

## Caity Gildart

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**From:** vickflan@aol.com  
**Sent:** Tuesday, March 25, 2025 5:24 PM  
**To:** Jean Hoffman; Joe Donovan; Max Pizey; James Luedke; George Higgins; Paul Belesca; sharonc@cascobaylines.com; Nate Cooper; Dave Crowley; William Geary; Mike Murray; jennfierl@cascobaylines.com; Basil Klosteridis; Public Comment; Rate Change  
**Subject:** The rate change proposal

All,

### **Dereliction of Duty — Fearmongering — Proposed Auto Rates**

The opening paragraph on the front page of the Peaks Island News: “Vehicle rates on Casco Bay Lines would rise significantly by this summer if a proposal under consideration by a board committee were enacted, although discounts would be offered to frequent travelers, part of a scramble-the-jets initiative to raise revenue in case federal funding is slashed.” **Fearmongering?**

The same article continued, page 17: “CBL Board President Jennifer Lavanture told the finance committee it needs to be prepared for any development from Washington. “I’m supportive of having a scenario, a plan for what happens if we need to scramble the jets in case of a grant funding loss,” she said.”

**The opening paragraph and Ms. Lavanture’s comment on page 17, is troubling.** It can be interpreted as fearmongering, deceiving, manipulating, or at best misleading. There is no evidence that the ‘Passenger Ferry Grant Program’ was ever in jeopardy of losing its federal funds. This before mentioned funding should not be confused with Maine Sea Grant Funding, which after an initial pause by Washington, is being reinstated. Thanks to Sen. Collins and King.

Page 17 of the Peaks Island News: “Until a year ago, Casco Bay Lines ran a \$4.5 million operating deficit, an amount covered primarily by cash from Washington. Last year that fell to a \$2.6 million gap, and the finance committee committed at a February meeting to reducing reliance on federal grants to \$1 million within three years. That is part of the rationale for raising vehicle rates, which have remained untouched for 15 years.”

**Public transportation across the county is in large part subsidized by federal funds, as well as state and local. We should be taking advantage of these funds to keep costs down, after all we all pay federal, state, city and sales taxes.** Expecting islanders to help carry the burden as presented in the ‘vehicle tariff proposal draft summary,’ [‘https://www.cascobaylines.com/uploads/CBL-vehicle-tariff-proposal-draft-summary-for-Finance-Comm-workshop-2025-3-19-1.pdf’](https://www.cascobaylines.com/uploads/CBL-vehicle-tariff-proposal-draft-summary-for-Finance-Comm-workshop-2025-3-19-1.pdf) is ill-conceived, tone deaf, and antithetical to our way of life. It is an elitist approach and will irrevocably change the island and not for the better.

The following are just a few of the questions that need extensive research before radical change is considered: I have included a few comments from a group of concerned islanders that are presented under the questions.

Would purchasing a ‘PeaksVPass’ (PVP) be an economical means for islanders if it was something you didn’t need in totality?

No.

If you purchased a PVC, would you be able to afford tickets at 53.50 and/or 62.65?

Occasionally.

How many tickets would you have to purchase to make a PVP worth the cost?

Too many. To purchase tickets to justify the purchase of a PVC is just not obtainable for many islanders. Not to mention a waste of money. No one wants to spend money to save money. **CBITD is not a volume discount store.**

There are more aspects in how this proposal will probably impact the island and the financial health of CBITD that are not included in this letter, among them access to many of the services the residents rely on, home repairs, building supplies, the increased cost of goods for island business that we rely on. The increase in cost will be passed on to us and at a time when a lot of people are financially hurting,

The before mentioned article in the Peaks Island News, page 17: "At the same time, the board is also trying to help reduce congestion at the Portland terminal and on Welch Street. Increasing rates could help modify visitors' decisions about whether they need their car on the island. "Certainly, the (current) pricing does incentivize people to bring cars to Peaks versus the cost of parking in Portland," said Jean Hoffman, finance committee chairwoman."

It is not the job of the finance committee to decide who brings their car to the island or not. In fact, it is antithetical to the job of the finance committee. The ferry line will be a line regardless of how many cars are using the ferry and with the new ferry more vehicles will be transported quicker. When a vehicle gets off the ferry they disperse quickly and are not the issue with the congestion on Welch Street. Do a study.

The problem with the congestion on Welch Street is only an issue in for 8-10 weeks and is from people dropping off or picking up passengers from the boat or looking for parking to get on the boat. The cost of \$190.00 for an auto ticket is not going to discourage people who are renting for a week or so, or the folks that summer on the island from bringing their car. Although it might change who rents on the island, and or how many, with the potential to hurt business.

**Some irony**, last month a reservation system was being contemplated. More cars from weddings and day trippers would use a reservation system. Then you'd be dealing with them plus the summer and weekly renter's autos.

It is the responsibility of the City of Portland and the Police Department to ensure the safety on Welch Street, not CBITD's finance committee. The employees of CBITD do a good job of organizing the autos on the mainland.

If the finance committee was really trying to make CBITD less dependent on federal funds the last thing they should be presenting is the current plan. The object of raising money is to make something affordable to most, and most on the island cannot afford this elitist approach. The use of the boat should be encouraged not discouraged. If the finance committee believes that raising the rates will solve the trouble, then their mindset is not in line with most of the residents on Peaks or in our opinion in line with the task they signed up for.

There's many more aspects to this issue than are not mentioned above. You should pause this until the research has been done. If necessary, raise the rates by 15-20% and continue to rely on federal funds, we are entitled to them. Keep the cost down for all! Investigate implementing a reservation system that makes sense.

Plowing forward without the research is a derelict of duty of the board members. On the agenda for this Thursday March 27, 2025:

'd. Consideration and action to approve a resolution, as recommended by the Finance Committee for a three-year goal to reduce operating loss to \$1M by 2027 through a combination of expense reduction and revenue increases, and that the Finance Committee should monitor progress'

**This item should be put on pause as it directly impacts the island negatively. The Board has the duty to help preserve the residents of the islands way of life. Supporting the above 'resolution' and the fare increase proposal is a dereliction of duty and reeks of elitism.**

Sincerely,

**Vicki Flanagan  
Peaks island**

**Basil Klosteridis  
Peaks Island**

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## Caity Gildart

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**From:** Barbara Carter <barbcarter19@gmail.com>  
**Sent:** Thursday, March 27, 2025 7:49 PM  
**To:** Rate Change  
**Cc:** Sharoan Cohen; caron chess; Nate Cooper; higgig@outlook.com  
**Subject:** car fare proposal

Dear Casco Bay Lines Finance Committee,

In regards to the proposed rate change for car fares-

First let me say that I understand the need to raise the fares significantly in light of the possibility of losing federal grants, and I appreciate the time and energy that goes into making a proposal.

When I attended the finance meeting on March 19, I spoke to an issue that was one I spoke about when the pedestrian fares were raised, that is that one segment of the island residents was favored, those being the "frequent fliers". When I brought this up on March 19, I was told that "well we can't make everybody happy" and that "the majority of people bought 90 day or annual passes". I do not believe either of these statements is true, and even if the "majority" of people bought passes, that still leaves hundreds of people paying high prices... many of these people being the more economically vulnerable.

I think that you can do better. I think that a proposal can be put forth that will accommodate most everyone.

It is my belief that no "islander" should pay \$190. to bring a car to the island. I will define "islander" here as anyone who owns or rents a home here on Peaks Island. There are several categories of islanders who do not benefit from a 90 day or annual pass for pedestrians. Therefore, I do not believe having a pass should be the only path to getting a discounted car fare.

I will explain the categories here.

1) There are people who own year round houses and come throughout the year for short visits. For example, my neighbors come once a month all year long and spend about a week each time at their house. They do not leave the island once they are here. They come in their car with their cat and their supplies, and they stay here. They would have no need for any type of pedestrian pass. Should they have to pay \$190 to come to their home each month? I don't think so.

2) There are islanders who have seasonal homes that they use six months out of the year. They come and go over that period of time. Likely many of those people do not leave the island often when they are here... This is not their permanent residence, they don't go to doctors appointments or jobs; they are here to spend time on the island.

3) There are retired islanders, like me, who live here full-time and do not go into town very often. I continue to buy individual tickets because it would cost me nearly twice as much to buy a pass based on the number of trips I make per month. It would be prohibitive for me to buy a pass and

also pay an additional \$100. so I can get a discount on my car fare. I probably only bring my car over about six times a year.

4) There are adults islanders who do not benefit from senior discounts, and they travel infrequently to town because they either work on the island, work remotely, or are perhaps parenting young children. These people should not have to buy a pedestrian pass just to be able to access the car fare discount.

I think there are ways to accommodate all of these islanders. Here are my proposals.

First off, I believe if you are a pass holder (90 day/annual) you should get the discounted car fare without paying an additional \$100.

Second, all seniors should get the discounted car fare for no additional cost...you choose the age, 65+? 68+? 70+? This would take care of a lot of folks for whom the passes make no sense. Many of these islanders are on fixed incomes or otherwise economically vulnerable.

Third, offer the discounted car fares three or four nights a week starting at 7:15 PM. Sunday or Monday through Wednesday. Besides giving advantage to islanders who are not passholders or seniors. This could serve to reduce some of the backup during the day, and fill boats that are often half empty even in the summer. Some islanders could shift their life a bit to go in and shop in the late afternoon or evening. I would certainly consider doing this if it was the only way I could get a discounted fare. This may not work for parents of young children, so they might benefit more from the following offer.

Last of all, for those who do not benefit from any of the above, you could offer a vehicle pass, that would cost \$150. per year, that would get you the discounted fare.

I know, I know, I hear you saying, "but people will cheat the system...some non-islanders will be able to take advantage of some of these offers". Yes, that is true...of course some family may bring there grandmother with them on the family's week vacation, and she will be able to get them the discounted fare. And maybe some vacationers will come over on an evening and get the discount, etc. etc. But what is most important here is that together these offerings will benefit nearly all islanders and help keep our community diverse with young families, seniors and people at all economic levels. How tragic it would be if islanders had to move away because of the cost of living here.

## Caity Gildart

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**From:** John Cogan <JCogan@bethanychurch.com>  
**Sent:** Thursday, March 27, 2025 9:52 PM  
**To:** Rate Change  
**Subject:** These rate increases are unconscionable

Dear Casco Bay Lines Finance Committee,

Unfortunately, this current proposal will cripple many of us who own a family home on Peaks. Maybe you don't care about those of us that have had homes on Peaks for 5 generations but increasing the cost of owning and/or living on Peaks to this extent, in such a truncated time period, will force many to abandon Peaks. Issues I see are as follows:

First, there is no reasonably priced parking anywhere near the Casco Bay Lines terminal. The ocean lot next to the terminal has increased in price 66% in two years (from \$15/day to \$25/day). Second, Last year the tickets per person increased almost 100% per person (I understand the need to subsidize transportation to the rest of the islands with all the traffic to Peaks but it does seem unfair that a ticket to Cliff or Chebeague is the same price as Peaks.) Third, this is going to dramatically increase the cost of goods on the Island. People with businesses on the island will be forced to significantly increase prices to afford the transportation of goods to the island, which is going to hurt the local people who rely on Hannigans and other such businesses on the Island. Fourth, this dramatic price increase (130% increase from the most expensive days) in such a short window seems to be a result of poor planning. I understand the need to increase rates, things are more expensive and you haven't increased rates in 15 years, but an increase that would take place over a longer timeline would ease the tension of raising prices (a 25% increase each year over the next 4 years would make some sense.) I believe there are many more creative options you could consider that would be better than a "hey we need more revenue because we might not get the federal funding so let's just increase all car ticket prices by 190% and forget about any discount days". Fifth, the extra \$100, on top of the \$144 for the 90-day pass, just to purchase car tickets at the \$82 seems unnecessary. If someone I going to purchase a 90-day or annual pass, they should be able to purchase the discounted car tickets, since they are using their pass as their "driver ticket" for that trip.

I just believe there are better and more creative options.

I saw this letter from a concerned Islander, and I agree with the ideas proposed.

