore responds that survey pertains specifically to vehicle rate.
 - b. Marcie asks for reiteration of answer to Cohen’s question. Dinsmore restates that survey is specific to vehicle rates as part of compliance and order that was received from the Public Utility Commission.
- 9. Directors comment on any items not on the agenda
 - a. No comments.
- 10. Adjournment – Lavanture asks for motion to adjourn. Higgins moves to adjourn, Winchester seconds. Meeting adjourned at 9:52 a.m.

Respectfully submitted by: 

James Luedke, Clerk

56 Commercial Street, Portland, Maine

207-774-7871