In regards to the proposed rate change for car fares-

First let me say that I understand the need to raise the fares significantly in light of the possibility of losing federal grants, and I appreciate the time and energy that goes into making a proposal.

When I attended the finance meeting on March 19, I spoke to an issue that was one I spoke about when the pedestrian fares were raised, that is that one segment of the island residents was favored, those being the "frequent fliers". When I brought this up on March 19, I was told that "well we can't make everybody happy" and that "the majority of people bought 90 day or annual passes." I do not believe either of these statements is true, and even if the "majority" of people bought passes, that still leaves hundreds of people paying high prices... many of these people being the more economically vulnerable.

I think that you can do better. I think that a proposal can be put forth that will accommodate most everyone. It is my belief that no "islander" should pay \$190. to bring a car to the island. I will define "islander" here as anyone who owns or rents a home here on Peaks Island. There are several categories of islanders who do not benefit from a 90 day or annual pass for pedestrians. Therefore, I do not believe having a pass should be the only path to getting a discounted car fare.

I will explain the categories here.

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3) There are retired islanders, like me, who live here full-time and do not go into town very often. I continue to buy individual tickets because it would cost me nearly twice as much to buy a pass based on the number of trips I make per month. It would be prohibitive for me to buy a pass and also pay an additional \$100. so I can get a discount on my car fare. I probably only bring my car over about six times a year.

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## Caity Gildart

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**From:** Margaret Kelsey <mhkelsey@mhkleadership.com>  
**Sent:** Sunday, April 6, 2025 10:27 AM  
**To:** Jean Hoffman  
**Cc:** Rate Change  
**Subject:** Re: Revised Rate Calculator

Good morning Jean,

Thank you for taking the time to review what I have shared.

I must say, I am a bit surprised to learn that the Finance Committee would not present a rate calculator of some kind nor run numbers like this to determine impact to residents.

As we both know from our extensive business experience, running case scenarios is a standard practice when determining financial strategy.

It is my understanding that this board is tasked with representing the needs of the islanders they represent.

Where the information concerning the financial impacts of these decisions is a public right, anyone, including myself can indeed both create and/or share such a calculator.

It would seem wise to me that CBL would want to take the pains to do so if they were concerned that it's not accurate, which this is.

I didn't mean to suggest that the board is intentionally creating a price structure that is biased, but rather without running these scenarios how would you ever know.

I have great personal respect for every member of the board, but on this particular proposal I cannot give my endorsement for a handful of reasons. Chief among them is that CBL is consistently in the red because time and time again the organization has taken on capital expenses that far exceed the needs of a small island. We are not Martha's Vineyard, Nantucket, Block Island or Bambridge Island. We are one small 4 mile round island that has been exploited year after year since the 1990's.

If CBL is consistently running in the red, it begs the question, what are you collectively as a board consistently NOT doing to run a tighter ship. I believe Robin Clark was point on when she expressed her concerns for this body to be more conservative.

We have a state of the art terminal designed for Florida, a new boat coming that far exceeds our base needs as an island, and now a price structure that essentially rewards those who are aging and have Peaks as a second home that they can both rent and enjoy.

I understand much time and effort has gone into this proposal. Forcing this through will change the island composition irrevocably.

In closing, I don't wish to create any discord. Rather, my goal with this is to help inform this body of the financial impacts and the fairness of the decisions that drive them.

Respectfully yours,

Margaret

**Contact Information**

Margaret H. Kelsey, Ed.M.

Chief Evolution Officer

[MHK Leadership](#)

[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)

207.274.fortysevenfortyseven

**Let's Connect! Book time on my calendar here:**

[30 Min](#) - Meet & Greet

[1 Hour](#) - Discovery Coaching Session

On Sun, Apr 6, 2025 at 10:11 AM Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)> wrote:

Hi Margaret

Again, we as the board cannot and should not be checking your spreadsheet. I will further share my opinion that posting it would risk confusion and cannot say it if is accurate. Most people are figuring out how the rate change proposal will affect them. We will present more information in Wednesday's workshop #4 on the financial modeling behind the proposal, including assumptions, and estimated impact on CBL. I hope you will join the meeting Wed 4/9.

As for the 2 scenarios below, I think the answer to your core question is as follows:

- 2 people on the same pass (senior half price in your examples), who travel the same number of times in the same season (peak season in your example) can pay different rates and therefore total expenditures if the people travel on 3 higher volume/higher rate days (Thurs-Sat) vs 4 lower volume/lower rate days (Sun-Wed).

The discount policy is designed to be non-discriminatory. It is not based on residency. We cannot discriminate based on residency. Same as passenger passes: anyone can buy a pass, whether they live on an island year round, seasonally or not at all. Each person's decision whether to buy a pass should be determined by their convenience and pattern of travel.

The discount structure is designed to offer a lower price option for people who use vehicle service frequently, which users support the ferry system year-round or a lot during a season. This construct is similar to the rationale behind the passenger passes. The casual or single journey to Peaks (or another island in the case of passengers) has a higher price

than for someone who is coming frequently and supporting the year-round operation of the ferry. Looked at in reverse, the higher fares for single car trips are designed as part of a financial model achieving an overall revenue increase, which model design supports discount rates for frequent car travelers. Again, similar to the higher single passenger ticket prices supporting a financial model of lower pass prices for frequent passengers, many but not all of whom live on an island.

Absent a discount structure, all prices would need to be higher than the proposed discount prices. Attention to both long overdue revenue increases as well as expense cuts and efficiency are important to the financial health and long term viability of CBL.

Kindly note that [ratechange@cascoabayines.com](mailto:ratechange@cascoabayines.com) is the email address for comments. Staff compiles all comments for the board and sends in a packet before meetings. It is best to use the above email address rather than send individually to the board, it helps staff provide the feedback in an organized way and helps board members review all comments fairly.

Jean

Jean Hoffman

Treasurer and Finance Committee Chair, Board of Directors

Casco Bay Island Transit District

[jeanh@cascoabaylines.com](mailto:jeanh@cascoabaylines.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

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**From:** Margaret Kelsey <[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)>

**Sent:** Saturday, April 5, 2025 7:39 PM

**To:** Jean Hoffman <[JeanH@cascoabaylines.com](mailto:JeanH@cascoabaylines.com)>; Caity Gildart <[CaityB@cascoabaylines.com](mailto:CaityB@cascoabaylines.com)>; James Luedke <[jamesl@cascoabaylines.com](mailto:jamesl@cascoabaylines.com)>; Paul Belesca <[PaulB@cascoabaylines.com](mailto:PaulB@cascoabaylines.com)>; Nate Cooper <[NateC@cascoabaylines.com](mailto:NateC@cascoabaylines.com)>; Mike Murray <[mism@portlandmaine.gov](mailto:mism@portlandmaine.gov)>; William Geary <[william.geary@maine.gov](mailto:william.geary@maine.gov)>; Dave Crowley <[DaveC@cascoabaylines.com](mailto:DaveC@cascoabaylines.com)>; Max Pizey <[maxp@cascoabaylines.com](mailto:maxp@cascoabaylines.com)>; Sharoan Cohen <[sharoanc@cascoabaylines.com](mailto:sharoanc@cascoabaylines.com)>; George Higgins <[georgeh@cascoabaylines.com](mailto:georgeh@cascoabaylines.com)>; Jennifer Lavanture <[JenniferL@cascoabaylines.com](mailto:JenniferL@cascoabaylines.com)>; Joe Donovan <[JoeD@cascoabaylines.com](mailto:JoeD@cascoabaylines.com)>

**Subject:** Revised Rate Calculator

Hi All,

I learned something this afternoon after I spoke to Jean about the proposed rates; there is a peak rate with the Discounted Vehicle Pass. Ergo, I made adjustments to my rate sheet to reflect all the current and proposed rates and have attached a revised copy here.

I must say, the scenarios I've run are even further illuminating. Here are two examples I invite you to consider:

- A senior couple who lives in Mass. with an island summer house can arrive and take their car over late on a Sun. stay until Thurs. morning, rent their house out Thurs. night through Sun. morning for 10 weeks (3 nights at \$400 = \$1200 x 10 = \$12,000). Under the current system, they will pay: \$970. vs. the new system \$704. **This summer-only senior couple is paying 27% less** under the proposed system to enjoy and rent their property all summer.
- Contrast that with a senior couple who lives here year-round; they go to town 1x per week on the cheapest car day, Wed., to get their groceries, Rx, and run errands. Under the current system, they pay \$2121. Under the new system, they pay \$2924. **This year-round senior couple is paying 38% more.**

Having been both a summer resident and a year-round resident, I am very aware of the longstanding history of these two cultures. I question how well this will go over with a committed and growing year-round senior community.

Please look over the [rate sheet](#). I invite you to run some scenarios.

Respectfully Jean, this is EXACTLY the kind of information that island residents **deserve** to know. They deserve to be informed of any potential financial biases in the system.

In service to the residents of PI,

Margaret

On Sat, Apr 5, 2025 at 4:06 PM Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)> wrote:

M

Can you email or call and tell me what isn't clear? I want to answer your question and I'd love your feedback on what isn't clear so I can present it better on Wed!

You are a masterful communicator

Jean

Jean Hoffman

Treasurer and Finance Committee Chair, Board of Directors

Casco Bay Island Transit District

[jeanh@cascobaylines.com](mailto: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

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**From:** Margaret Kelsey <[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)>

**Sent:** Saturday, April 5, 2025 3:56 PM

**To:** Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)>

**Subject:** Re: Use Case Scenarios on Rate Changes

I am happy to post your slides as they were presented.

Can you please clarify the rates suggested just for the Discounted Pass for non-commercial vehicles only. Off-peak and peak.

On Sat, Apr 5, 2025 at 3:52 PM Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)> wrote:

Margaret

One of the reasons we do NOT want other documents posted is this problem, of incorrect interpretations. I would like to stick to what I presented. It is attached. Please see slide 18, 20, 21, but especially slide 18. I realize some slides have numbers and some don't, will fix that in next week's meeting; this is what was presented. There are peak and off peak rates. Also passes are half price for seniors. And there are discounted tickets for Loyetta Voyer and handicapped, in this proposal.

Commercial rates go up as well and there is a slide with those rates.

Thank you

Jean

Jean Hoffman

Treasurer and Finance Committee Chair, Board of Directors

Casco Bay Island Transit District

[jeanh@cascobaylines.com](mailto: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

**From:** Margaret Kelsey <[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)>

**Sent:** Saturday, April 5, 2025 3:47 PM

**To:** Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)>

**Subject:** Re: Use Case Scenarios on Rate Changes

Jean,

Can you please confirm one thing.

I'm trying to discern what was in your presentation.

The discounted vehicle pass is \$46 all year — correct - with the purchase of an annual or seasonal pass at \$100? There is no peak or not peak rate. It is a flat \$46?

Thank you,

Margaret

**Contact Information**

Margaret H. Kelsey, Ed.M.

Chief Evolution Officer

[MHK Leadership](#)

[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)

207.274.fortysevenfortyseven

**Let's Connect! Book time on my calendar here:**

[30 Min](#) - Meet & Greet

[1 Hour](#) - Discovery Coaching Session

On Sat, Apr 5, 2025 at 3:42 PM Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)> wrote:

Margaret

Appreciate your thoughtful consideration for not only yourself, but also your well intentioned desire to share information with other islanders.

However, please understand that we are a public entity and pay attention to rules and to being consistent with respect to communications. I'm not giving you a legal answer but will say that generally we stick to communicating via appropriately noticed public meetings that are open to all and official postings on the CBL webpage that is known and accessible to all.

Some of us check social media, some staff and board members are not on social media just as some citizens are and some not. I try to post where to get information, and meetings on social media but to stay away from substance.

I cannot and do not feel board leadership supports us checking or endorsing a calculator, summary or other document prepared by a citizen.

As to your personal calculation I have looked at it, and will respond as I do for anyone writing or asking how the proposed rates would work for them. What you have calculated is correct based on the proposal of 4/2. I understand that you don't want to pay 25% more. I point out that inflation has gone up 43% in the 15 years since rates were increased and that inflation is currently running 3% a year.

Lastly I will mention that the next public meeting of the Finance Committee which will be the 4th vehicle fare change workshop will be this coming Wednesday 4/9 at 07:45 in the terminal and online. If the Finance Committee, after discussion, votes to recommend the proposal to the board then it would next go to the board for consideration. It is currently at the Finance Committee stage.

Thanks again for sharing your questions and concerns.

Jean

Jean Hoffman  
Treasurer and Finance Committee Chair, Board of Directors  
Casco Bay Island Transit District  
[jeanh@cascobaylines.com](mailto: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

---

**From:** Margaret Kelsey <[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)>

**Sent:** Saturday, April 5, 2025 2:55 PM

**To:** Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)>

**Cc:** Caity Gildart <[CaityB@cascobaylines.com](mailto:CaityB@cascobaylines.com)>; James Luedke <[jamesl@cascobaylines.com](mailto:jamesl@cascobaylines.com)>; Paul Belesca <[PaulB@cascobaylines.com](mailto:PaulB@cascobaylines.com)>; Nate Cooper <[NateC@cascobaylines.com](mailto:NateC@cascobaylines.com)>; Mike Murray <[msm@portlandmaine.gov](mailto:msm@portlandmaine.gov)>; William Geary <[william.geary@maine.gov](mailto:william.geary@maine.gov)>; Dave Crowley <[DaveC@cascobaylines.com](mailto:DaveC@cascobaylines.com)>; Max Pizey <[maxp@cascobaylines.com](mailto:maxp@cascobaylines.com)>; Sharoan Cohen <[sharoanc@cascobaylines.com](mailto:sharoanc@cascobaylines.com)>; George Higgins <[georgeh@cascobaylines.com](mailto:georgeh@cascobaylines.com)>; Jennifer Lavanture <[JenniferL@cascobaylines.com](mailto:JenniferL@cascobaylines.com)>; Joe Donovan <[JoeD@cascobaylines.com](mailto:JoeD@cascobaylines.com)>

**Subject:** Use Case Scenarios on Rate Changes

Hi,

I hope this finds you all having a good weekend. I appreciate how hard the members of the Finance Committee have been working on the proposed recommendations.

I found myself hopefully optimistic after reviewing the presentation Jean delivered; jumping from \$36 to \$46 and knowing I could get a \$46 ticket all year seemed like a great incentive. But I thought it wise to run some numbers, based on my own travel needs, which include bringing my car over every other week during the year. During peak season, I avail myself of wacky Wed. pricing. I generally purchase one annual adult pass and 26 Wed. car tix. Under the new pricing structure, I would purchase 1 annual. pass, 1 DVP, and 26 any-day car tix. So, the change for me would be: \$1385 vs. \$1728. That's a 25% increase. While understandable, that's not a small increase for me to absorb, especially when you consider so too has everything else gone up on this island from having oil delivered to buying food at Hannigans.

This left me curious about possible scenarios. So, I designed the attached CBL Rate Change Calculator to run some use cases to determine how the current vs. proposed rate changes would affect island residents (seniors, adults, and families) vs. summer visitors/vacationers.

I've attached it herein and you can also link to it on my Google Drive. It presents 4 tabs:

1. RATES - The rate structure - current vs. proposed for passengers and cars <6000 lbs.
2. TICKET - Number of tix to enter to purchase
3. CALCULATOR - A calculation sheet to show the difference and % change
4. SCENARIOS - The different types of scenarios that would play out on a pretty regular basis.

I found the spread in %-change fascinating, from 323% to -27%, if not illuminating regarding the potential impact on those who visit and/or live on Peaks during what time of year.

I believe everyone deserves to be informed of this type of forecasting to effectively determine and live within their sustainable and reasonable means.

### CBL RATE CHANGE CALCULATOR

Thank you,

Margaret

On Fri, Apr 4, 2025 at 10:48 AM Jean Hoffman <[JeanH@casco baylines.com](mailto:JeanH@casco baylines.com)> wrote:

Margaret

I took a quick look at the beginning of the summary via your link. There are many errors and misrepresentations. These errors and misrepresentations were doubtless introduced accidentally via this process and AI tool. I would not recommend posting something that is inaccurate and misleading.

The recording itself, or the presentation I shared, a copy of which is attached, would I believe be a greater service to islanders and people interested in the vehicle rate change process and proposal.

Thanks again for all your interest and good focus on getting information to people.

Jean

Jean Hoffman

Treasurer and Finance Committee Chair, Board of Directors

Casco Bay Island Transit District

[jeanh@casco baylines.com](mailto:jeanh@casco baylines.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

**From:** Margaret Kelsey <[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)>

**Sent:** Thursday, April 3, 2025 12:05 PM

**To:** Caity Gildart <[CaityB@cascobaylines.com](mailto:CaityB@cascobaylines.com)>

**Cc:** James Luedke <[jamesl@cascobaylines.com](mailto:jamesl@cascobaylines.com)>; Paul Belesca <[PaulB@cascobaylines.com](mailto:PaulB@cascobaylines.com)>; Nate Cooper <[NateC@cascobaylines.com](mailto:NateC@cascobaylines.com)>; Mike Murray <[msm@portlandmaine.gov](mailto:msm@portlandmaine.gov)>; William Geary <[william.geary@maine.gov](mailto:william.geary@maine.gov)>; Dave Crowley <[DaveC@cascobaylines.com](mailto:DaveC@cascobaylines.com)>; Jean Hoffman <[JeanH@cascobaylines.com](mailto:JeanH@cascobaylines.com)>; Max Pizey <[maxp@cascobaylines.com](mailto:maxp@cascobaylines.com)>; Sharoan Cohen <[sharoanc@cascobaylines.com](mailto:sharoanc@cascobaylines.com)>; George Higgins <[georgeh@cascobaylines.com](mailto:georgeh@cascobaylines.com)>; Jennifer Lavanture <[JenniferL@cascobaylines.com](mailto:JenniferL@cascobaylines.com)>; Joe Donovan <[JoeD@cascobaylines.com](mailto:JoeD@cascobaylines.com)>

**Subject:** Re: Public Sentiment Report on Proposed Casco Bay Lines

Hi Caity and CBL Board Members,

I appreciate how hard everyone is working to address the financial and operational challenges facing CBL, including the careful review of the ticketing structure.

Thank you for sharing the WebEx recording of yesterday's Finance Committee Workshop with me. I've downloaded the file and, using the tools I have available, extracted the transcript for review. I've read through the entire transcript, run it through an AI analyzer, and compiled a detailed summary of the meeting here:

[Casco Bay Lines Finance Committee 4/2 Workshop Summary](#)

In the spirit of transparency, I believe many Peaks Island residents would appreciate access to this summary. I'd like to give everyone a chance to review the document and share any feedback or clarifying edits. Unless I hear otherwise, I plan to share the summary publicly this **Saturday morning** via the Peaks Island Facebook Community and Nextdoor, to help keep islanders informed about these important discussions.

Please let me know if you have any concerns or suggestions.

With appreciation,  
Margaret

On Thu, Apr 3, 2025 at 8:04 AM Margaret Kelsey <[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)> wrote:

Good Morning Caity,

Hope this finds you enjoying an otherwise grey day.

Could you please send me the link to the recorded Finance Committee session yesterday? I wasn't able to do a sentiment analysis of all the emails until yesterday. I would have liked to have gotten that done in time for all islanders to see. But, at least, I was able to do so for the Board meeting, which I shared with board members last night.

I would like to do a similar analysis of the meeting itself.

Thank you,

Margaret

On Wed, Apr 2, 2025 at 9:55 PM Margaret Kelsey <[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)> wrote:

Dear Members of the Finance Committee and the CBL Board,

Thank you for keeping the public informed regarding the vehicle fare rate changes. In preparation for tomorrow's meeting, I've run a quick sentiment analysis of the emails that were submitted. The high-level sentiment analysis identifying public perspective reveals:

☹ Strongly Opposed	18	72%
😞 Moderately Opposed w/ Ideas	4	16%
😬 Supportive w/ Conditions	2	8%
👍 Fully Supportive	1	4%

The attached (and linked) document includes additional points for your consideration.

Thank you kindly,

Margaret

--

**Contact Information**

Margaret H. Kelsey, Ed.M.

Chief Evolution Officer

[MHK Leadership](#)

[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)

207.274.fortysevenfortyseven

**Let's Connect! Book time on my calendar here:**

[30 Min](#) - Meet & Greet

[1 Hour](#) - Discovery Coaching Session

--

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## Caity Gildart

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**From:** Margaret Kelsey <mhkelsey@mhkleadership.com>  
**Sent:** Tuesday, April 22, 2025 1:26 PM  
**To:** Rate Change; Public Comment  
**Subject:** Attn: CBL Board of Directors Concerns Regarding Proposed Vehicle Fare Increases

Dear CBL Board of Directors,

I am writing to express my deep concern regarding the proposed increase in vehicle fares to Peaks Island, specifically the plan to raise the single ticket price for non-commercial vehicles to \$190 during peak season. While I understand the intent behind the Finance Committee's Rate Change proposal—to reduce congestion and increase revenue—I believe it will lead to several unintended consequences that will adversely affect the island's community and culture. The remainder of this email outlines four main areas of concern and a set of recommendations I hope you will consider in light of the motion before you to vote on the proposal.

### **Unaddressed Commercial Vehicle Congestion**

A primary rationale for the single ticket hike is the belief that it will "curb the surge" of non-commercial cars, especially during peak weekends and on "Wacky Wednesdays." Alas, non-commercial increase is not the major cause of congestion. Rather, it's the influx of large commercial vehicles supporting island construction, all week, including Saturdays. This has been a longstanding, documented problem, which has received little to no attention in the current proposal. These vehicles often take up 4 to 6 and in some cases even 8 spaces, displacing non-commercial vehicles and causing extensive back-up that spills around the corner from Welch Street to Island Ave on Peaks Island. This presents several risks, the most concerning is islander safety. This congestion only worsens with high foot traffic disembarking from the ferry. Several islanders have raised this issue workshop after workshop. The comment, "we will address this later." With all due respect, if both congestion and viability are the primary matters to focus on, why wasn't this made the top priority before implementing fare increases for non-commercial vehicles?

### **Impact on Island Accessibility and Culture**

The proposed fare increase is based on the economic principle that higher prices will reduce demand. However, in this context, while it may at first dissuade some from taking their car over, in the end, it will add to more congestion, and only determine WHO brings their car over. In all likelihood, those who are committed to the island experience, but do not want to pay the sudden spike will instead turn to freight. This will undoubtedly add burden to a team that is already overwhelmed. This will also most assuredly delay boarding and disembarking times. And, it will ironically reduce the number of cars that can be transported to make space for the increase in freight itself. The net impact: This shift risks transforming Peaks Island into a destination where those who can afford it, get the privilege of being able to drive their cars over with their belongings, where those who cannot will have to tote and freight their belongings, while waiting and enduring longer wait times to board. Is that really what this body is looking to promote — an island culture conveniently accessible to those with greater financial means? Moreover, how will that shape the long-term organic growth of the PI community? Will a broader range of socio-economic diversity be at risk?

### **Potential Economic Ripple Effects**

The proposed fare hike will have trickle-down economic implications as well. Summer visitors contribute significantly to the island's economy, supporting local events offered by businesses and island non-profits. Take for example, Wed. Burger Nights at the Lions Club, which supports the Peaks Island Scholarship Fund. What makes this event so successful is the number of families who spend a week's vacation on the island and want to have a unique island experience steeped in tradition. If the cost and inconvenience of visiting Peaks

Island increase, we will risk losing vital support at events like this? Or, will we only see a certain swath of families attend who can afford both the hike in the ticket price AND summer events? Most families I know, plan summer vacations around a budget. For those who have come on Mon. Tues. or Wed., the hike to \$190 is simply excessive. Additionally, property owners who rely on short-term weekend rentals will also see decreased demand initially, leading to their financial strain. Is it the intention of the Finance Committee to upset this cottage rental business mantle? While we may not enjoy all the summer traffic this rental economy brings, it supports the services that islanders enjoy all year long, in some cases offset by the influx of spending from summer vacationers.

### **Concerns About the Proposal Process**

Finally, the process leading to the final proposal has lacked comprehensive public engagement, resulting in a narrowly defined solution. There have been no focus groups representing all stakeholders, which could have led to far broader input and suggestions. Meetings are recorded, but they are not summarized. To stay informed, one must watch the entire meeting. When public discourse is invited at the public workshops, anyone who wishes to speak is limited to 3 minutes. In general, dissenting opinion is met not with curiosity or appreciation by the Peaks Island FC representatives chairing the meeting, but a defensive or argumentative posture. Unless I'm grossly mistaken, I was under the impression that the purpose of these workshops was to come to and build consensus for a solution that has broad stakeholder support. That's a good use of everyone's time, is it not?

### **Recommendations for Consideration**

In closing, while I recognize scrapping the work that's been done to date is a painful notion, ideally strong leaders who are committed to building a shared vision with key stakeholders have the humility to acknowledge when important steps have been overlooked to build consensus. But, IMHO as a leadership consultant, I know this leads to more sustainable solutions in the end. The FC's argument that "we can't satisfy everyone, therefore we should run this as a pilot" trivializes the sentiment and intelligence of a majority of people who have raised dissent since the high single-ticket price was initially presented 6 months ago. I hope the FC will take a step a back and reassess the value in considering the following:

1. **Prioritize Addressing Commercial Vehicle Congestion:** Implement measures to manage and appropriately charge for the impact of large commercial vehicles on ferry capacity before increasing fares for non-commercial vehicles.
2. **Gradual Fare Increases:** Adopt a phased approach to fare increases for non-commercial vehicles over three years, allowing for adjustments and minimizing sudden financial burdens on visitors and residents who aren't frequent travelers. Peaks Island has been and will always be open to the public at large. Rates need to be respectful of what the public can and willingly will spend.
3. **Inclusive Public Engagement:** Establish focus groups that include a diverse range of stakeholders to gather comprehensive input and ensure greater transparency in the decision-making process.
4. **Respect for Residents' Needs:** Recognize the essential nature of vehicle access for residents, particularly for medical appointments and essential errands. Do not assume that everyone is able-bodied and within walking distance of the boat. Many need a car to get to and from the ferry, run errands in town, gather groceries, etc. It's the way of life these days.

In conclusion, while I acknowledge the financial challenges facing Casco Bay Lines, and the importance of being financially sustainable, I urge the Board to consider the broader implications of the proposed fare increases. By addressing commercial vehicle congestion and rates first, fully engaging the community, and implementing gradual changes, we can work towards a revised solution that balances fiscal responsibility with the broader needs and character of Peaks Island.

Thank you for your attention to this matter.

Sincerely,

Margaret Kelsey  
Island home owner and year-round resident

--

**Contact Information**

Margaret H. Kelsey, Ed.M.

Chief Evolution Officer

[MHK Leadership](#)

[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)

207.274.fortysevenfortyseven

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## Caity Gildart

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**From:** Ellen Mahony <ellenamahony@gmail.com>  
**Sent:** Tuesday, April 22, 2025 8:09 PM  
**To:** Rate Change  
**Subject:** Vehicle Rate Change Proposal, Peaks Island 4-22-25

Dear Sir/Madam,

I am writing, again, regarding the Vehicle Rate Changes to Peaks Island. If you will check my prior email to you, I would also ask again for answers to the specific questions highlighted. This evening, I am forwarding to you a letter that is well written, and one that I support, from Margaret Kelsey. Further, I would ask that your committee spend some time reviewing the lengthy commentary and concerns raised by Peaks Island residents (See George Purtell), as documented daily on *Nextdoor Peaks Island*. Although this site may be perceived as a silly social media site, I would argue to the contrary. It is, perhaps, the only place you can view public engagement and gain perspective on how the absurdity of the rate change impacts residents on Peaks Island. And, it is a fact, that the CBL in its capacity of public transportation, has a mission to support the concerns of this population and make their needs the singular priority. Steam rolling into place the rate changes that have been proposed simply perpetuates a history of poor fiscal planning and destroys any credibility the company may have ever enjoyed. The proposed rate change is not the solution you imagine.

RE: Vehicle Rate Change  
Emailed: April 22, 2025

Dear CBL Board of Directors,

I am writing to express my deep concern regarding the proposed increase in vehicle fares to Peaks Island, specifically the plan to raise the single ticket price for non-commercial vehicles to \$190 during peak season. While I understand the intent behind the Finance Committee's Rate Change proposal—to reduce congestion and increase revenue—I believe it will lead to several unintended consequences that will adversely affect the island's community and culture. The remainder of this email outlines four main areas of concern and a set of recommendations I hope you will consider in light of the motion to render your vote on the proposal.

### **Unaddressed Commercial Vehicle Congestion**

A primary rationale for the single ticket hike is the belief that it will "curb the surge" of non-commercial cars, especially during peak weekends and on "Wacky Wednesdays." Alas, non-commercial increase is not the major cause of congestion. Rather, it's the influx of large commercial vehicles supporting island construction, all week, including Saturdays. This has been a longstanding, documented problem, which has received little to no attention in the current proposal. These vehicles often take up 4 to 6 and in some cases even 8 spaces, displacing non-commercial vehicles and causing extensive back-up that spills around the corner from Welch Street to Island Ave on Peaks Island. This presents several risks, the most concerning is islander safety. This congestion only worsens with high foot traffic disembarking from the ferry. Several islanders have raised this issue workshop after workshop. The comment, "we will address this later." With all due respect, if both congestion and viability are the primary matters to focus on, why wasn't this made the top priority before suggesting/implementing fare increases for non-commercial vehicles?

### **Impact on Island Accessibility and Culture**

The proposed fare increase is based on the economic principle that higher prices will reduce demand. However, in this context, while it may at first dissuade some from taking their car over, in the end, it will add to more congestion and only determine WHO brings their car over. In all likelihood, those who are committed to the island experience, but do not want to pay the sudden spike will instead turn to freight. This will undoubtedly burden a team that is already overwhelmed. This will also most assuredly delay boarding and disembarking times. And, it will ironically reduce the number of cars that can be transported to make space for the increase in freight itself. The net impact: This shift risks transforming Peaks Island into a destination where those who can afford it, get the privilege of being able to drive their cars over with their belongings, but those who cannot will have to tote and freight their belongings, while waiting and enduring longer wait times to board. Is that really what this body is looking to promote — an island culture conveniently accessible to those with greater financial means? Moreover, how will that shape the long-term organic growth of the PI community? Will a broader range of socio-economic diversity be at risk?

### **Potential Economic Ripple Effects**

The proposed fare hike will have trickle-down economic implications as well. Summer visitors contribute significantly to the island's economy, supporting local events offered by businesses and island non-profits. Take for example, Wed. Burger Nights at the Lions Club, which supports the Peaks Island Scholarship Fund. What makes this event so successful is the number of families who spend a week's vacation on the island and want to have a unique island experience steeped in tradition. If the cost and inconvenience of visiting Peaks Island increase, we will risk losing vital support at events like this? Most families I know plan summer vacations around a budget. For those who have been coming on Mon. Tues. or Wed., the hike to \$190 is simply excessive. Additionally, property owners who rely on short-term weekend rentals will also see decreased demand initially, leading to their financial strain. Is it the intention of the Finance Committee to upset this cottage rental business mantle? While we may not enjoy all the summer traffic this rental economy brings, it supports the services that islanders enjoy all year long.

### **Concerns About the Proposal Process**

Finally, the process leading to the final proposal has lacked comprehensive public engagement, resulting in a narrowly defined solution. There have been no focus groups representing all stakeholders, which could have led to far broader input and suggestions. Meetings are recorded, but they are not summarized. To stay informed, one must watch the entire meeting. When public discourse is invited at the public workshops, anyone who wishes to speak is limited to 3 minutes, regardless of how many wish to speak. The bulk of the time spent has been around seeking a solid rationale for such a steep increase. In general, it's also been my experience that dissenting opinion is met not with curiosity or appreciation by the Peaks Island FC representatives chairing the meeting, but a defensive or argumentative posture. And, attempts to help the public understand the implications are also dissuaded. Unless I'm grossly mistaken, I was under the impression that the purpose of these workshops was to come to and build consensus for a solution that would have broad stakeholder endorsement. That's a good use of everyone's time, is it not?

### **Recommendations for Consideration**

In closing, while I recognize scrapping the work that's been done to date is a painful notion, ideally strong leaders who are committed to building a shared vision with key stakeholders can see when important steps have been overlooked to build consensus. The FC's argument that "we can't satisfy everyone, therefore we should run this as a pilot" trivializes the sentiment and intelligence of a majority of people who have raised dissent since the high single-ticket price was initially presented 6 months ago. I hope the FC will take a step back, hit the pause button, and return to the matt again with a revised proposal, that contemplates the following:

1. **Prioritize Addressing Commercial Vehicle Congestion:** Implement measures to manage and appropriately charge for the impact of large commercial vehicles on ferry capacity before increasing fares for non-commercial vehicles.
2. **Gradual Fare Increases:** Adopt a phased approach to fare increases for non-commercial vehicles over three years, allowing for adjustments and minimizing sudden financial burdens on visitors and residents who aren't

frequent travelers. Peaks Island has been and will always be open to the public at large. Rates need to be respectful of what the public can and willingly will spend.

3. Inclusive Public Engagement: Establish focus groups that include a diverse range of stakeholders to gather comprehensive input and ensure greater transparency in the decision-making process.

4. Respect for Residents' Needs: Recognize the essential nature of vehicle access for residents, particularly for medical appointments and essential errands. Do not assume that everyone is able-bodied and within walking distance of the boat. Many need a car to get to and from the ferry, run errands in town, gather groceries, etc. It's the way of life these days.

In conclusion, while I acknowledge the financial challenges facing Casco Bay Lines, and the importance of being financially sustainable, I urge the Board to consider the broader implications of the proposed fare increases. By addressing commercial vehicle congestion and rates first, fully engaging the community, and implementing gradual changes, we can work towards a revised solution that balances fiscal responsibility with the broader needs and character of Peaks Island.

Thank you for your attention to this matter.

In good health,

Ellen Mahony  
98 Trefethen Avenue

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Thank you for your attention to this matter.

Sincerely,

Margaret Kelsey  
Island home owner and year-round resident

--

**Contact Information**

Margaret H. Kelsey, Ed.M.

Chief Evolution Officer

[MHK Leadership](#)

[mhkelsey@mhkleadership.com](mailto:mhkelsey@mhkleadership.com)

207.274.fortysevenfortyseven

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## Caity Gildart

---

**From:** Nancy Gibson-Nash <nancy@illustrationinstitute.org>  
**Sent:** Wednesday, April 23, 2025 12:57 PM  
**To:** Rate Change; jean@cascobaylines.com  
**Subject:** Please re-consider decision pace and amount of car ferry increase

To Casco Bay Lines Finance Committee:

While we appreciate the efforts of the Finance Committee, the recent conversations about the increase in car ferry rates is still distressing. We appreciate efforts to make rates more affordable to year round residents who have the means and/or need for an annual pass, but the overall pending increase that will affect all others seems extreme and unfair.

As co-founders of a non-profit arts organization that has, for nine summers now, tried to encourage and enrich the cultural fabric on the island by hosting renowned illustrators and other narrative artists at the Faison Residency, the car ferry increase will most certainly hamper the enthusiasm with which these artists come to Peaks. If we understand it correctly, the visiting artists would be subject to \$190 trip to bring their car over to park at the residency, where they rarely use it. They often need to bring a car because the parking in town is limited and prohibitive, and often, they are bringing supplies that relate to programming they provide on island. Also, some of our residents have been thrilled to be able to go back and forth to explore other parts of Maine, and readily do so, noting this as a benefit to their residency, and in the past, were willing to pay the rates for the privilege to do so.

That said, we can't imagine they will be willing (or able) to pay \$400 or \$600 to leave and return a few times to the mainland during their two week stay. Perhaps they just need to fill the car with laundry after a week because there is no longer a laundromat on island, or perhaps they need to leave to fetch another family member, or attend an off island meeting in the midst of their residency -all these events have happened in the past, and would be prohibitive with the new scenario.

The increase of regular passenger tickets last year from \$7 to \$14 is now something anyone attending our FREE events on the island has to consider. We routinely fill Island venues - 40, 60, 100 seats at a time, and schedule our events so that audience members can partake of island businesses for lunch or dinner, ice cream or coffee. We continue to make a point to keep many of our events available to islanders on island, despite the possibility that the increased passenger fare may limit our off islander attendance. Now that the car ferry increase is looming, our artists in residence may lose incentive - a loss to the cultural fabric, support of local businesses and general character of the island.

While a work around was suggested that the pass holder make a trip to town to accompany guests in their car, we certainly don't relish the idea of spending a Sunday going to town, (perhaps at two separate times as we often have two sets of residents arriving), to accompany guests we have only just met, in their car that may or may not have room for us! An awkward start to their island experience, if nothing else and not a good use of our time when we are trying to get the residency ready for their arrival.

We realize this is a particular concern for a certain organization and group of passengers, but our concern expands to those who are infrequent travelers, or elderly, or do not have the benefit of an islander pass for whatever reason. The lack of consideration for thoughtful ideas such as a separate ferry run in the am & pm for construction workers by reservation, or a different fee for construction vehicles, or a graduated car ferry increase to allow folks to plan ahead accordingly, and the lack of a meeting on island to hear considered feedback from those who have difficulty attending the early morning Zoom meetings is very unfortunate.

We request that further consideration of constructive ideas be entertained in a wider forum, and the pace at which this decision is to be made expanded, so more voices can be heard.

Thank you,

Nancy Gibson-Nash  
Scott Nash  
Co-founders, Illustration Institute and year round islanders

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## Caity Gildart

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**From:** Joe Donovan  
**Sent:** Thursday, May 1, 2025 7:37 AM  
**To:** Nick Mavodones; Caity Gildart  
**Subject:** Fw: CBL Proposed Vehicle Rate Increase

---

**From:** GEORGE PURTELL <photodiver@comcast.net>  
**Sent:** Tuesday, April 29, 2025 1:20 PM  
**To:** Dave Crowley <DaveC@cascobaylines.com>; Joe Donovan <JoeD@cascobaylines.com>; Jennifer Lavanture <JenniferL@cascobaylines.com>; Max Pizey <maxp@cascobaylines.com>; James Luedke <jamesl@cascobaylines.com>; Sharoan Cohen <sharoanc@cascobaylines.com>; Paul Belesca <PaulB@cascobaylines.com>; Nate Cooper <NateC@cascobaylines.com>; William Geary <william.geary@maine.gov>; Jean Hoffman <JeanH@cascobaylines.com>; wbn@portlandmaine.gov <wbn@portlandmaine.gov>; George Higgins <georgeh@cascobaylines.com>  
**Subject:** CBL Proposed Vehicle Rate Increase

**To:** Casco Bay Island Transit District Board of Directors  
**Subject:** Proposed Peaks Island Car Ferry Price Increase

**Date:** April 29, 2025

The proposed car rate increase is expected to increase revenue by \$400,000 to \$500,000 dollars the first year. This is on top of the revenue that was already expected. It may be that the Peaks Island car ferry is the only financial lever that the board has to pull which will raise such a major amount of revenue. It is clear that this increase is intended to cover the financial inefficiencies involved in serving the remote islands. Those islands are further away and have much lower ridership (revenue). If a major increase in the car ferry rate is the only way to raise this funding then it is only fair that Peaks Islanders have a meaningful say in this matter.

The outreach from CBL to Peaks Islanders about this matter has been woefully insufficient. The meetings are scheduled at times that really don't work for the average working person. For this reason I have chosen to primarily communicate my questions and concerns via email. However, not everyone can find the time to do this. It has been suggested by many that an on island evening meeting should have been held to gather meaningful island input. The response has been that it will not be done because of cost and logistical concerns.

If not a full blown meeting then at the very least an island focus group could have been established to advise CBL of islanders concerns, questions and suggestions.

Nextdoor is not an official channel but it is a frequently and easily used channel of communication by Peaks Islanders. I have combed through Nextdoor for every comment that I could find pertaining to this proposal. I literally copied and pasted them ALL on the next 32 pages of this email. I do not have an expectation that you will read them all.

The point that I am trying to make is that islanders have volumes and volumes and volumes of ideas, information, concerns and questions to offer. CBL has barely tapped into this wealth of information.

The Peaks Island car ferry is expected to take on this entire revenue increase burden for ALL of CBL. The residents of Peaks are the only ones bearing this burden. We deserve a better seat at the table. Instead of a voice we have only been granted a whisper.

Compiled Nextdoor comments are below:

### Keith Hults

#### Peaks Island

1 day ago

•

When I first took the 6:15 there were 1 or 2 others on board . The last issue with CBL board that I felt was unfair and out of touch was Deckhand wages . The Car Ferry in the last 4 years has become a divisive instrument pitting varied business interests against each other and residents on Peaks . Wacky Wednesday ?! Response ; "A glut of cars , " that overload CBL staging . Question for the Board Why would dozens of people sit in their cars for for 3 hours to save \$24 . Have any Board members ever sat in that line or determined what was causing the "Glut" A well intentioned day , implemented by Jane Gerard for the benefit of budgeting families . An example of the overall problem : \$ 36.65 on Wednesdays was meant for a single vehicle that took 1 space . NOT a camper or transit van that had Passenger plates taking 2 spaces Or a Passenger car or truck towing a trailer taking 4 spaces , but getting billed for 1 car , 1 trailer . It was also suggested that NO Truck reservations be taken on Wednesdays , to relive the early " Glut " DEFICIT!? SO ... Revenue success from raising Day Passenger tickets !! GREAT but Why has the Board for the last 2 years keep posting : WE will look into Commercial rates in the near future. How much revenue has been lost ? Who's making up for it ? " Board please post your Market Analysis " of other Ferries !, All other Ferries in Maine are State operated . The fare for a car is \$38 the fare for a truck that takes 6 to 8 . spaces ,40k #s is \$580 . If you're a Realtor , or Airb&b , your customer's have elected to vacation here but pay Peak auto rates . Contractors coming to Peaks with trucks and trailers doing elective work that likely bill thousands of dollars such as ; gutters , counter tops , additions , windows , are taking space on the boat that would cost passenger cars, hundreds more . Please also clarify / justify prior statements ; "essential services"

23 Likes 4 Comments

### Margaret Kelsey

- Peaks Island · 1d · Edited

Let us also remember, the low Wed. fare fell on that day for a reason. It was thought to be a day when visitors would be less likely to travel to Peaks because it was the middle of

...

## M

### Martha M.

- Peaks Island·1d

Exception for families that live or own property on Peaks Island need to be considered. It was better when there was an island parking lot, still not perfect, it was at least do-able.

...

### Kerry Flynn

- Peaks Island·1d

Good points, Keith

### Zelena C.

- Peaks Island·52m

I recently moved to the island and was wondering where there is a parking lot or parking space available on the Peninsula for residents of Peaks so taking car is not needed. I was told the parking lot by the wharf had a 10 year waiting list.

[sharoan cohen](#)

Author

- [Peaks Island](#) · 1d

Massachusetts Steamship Authority resident rates to Martha's Vineyard a 45 minute, 7 mile ride for perspective. They also have a robust reservation system and discounted parking options.

5 Likes 12 Comments

[Margaret Kelsey](#)

- [Peaks Island](#) · 1d

I would love to know what exact metrics and methods were used to determine the potential revenue increase.

[Margaret Kelsey](#)

- [Peaks Island](#) · 2d

Can you please share the exact details of the proposed rates, as they have gone through different iterations. Also, can you please confirm confirm that this final proposal to be presented at the public hearing will not be changed before the public hearing? Can you also outline how the public hearing will unfold so people know in advance how they can participate? For example, will comments be limited to 3 minutes? How much commentary is permitted? Can we do it 3 part harmony? Just kidding, will save that for the talent

...

[sharoan cohen](#)

Author



- [Peaks Island](#)·2d

I'm going to have to defer to Jean Hoffman for accuracy. I believe commercial vehicles will rise 23%. Private vehicles will either be \$150 or \$170 summer season and \$82.65/\$120 off season depending on day of week. Unfortunately, I won't be able to attend this hearing and I am not a member of the Finance Committee in my role as a PI Director so I cannot speak to the structure of this public hearing. Also for clarity, all my comments and social media posts are my own, me, myself and I. In no way am I, nor do I, post as a Director. When at the table, I speak in my capacity as a Director. I am myself on any and all social media platforms

[sharoan cohen](#)

Author

- [Peaks Island](#)·1d

To put in perspective the proposed single ticket rates, here are the current commercial vehicle rates. \$190 is just \$6.65 less than a 60,000+lbs truck. A 50,000+lbs is currently \$176.65 and. 40,000+lbs truck is \$159.65. Hannigans' box truck is 25,000lbs loaded which is \$109.65. All rates are peak season. After reviewing the financials from the FC on the CBL website, I learned that operating revenue is basically flat while operating losses rose from \$1.3 million in 2019 to \$4.3 million in 2024 - losses increased \$1. million in '22 & '23 respectively 2.5/3.5 million, 2020/21 omitted die to Covid. A revenue increase of 87% was driven by the PI passenger fare rate change that increased single ticket fare by 100% while ridding the commuter book and replacing it with a pass system (monthly, 90 day, annual).

[sharoan cohen](#)

Author

- [Peaks Island](#)·2d

Proposal #2

[sharoan cohen](#)

Author

- [Peaks Island](#) · 2d · Edited

After feedback, the rate increase off season is 91-175% depending on travel day and based on current lowest rate to get vehicle of street to stock for groceries and plan for a multi day snow ban without a pass and/or an odd RT for a vet emergency or stock house with needed supplies in a household where the pass holder might be sick or unavailable to drive across and the household member without a pass (stay at home parent or work from home or islander who lives and works on island and seldom goes to town) will pay these rates should this proposal move forward and pass. A couple of many scenarios islanders must navigate regardless of day of week. Regardless, commercial vehicles will ruse only 23% in both proposals put forward by the FC. Operations has yet to look at freight impacts and behavior patterns for congestion. I've been asked to again clarify that 90 day and annual pass holders will be paying substantially less, \$46 excepting peak Th-Sun \$82.65. I have focused my posts regarding the single ticket option as there are a variety of reasons people cannot afford to buy either the 90 day with the VDP or and annual.

### [Jean Hoffman](#)

- [Peaks Island](#) · 2d

All CBL board meetings are conducted in accordance with rules for public meetings, the public hearing will be the usual format for CBL meetings conducted at the terminal and online. Members of the public are welcome to attend and encouraged to make comments, which will be limited to 3 minutes each to insure that everyone has an opportunity to speak. The decision will be made by the CBL board of directors by vote. CBL's board is the governing body for CBL, which is an independent, quasi-governmental entity. I've seen a number of questions about CBL governance, and suggest those curious check the CBL website 'about us' and 'board' sections for info.

### [Margaret Kelsey](#)

- [Peaks Island](#) · 2d · Edited

### [Jean](#)

Will the public be able to ask questions? How will that be handled? Questions and answers often take more than 3 minutes and lead to quality and informed understanding of the process by which the FC arrived at the current proposal and the potential short and long term impacts. While I know people can write in with their questions, the public doesn't then benefit from hearing the individual responses.

...

### [Jean Hoffman](#)

- [Peaks Island](#)·2d

Note that all information, including the proposals, background, rationale for rate change in multiple presentations is on the ratechange web page <https://www.cascobaylines.com/finance-committee-rate-change/>

[J](#)

Jean Hoffman [Peaks Island](#)·2d

Information on the public hearing to consider proposed major rate changes for vehicles can be found on the CBL ratechange web page. <https://www.cascobaylines.com/finance-committee-rate-change/>

Reply

Share

[L](#)

[Lynn Wilcox](#)

- [Peaks Island](#)·2d

[Jean](#)

Thank you

## Margaret Kelsey

### Peaks Island

4 days ago

Reflections on

5 likes 10 comments

-

## Robert Baker

- Peaks Island · 2d

With the launch of the "\$190 trial balloon" several months back, it was pretty clear where the FC was going. Now that the process is coming to a close, oh look, it's down to only \$170. (Didn't see that coming!) Are we supposed to cheer because it's "down" to only twice what it costs now? At that rate, who is going to have the money left, when they arrive, to afford a ticket to get through community gates? To the Finance Committee...you can do things like this incrementally, and have a much less devastating effect on the community. Would half of the proposed increase this year, and half next year be unreasonable? It would certainly not be as unreasonable as what's being asked of us now! Peaks Islanders are not responsible for the entire CBL debt. Please don't ask us to pay it! Bake

## jaimie schwartz

- Peaks Island · 3d

I suppose the mindset of the first group matters. Are they knowingly acting and accessing at the expense of the other group, or doing so unwittingly? The first group sounds like the Sneetches, the ones with stars on their bellies.... Dr. Seuss's story about racism, exclusion, elitism and a sprinkling of capitalism!

B

barbara Taylor

- Peaks Island·4d

Gentrification

sharoan cohen

- Peaks Island·2d

K

Kathleen Densmore Britos

- Peaks Island·3d

Privileged Access

A

Ann Marie Barter

- Peaks Island·3d

Elitist

HB Crisman

- Peaks Island·4d

Privileged.

I

Thaea and Bob Lloyd-Harville

- Peaks Island·4d

Unjust.

3

Michele Winchester

- Peaks Island·3d

Tourist season?!?

douglas smith

- Peaks Island·3d

A Sad State of Affairs..

[Margaret Kelsey](#)

[Peaks Island](#)

5 days ago

- Edited
- 

CBL Board is making some concessions re: the rate structure. Delighted to see the analysis I provided offering this near exact figure is now being considered. It takes a village to arrive at and build consensus. I don't know where things have landed though. The meeting went longer than I could stay. Will report back when I know more.

16 Likes 14 Comments

[sharoan cohen](#)

- [Peaks Island](#) · 4d

And commercial vehicle rates will rise only 23% in this proposal. So a private vehicle will be paying more unless the truck is over 30,000 lbs.

[Barbara Carter](#)

- [Peaks Island](#) · 3d

[sharoan](#)

Yes, and single car fare will go up over 200%

[Elizabeth Hays](#)

- [Peaks Island](#) · 2d

Nicely done.

### Bill Hall

- [Peaks Island](#) · 4d

Thank you for all your efforts.

### J

### Jeff Morton

- [Peaks Island](#) · 4d

This is great news! Thank you for sharing!!!

### Tamsen Towle

- [Peaks Island](#) · 5d

This looks fair

### sharoan cohen

- [Peaks Island](#) · 4d

### Tamsen

excepting commercial vehicles will be paying less than private vehicles and no impact studies have been done for freight or community. Also, not all islanders can afford the 90 or annual pass expenses all at once. Another consideration is that with the low rate for pass holders with private vehicles is, it's



very likely people with passes will be bringing cars more often. In fact, the frequency is encouraged. A likely scenario is a summer 90 day pass holder will buy a pass plus the vds, \$195 then the \$48 for getting to island. Two cf rides and their car tix cost including pass is \$143. The more they take care back and forth, the more they've saved on cf expense and the \$50 for the pass pays for itself. This proposal will not mitigate congestion but will change who can afford to travel. We have many islanders who work hourly and have to buy monthly passes but also sometimes need to bring y car to island for groceries, a water heater, emergencies, life needs, appointments, or snow-bans. Forcing a system based on frequency is the antithesis of island culture and out pricing the common worker is unethical, if not discriminatory, for public transportation.

sharoan cohen

- Peaks Island·4d

Tamsen

to put it in perspective, Bob's box truck is in the 20-29,000lbs category fully loaded. His truck with groceries for the store will cost between \$77-\$134 depending on season while a private vehicle will be paying \$70-\$170 without the ability to write expense against revenue and traveling in a vehicle without enterprise but simply for groceries, a water heater, return from life needs or having extended family, friends or visitors come for a visit. Maybe even coming over to supply and care for a loved one.

E

Ellen Mahony

- Peaks Island·36m

Margaret, you're a GODDESS!!

J

Jean Hoffman

- Peaks Island·2d

I strongly urge people to view the presentations on why, how and what the Finance Committee has proposed. The proposal offers discount rates for passholders, discount rates for anyone with a handicapped tag, discount rate for Loyetta Voyer Fund. Very reasonable rates, subsidized, made possible, by higher rates for single tickets. This is how the passenger fares work. Also the vehicle

discount is tied to the pass so folks can buy discount tickets for family and friends and ride in the vehicle. <https://www.cascobaylines.com/finance-committee-rate-change/>

Kelly Webber

- Peaks Island·3d

Much more reasonable! Agree commercial rates should increase, but also agree that some concession should be made for commercial vehicles that provide essential island services (ie Hannigans). Inevitably if Hannigans pays significantly more, that price is passed onto the consumer- so it's advantageous for islanders to advocate for something like this.

sharoan cohen

- Peaks Island·3d

Kelly

though I think the only way to accommodate a lesser commercial vehicle rate for island businesses is to surge price the morning/before noon boats. Island businesses, like islanders, can often manage travel time. Islander businesses are a small percentage of the commercial vehicle traffic (minus large contractors like Juniper whose clientele can afford higher rates) the impact on the island-side islanders who travel infrequently and are more than likely not only our lowest per capita households is incredibly substantial. It is unconscionable to me that the most economically vulnerable will be paying more for essential travel needs/life needs (including carload of affordable groceries) because they travel least often and many are not seniors. The private vehicle rate proposal also further isolates external family and friends and grown children/college students from coming to the island for the multiple reasons people visit family regardless of leisure, health crisis or need. The idea that a pass holder can come across and drive visitors negates the reality that the pass holder might not be able to physically or emotionally and it could be hours of time with the vehicle line - especially if pass holders travel by car more frequently because of the low rates of \$46

Barbara Carter

- Peaks Island·3d

sharoan

all good points!

[sharoan cohen](#)

- [Peaks Island](#) · 3d · Edited

Barbara as a pilot, if indeed this vehicle rate proposal is, why not instead pilot an up to market commercial vehicle rate plus a reasonable 5-7.5% across the board increase? Surge pricing the cf till the 12:15 daily for commercial vehicles while expanding the already existing reservation system (currently limited to two reservations per boat) and holding four vehicle spaces for private vehicles always giving "priority" should the vehicle have a residential pass in vehicle. Have a dedicated ops agent managing all vehicles and commercial vehicle sales in kiosk at entrance of CBL property. Businesses have the ability to manage and schedule their time and expense. We none know how much it costs to transport vehicles across the bay. We seem to not know how much each boat needs to "sell" to both operate and build revenue above bottom line. We also don't seem to know how much revenue we need. We don't know the impact on freight nor human behavior. We don't know islanders' cf travel trends. Nor do we know how many passes are islanders/reverse commuters or who is monthly/90day/annual. We seem to not know how to manage congestion. What we do know is that volume has not resulted in greater revenue but in fact expenses that increased more than doubled that of inflation over the last five years. We also know that discounts based on frequency encourages more frequency and therefore more volume. We know the BS to be in service by next season is built for volume. We also know that there's no shortage of people who want to come to PI but so many who have come and stayed or not won't have access. Microcosms reflect microcosms where attention to the seemingly least important structure is in fact fundamental to the very structure - without it the structure is fully comprised and is no longer sustainable.

[Jean Hoffman](#)

[Peaks Island](#) ·

5 days ago

•

Vehicle rate change presentation from last meeting was not posted until today, for which I apologize. It is now posted. The presentation has details of the proposal for both residential regular and discount rates (discount rates with annual pass at no extra charge and with 90 day pass with charge of \$50/\$25 for seniors proposed). Also covers commercial rate increase now and need to further address commercial rates and operational aspects in near future. Discount rates (anyone with annual or 90 day pass, latter with supplement) \$46 any day off peak and \$46 Sun-Wed peak season, \$83 Thurs-Sat peak season Also handicapped \$46 year round any day, anyone with plates/tag, no pass needed Regular (single ticket) rate proposed \$190 peak season, \$120 Th-Sat, \$83 Sun-Wed off peak Commercial +23% across the board, further restructuring to be addressed in future Note that CBL board and Finance Comm have been discussing need to reduce the operating deficit by both raising revenues and reducing expenses. Primary goal of vehicle rate change is 2nd leg of raising revenues, 1st leg being the very successful passenger fare change implemented last year, with increased single ticket rates especially during peak season supporting year round islanders, workers, frequent travelers, summer residents and others who rely on the ferry. There are a lot of materials on the CBL ratechange webpage including presentations from the 5 public workshops held over the last 6 mos <https://www.cascobaylines.com/finance-committee-rate-change/> Board meeting tomw 07:45 will have a discussion about the Finance Comm recommended proposal, as debated and with alternative proposal, and further discussion regarding possible board public hearing and submission to the PUC. Everyone is welcome to join the board meeting in person or remotely

8 Likes 21 Comments

C

Cesar Britos

- Peaks Island · 1d

Jean, thanks for the explanation and your work on this.

Timothy Dobe

- Peaks Island · 5d

Have folks who rent out their houses on a weekly or weekend basis in peak season voiced their views? 190 is adding around 100 extra cost for vacationers renting on island.

sharoan cohen

- [Peaks Island](#)·2d

[Timothy](#)

yes, though if they do a rt for groceries, it lowers their vehicle rate to \$143 for just arriving and resupplying. Definitely makes financial sense at that point to do another rt or two during their stay to explore beyond foot. I actually think we'll experience more volume/congestion because those who can still afford to come are more likely to afford more travel experiences beyond the island. Sadly, this likely outcome will further isolate and complicate the already difficult congestion issues for islanders needing rt or one way travel from/to island for essential needs regardless of infrequency. It's just a wrongheaded approach to a problem created by volume.

[Timothy Dobe](#)

- [Peaks Island](#)·2d

[sharoan](#)

Thanks for your thoughts.

[W](#)

[Woody Halsey](#)

- [Peaks Island](#)·2d

[sharoan](#)

Can you explain how the vehicle rate gets reduced to \$143? And how it makes financial sense to make multiple trips? Thanks. I'm confused.

[sharoan cohen](#)

- [Peaks Island](#)·2d

[Timothy](#)

there's a lot of concern regarding the intense single rate raise and how it will adversely impact islanders who travel infrequently, extended family and friends who come also infrequently and the fact that the private infrequent travelers will be paying more than the commercial vehicle on same boats riding alongside paying less unless the cb is 40,000 lbs plus. There's also considerable concern about congestion and that this might add to it because of the relatively inexpensive pass holder discount rate. Some have also expressed the high cost come without convenience since congestion and reservations seem a too complicated problem to solve. Attached are the rate proposals from the FC. Public hearing is May 9th.

[sharoan cohen](#)

- [Peaks Island](#) · 2d · Edited

[Woody](#)

because once you pay your initial \$50 for the vss on a 90 day, each time it's used, subtract the otherwise amount and it's economical. More frequent gives most savings against non frequent charges. Driver and vehicle is included with pass. The upfront \$195 is actually two cf fares across instead of the one time \$190. It's behavior change. Very likely, short term summer stays, will bring car over multiple times instead of the one to get to island at \$46 rt.

[W](#)

[Woody Halsey](#)

- [Peaks Island](#) · 2d

[sharoan](#)

"The upfront \$195 is actually two cf fares across instead of the one time \$190." Do you mean \$195 pays for 2 round trips? That sounds like a good deal.

[Timothy Dobe](#)

- [Peaks Island](#) · 1d

[sharoan](#)

Most of our guests stay on the island the whole time, with their vehicle parked.

W

Woody Halsey

- Peaks Island · 1d

Timothy

Ours too.

sharoan cohen

- Peaks Island · 1d

Timothy

I think that will change as the demographic and patterns change. We definitely need impact studies, trends and more information but based on how the year round community is changing to a commuting demographic the same will likely be true for summer. Everything from capital improvement to passenger rates to now vehicle is embedded in frequency and volume despite the fact that volume has been driving expenses up instead of revenue and frequency is necessary to fill volume particularly with the BS soon coming. CBITD is basically becoming a floating bridge to PI while PI continues to isolated from the rest of the Bay.

J

Jean Hoffman

Author

- Peaks Island · 1d

Woody

I would encourage you to read the copious materials posted on the ratechange website for answers to your questions. Or feel free to email me [jeanh@cascobaylines.com](mailto:jeanh@cascobaylines.com) Social media is not an official way for us to communicate and there is a lot of misinformation posted.

[Timothy Dobe](#)

- [Peaks Island](#) · 1d

[sharoan](#)

That make sense. Thanks.

[jaimie schwartz](#)

- [Peaks Island](#) · 5d

Thank you for the summary and info. And for your work.

[Janis Price](#)

- [Peaks Island](#) · 1d

Thanks for explaining everything so well and for working so hard on this.

[Owen Sanderson](#)

- [Peaks Island](#) · 1d

Thank you,

[Jean](#)

(and the rest of the board), for your thoughtfulness considering how to ensure financial stability while allowing island residents more reasonable options to drive on/off the island. The new proposal seems reasonable and well-considered.



sharoan cohen

- Peaks Island · 2d

L

Lynn Wilcox

- Peaks Island · 5d

Thank you

W

Woody Halsey

- Peaks Island · 5d

Thank you. What is the proposed price for the 90-day pass? And how would the supplement wo

J

Jean Hoffman

Author

- Peaks Island · 5d · Edited

Woody

Pass prices are not changing and they are on the CBL web site under rates. Proposed supplement prices are in presentation on the ratechange webpage at [CascoBayLines.com](http://CascoBayLines.com). No additional charge for annual pass holders. Supplement proposed for each 90 day pass is \$50, \$25 for seniors. Slide in how it will work in the 4/17 presentation on the ratechange webpage. That webpage is the spice for accurate factually correct information in the proposal, its goals, evolution and how it will work

[W](#)

[Woody Halsey](#)

- [Peaks Island](#) · 5d

[Jean](#)

Thank you.

[George Purtell](#)

[Peaks Island](#) ·

5 days ago

- 

Below is the email that I sent to CBL suggesting that there should be a meeting on island to give islanders a better opportunity to input the CBL car ferry rate change proposal. Since islanders are so directly affected I thought that this would be appropriate. Below is my email to CBL and below that is the CBL response. Hi I failed to mention an additional important concern in the email that I sent yesterday. This going to be proposed to the board in the form it is now but there has been no significant outreach to islanders for their input. I heard it anecdotally stated during the meeting that islanders that have been spoken to are in favor of the proposal. I walk my dog for an hour in the morning and an hour in the late afternoon. I speak with many islanders on my daily sojourns. I have personally spoken with many islanders that are not in favor of this. Moving an online meeting from 7:45 AM till 12:30 does not really address this. The people who are most effected by this should be reached out to in a meaningful way. There should be a meeting on island in the early evening that islanders can attend and voice their input. This has not happened. It is islanders that have to live with this decision and it is islanders that will bear the financial and logistical impacts of it. Does it not make

sense to actively solicit their input in an islander friendly forum. George Purtell George The Finance Committee has held 5 public workshops on the vehicle rate change over the past 6 months. Comments have been welcomed in writing, at the workshops and verbally. We've received a great deal of feedback. Islander comments were important in crafting modifications to the proposal, which has been modified to meet islander and frequent user needs. I have personally had dozens and dozens of conversations, particularly over the last two months with islanders. Most people, once they understand the proposal, comment 1) that it works for them and 2) that it is reasonable and resembles the passenger pass structure. Thanks for writing. Jean Jean Hoffman Treasurer and Finance Committee Chair, Board of Directors Casco Bay Island Transit District

6 Likes 6 Posts

### Margaret Kelsey

- [Peaks Island](#) · 5d

Well, I guess there are facts and perspectives on the facts. Mine are as follows: 1. Unless you track and attend the meetings regularly, you are not in the know of when they are happening or what's happened during them. Jean Hoffman herself has hardly posted here for Islanders to be aware of the FC's process. Neither have Nate or Jen. If the public is not made aware of such opportunities by the FC itself outside of posting the information on CBL's page, it most definitely begs the question how much the public was even aware of this process. I have had a handful of conversations as well with people who "heard something" but didn't really know all of the details. And mostly what they've heard are partial truths. Not a complete picture. 2. The opportunity to speak for 3 mins. at a given meeting hardly constitutes receiving public input. In the meeting last week, which went 2.5 hours long, only 15 minutes was allocated to hearing public sentiment. 3. There is a big difference between listening and explaining and/or pitching. Someone might listen and agree, but then do more research and discover — there's more to this than meets the eye. So, written, documented comment is the only true measure of public sentiment. Sentiment analysis of such commentary has revealed that is not been overwhelmingly positive. 4. Throughout the process, facts have been a bit misleading. Competitive analysis of other ferries have been provided to substantiate the proposed rate of \$190. However, when you look closely at these you see these ferries go at least twice as far and have reservation systems. Similar with parking rates: The highest rates were shared, not the lowest. My feelings about this: I'm in favor of raising rates for CBL to be financially responsible. But with all due respect, this process has not been well announced or transparent for something that has such broad implications. And well, that just annoys the bleep out of me.

### Barbara Carter

- [Peaks Island](#) · 3d

### Margaret

AMEN!

J

Jennifer Weiser

- [Peaks Island](#)·5d

Well said, Margaret. Thank you for all your work to clarify and share, especially for those of us who must be at work each and every time these meetings are held.

J

Jean Hoffman

- [Peaks Island](#)·2d

Board members understand that the 07:45 time is not convenient for all and that these public meetings often run long and are harder to follow on Webex. I shared these frustrations when I had to work and had younger kids. This is our system, in compliance with public meeting requirements and with the advent of remote meeting options it is possible to join without physically being present. Also recordings are now being posted on the website. This is imperfect, but an effort in progress to improve public access and information. CBL has budgeted for a new communications position with the goal of improving communications. Meetings on islands would be expensive in terms of time and efforts to comply with public meeting/recording requirements, and even more time consuming for staff and volunteer board members. With the ability to join remotely, I cannot say for sure but would not expect meetings to be held on islands.

G

George Purtell

- [Peaks Island](#)·1d

Jean

The current meeting methods, though imperfect, do meet the requirements for most routine business. I do not believe that anyone is advocating that typical routine meetings be held on island. But quite frankly this is a very unique situation. The stated goal is that the Peaks Island ferry should raise an additional \$400,000 to \$500,000 in revenue this year on top of the revenue that was already expected. I think that the magnitude of this increase and its far reaching affects on Peaks Islanders

and the island way of life, earned Peaks Island a better seat at the table on this issue. Now the reality may be that the only significant financial lever that CBL has to significantly raise revenue is a car ferry increase. But there should have been a very open and robust discussion about the need to do this in order to subsidize the economic inefficiencies of servicing the more remote islands. Islanders should have had a voice not a whisper.

J

### Jean Hoffman

- Peaks Island·2d

CBL has an email list and a text list to receive information and alerts. Meetings are noticed via email to people who have signed up and posted on the calendar on the 'about us' 'board' section of the web site. All meetings are legally noticed in this way, public hearings and certain notices like elections are also posted on paper on the boats and in the terminal.

Thank You,

### Meghan Casey

#### Peaks Island·

6 days ago

- Edited
- 

My letter to CBL: Dear Casco Bay Lines, I was unable to attend the meeting on 4/17 because of work. I write in opposition to the \$190 single ticket price for vehicles. According to reports about the meeting, the two reasons given for the huge increase in single ticket prices are: 1. To bring CBL into the black and 2. To reduce vehicle congestion. The second of these raises troublesome, perhaps ethical, questions. I have written in the past about my concern that the \$190 single ticket price will make it far more expensive for island residents to get work done by contractors from the mainland. This will in turn make it harder for people of modest or lower income to live on Peaks, one more step toward making Peaks a summer-only, wealthy community. This email focuses on the second reason given: to reduce congestion. Price manipulation is not a way to solve traffic congestion, and I am not sure it is ethical to use it as such for a public property like Peaks. That is a heavy thing to say, and I know that CBL in general, and the Finance Committee in particular, are an ethical group--but CBL's rates should be what they need to be to keep CBL running with a balanced budget. Nothing more. Congestion should be solved in other ways. What one person sees as congestion, another sees as family visiting or customers for their store. The discussion of congestion is political, not financial, and the conversation should be broad, inclusive, and with the CITY. CBL is a private company that serves the islands as transportation. They are not the political arm that leads the island and should not have that power. The City Council or, in some ways, the PIC is the political arm of the island. If in this

particular circumstance CBL set rates for single tickets higher than financial need dictates in order to reduce congestion, to stave off visitors and customers to the island, I do not think a private company like CBL is supposed to work that way. We have a significant problem with vehicle congestion on Peaks. The problem is twofold. One, there is no parking in Portland. Where is the PIC or other group lobbying City Hall non-stop for parking? Where is the City Council member who represents the islands? The islands (except Long and Chebeague) are taxpayers to the city. The islands are a significant benefit to the city, providing open space and recreation for thousands of Portlanders every year. Where is the City Council? Second--where is the Portland Police? The congestion on Welch St. and Island Ave on summer weekends, and at the ferry lines on Peaks and at CBL in Portland are a significant risk to public safety. If any other neighborhood in Portland faced such a consistent and dangerous risk, the police would be there. Where are they? Can the PIC or City Council or even our state rep help us out here? We need an extra police officer (not a trainee) on Peaks every single Friday, Saturday, and Sunday from mid-June to mid-Sept, and perhaps other days. I am not sure if the CBL access road in Portland is a city road or private. If city, we need an officer there on busy days. If private, CBL needs to hire a traffic monitoring person. Perhaps Peaks also needs more/better sidewalks. And there are likely other steps needed. Peaks and the other islands are a part of the city of Portland. They should be accessible to islanders and visitors alike. It is the City's responsibility to make the roads of Peaks safe, just as it is their responsibility in the rest of the city. Yes, the islands are different in that we have a private company that brings people to and fro (that should also not be the case--the Metro is not private--but that is another issue). But it does not seem ethical to me to control the number of people able to come to the islands through price manipulation. That simply makes Peaks less accessible to visitors of limited means, and more comfortable for the wealthy who can afford to visit or live there. We need a broad, inclusive discussion about the responsibility of the City of Portland to our islands. But Casco Bay Lines is a private company that should not be used to achieve results that are the responsibility of public entities. Sincerely, Meghan Casey

38 Likes 12 Comments

J

Jean Hoffman

- Peaks Island · 5d

Oops, It has belatedly come to my attention that the presentation with the vehicle rate proposal as voted on by the Finance Committee on 4/17 was not posted to the ratechange web page at [cascobaylines.com](http://cascobaylines.com) I apologize for that oversight, the proposal is now posted. Please take a look at the presentation and all the background information to get the facts about the proposed rate change, and how it would affect you. The proposal has been revised based on a lot of feedback and I do think it works well for islanders, workers, summer residents, all who depend on the car ferry. Annual passes unlock the discount rate, and a rate of \$46 is available with an annual pass year round (Sun-Wed during peak). 90 day passes also eligible for the discount, proposed to be available with a small fee of \$50/\$25 for seniors. Please get the facts of the proposal, including the goals which are to attend to the revenue side of reducing CBL's deficit while protecting islanders, workers, those who depend on the car ferry. The 2 tier rate with high rates for single car tickets is the key to the lower discount rate, and this proposal is modeled on the very successful passenger pass fare change of



last year. Note that everyone is eligible for passes, not just residents.  
<https://www.cascobaylines.com/finance-committee-rate-change/>

sharoan cohen

- [Peaks Island](#) · 2d · Edited

Jean

the facts are it leaves out monthly pass holders and infrequent travelers who more than likely work hourly wages without benefits, retirement, savings and/or financial security. Island life is embedded in infrequent travel, not frequency to be rewarded with low rates making Peaks a gated bedroom community while encouraging frequency and volume despite an island culture that depends upon the islanders who travel infrequently. The capital "improvements" made to meet the volume needs and built to meet the future needs of islanders has done exactly the opposite. Volume has pushed expenses up beyond inflation, continues to drive cost and congestion and has done little to nothing to improve efficiencies and [service.as](#) you know, I completely oppose this proposal and truly hope the FC will offer a plan b to mitigate the deficit with revenue without the absurd increase for single ticket travel while the community still awaits a solution to replace the commuter book so family and friends aren't economically isolated from their loved ones because they visit once or twice annually. Let alone the islanders who endeavor to live and work on island and in fact are not just the lifeblood of the island, but spend significantly more time and energy on island thereby preserving our precious community which is not a commodity.

C

Carol Barnes

- [Peaks Island](#) · 2d

It appears that CBL is balancing its budget on the backs of Peaks Islanders. That does not seem fair. Peaks is not the only island the ferrys service. The budget issue should be born by all the services This proposed ticket price is shocking.

J

Jean Hoffman

- [Peaks Island](#) · 2d

Carol

Note that as has been discussed and voted and acted on in Finance and Board meetings since 2022, CBL is targeting gradual reduction of the deficit. Much progress was made with the passenger rate change which reduced the deficit from \$4.5m in 2023 to \$2.6m in 2024 (pre-audit for 2024). CBL board has voted on a 3 year deficit reduction target to get the deficit to \$1m by 2027. Note that deficits are annual operating deficits, do not include capital expenditures, and are plugged with Federal government grants. The Federal grants are not guaranteed.

-  
[sharoan cohen](#)

- [Peaks Island](#) · 2d

[Jean](#)

does the FC have a replacement for the commuter book yet?

-  
[Marcie Goldman](#)

- [Peaks Island](#) · 3d · Edited

Hi

[Jean](#)

, Are you saying, the board used a “majority rule” voting system? Was there an official vote, survey, or another democratic system of decision-making employed to decide on the ferry rate increase? Will you provide us the data the board collected and let us know what system was used? I don’t think you’ll get as much push back if you explain where “a lot of feedback” in favor of the rate increase came from. If the board doesn’t have this, and we’re all witnessing “a lot of” complaints from our neighbors in writing, does this also count as “a lot of feedback” that opposes the car rate price? If the board is making a quantifiable decision (which is based on majority rule) can we make it official and have a vote? Or recount?

[J](#)

[Jean Hoffman](#)

- [Peaks Island](#) · 2d



[Marcie](#)

Hi, it's awkward to try to be responsive to questions and yet keep to good practices for CBL as a public entity, which does not conduct business or debate on social media. Much easier to have a conversation, best of all to discuss in a public meeting, happy to respond by official email. But, you ask some process questions that I think I can respond to online: the Board is the governing structure for CBL, an independent quasi-municipal entity. The board conducts itself, indeed all CBL business is conducted strictly within rules and statutes. The process for a rate change is for the Finance Committee to notify the public and hold 1 or more public workshops. The workshop was last October. There was background provided at that workshop and every subsequent workshop (now 6) about the reason for the rate change: which is financial: CBL operates at a deficit, that deficit was growing and reached \$4.5m (that is amount of operating loss in 2023). Deficits can be addressed in 2 ways and both are underway at CBL: increasing revenues, reducing expenses. CBL fares provide the bulk of revenues and fare had not been raised in 15 years. Obviously that was a problem, irresponsible as many members of the public have pointed out. So, the Finance Committee publicly announced and followed up at multiple monthly meetings the intention to raise rates. After discussion, the Finance Comm agreed to tackle passenger rates first as the largest contributor to CBL revenues (note passenger rate change implemented 6/1/24). Vehicle rates were publicly announced to be tackled second and freight will come next. Note that unscheduled service, e.g. charters and cruises, has had regular rate adjustments over the years. For further background on the amount of CBL losses and targeted deficit reduction, please see presentations on the ratechange web site or send me an email and I will send to you;. [jeanh@cascobaylines.com](mailto:jeanh@cascobaylines.com)

Reply

Share

[J](#)

[Jean Hoffman](#)

- [Peaks Island](#) · 2d

Further to Marcie's question, each presentation at each public workshop has a process slide and addresses where we are. The Finance Committee voted to recommend the rate plan listed as 2 to the board for approval, some board members favored lower regular (non discounted rates). Therefore 2 plans will be debated at the public hearing and the board will vote at that hearing scheduled for 5/9/25 at 07:45 on a proposal, which per the notice may be 1 or the other or a different proposal. CBL's Finance Committee has been targeting a June implementation of new vehicle rates. Note that the 23% increase in commercial is a stopgap and NOT intended to solve the need to restructure commercial rates. However, changes to CBL rates and complicated, require public input (from commercial ticket buyers) and impose significant work on the CBL operations staff. Therefore, we have decided to postpone restructuring of commercial rates until after this summer. The current proposal is just a stop gap until more work can be done and until CBL's hard working but small ops staff has bandwidth on this issue.

Jean Bates

- Peaks Island·6d

Well said!

C

Carol Barnes

- Peaks Island·2d

To finish a sentence - this budget deficit should be born by all serviced islands and it should be gradual.

E

Frank Childs

- Peaks Island·2d

We'll said. Thank you.

J

Jennifer Weiser

- Peaks Island·6d

Very well said.

## Margaret Kelsey

### Peaks Island

6 days ago

- CBL Vehicle Rate Change For those following this matter, not unlike dozens before me, I've emailed CBL with my final thoughts on the Finance Committee's proposal re: the vehicle rate changes. The full letter can be read at the attached link. It starts as follows... "Dear CBL Board of Directors, I am writing to express my deep concern regarding the proposed increase in vehicle fares to Peaks Island, specifically the plan to raise the single ticket price for non-commercial vehicles to \$190 during peak season. While I understand the intent behind the Finance Committee's Rate Change proposal—to reduce congestion and increase revenue—I believe it will lead to several unintended consequences that will adversely affect the island's community and culture. The remainder of this email outlines four main areas of concern and a set of recommendations I hope you will consider in light of the motion to render your vote on the proposal. Unaddressed Commercial Vehicle Congestion A primary rationale for the single ticket hike is the belief that it will "curb the surge" of non-commercial cars, especially during peak weekends and on "Wacky Wednesdays." Alas, non-commercial increase is not the major cause of congestion. Rather, it's the influx of large commercial vehicles supporting island construction, all week, including Saturdays. This has been a longstanding, documented problem, which has received little to no attention in the current proposal.... With all due respect, if both congestion and viability are the primary matters to focus on, why wasn't this made the top priority before suggesting/implementing fare increases for non-commercial vehicles?"....  
<https://docs.google.com/document/d/1PBrVo-6d2Vf2aUjdEoAhZtBZd6P5uGCNRee-zLzTum8/edit?usp=sharing>

29 Likes 17 Comments

17

W

## Woody Halsey

- Peaks Island · 6d

Thanks for this thorough, carefully worded and clearly written summary of the issues. Your suggestion that the committee take more time to analyse those questions, and to engage in a more effective exchange of ideas with all stakeholders before taking action is a good one. Measure twice (or thrice); cut once.

#### Andrew Doukas

- Peaks Island·6d

Well articulated points. But I think this proposal to set single prices at \$190 does accomplish the Board's REAL agenda, which is to further insulate Peaks from visitors. It has nothing to do with finances, the car ferry is a cash cow. Although I only bring a vehicle over 3 or 4 times a year, to haul supplies and building materials, this proposal will make it much pricier since I don't keep a pass going year round.

#### Margaret Kelsey

Author

- Peaks Island·6d

#### Andrew

Sadly, it does present this way, even if it is not their intention. The good news, intentions can always be made clear by adjusting one's methods.

#### Chris Broadhurst

- Peaks Island·6d

#### Margaret

Agreed, we certainly won't be taking or bringing a vehicle over nearly as much.

#### R

#### Roger Kenney

- [Peaks Island](#)·6d

This is so well-written, and articulates the concerns we have. Completely agree with the recommendations, especially addressing commercial vehicles first. Thank you!

[Margaret Kelsey](#)

Author

- [Peaks Island](#)·6d

[Roger](#)

Thank you Roger.

[J](#)

[Jean Hoffman](#)

- [Peaks Island](#)·5d

[Roger](#)

please take a look at the detailed background and information on the rationale and process on the CBL ratechange webpage. Note that a stop gap across the board increase for commercial is proposed with a more detailed structural evaluation and change to be done in the not too distant future. Commercial increase proposed now is 23%. <https://www.cascobaylines.com/finance-committee-rate-change/>

[M](#)

[Marian Cheevers](#)

- [Peaks Island](#)·5d

Thank you for your thoughtful concerns which many of us have and for your suggestions.

J

Jean Hoffman

- Peaks Island · 5d

Please take a look at the ratechange webpage for thorough discussion and documentation of the thorough process the Finance Committee has engaged in over the last 6 mos and through 5 public workshops to discuss goals, changes and solicit feedback. Please review the latest proposal, based on substantial island feedback. <https://www.cascobaylines.com/finance-committee-rate-change/>

Julia Nord

- Peaks Island · 6d

Well said as always, Margaret. I agree this proposal will negatively impact infrequent users, and especially friends and family coming for visits.

Margaret Kelsey

Author

- Peaks Island · 6d

Julia

Thanks Julia. Let's hope the CBL Board values these sentiments, which are shared by many.

Vicki Flanagan

- Peaks Island · 6d · Edited

Here's the information that came out of the finance committee's workshops over the last six months, concerning commercial vehicles: "Commercial Considerations: Defer Substantial Restructuring For

Now \* Commercial / large size vehicles are a complicated topic \* Few very large trucks, they underpay for space taken; most delivering to island businesses or residents contractors \* Islanders home repair needs Served by Commercial trucks; Concerned about pricing access for Contractors versus complaints about congestion And unfairness of trucks Serving a single homeowner \* Essential island businesses (e.g., Hannigan's, Peaks Island Fuel) are frequent users of car ferry \* Initial proposal proposed to change from weight-based rate calculation to size-based, however propose to temporarily defer significant change due to need for additional analysis, as well as discussions with businesses to optimize rate & structure \* Also significant operational impact associated with this change Battery Steele delivery planned, wider lane for large trucks \* Therefore, propose increase of 23% across the board (half inflation rate since 2010) as an interim/stop-gap rate increase \* Reclassify light truck <6000lbs with commercial plate to regular or discount automobile/light truck rate (i.e., treat this class of gross vehicle weight the same, regardless of commercial or passenger plate”

J

Jean Hoffman

- Peaks Island · 5d

Vicki

Thanks for posting

Margaret Kelsey

Author

- Peaks Island · 5d

Vicki

The light truck to my knowledge is not being reclassified.

Margaret Kelsey

Author

- [Peaks Island](#) · 5d

[Vicki](#)

Your assessment is not accurate: "Therefore, propose increase of 23% across the board (half inflation rate since 2010) as an interim/stop-gap rate increase." It's much more, even as close at 300%, if you are not eligible for the discount rates. To get those rates requires opting in for the annual or seasonal pass. It's an important fact to share so as not to mislead the public.

[Vicki Flanagan](#)

- [Peaks Island](#) · 5d · Edited

[Margaret](#)

— this is a direct quote from the work that the finance committee did over the last six months, not my work. I just copied and pasted it and put quotation marks around it. I think Jean Hoffman posted the link to the entire body of work so you can view it there.

[George Purtell](#)

[Peaks Island](#) ·

21 Apr

-



Below are 2 emails that I sent to the CBL board concerning their meeting that I attended via webex on April 17th. Hi, I was a virtual attendee at the meeting today concerning the proposed car ferry increase. I heard a great deal of discussion concerning how much the increase would be for single use tickets. Ultimately, it was voted that it would be \$190. The vote was not unanimous. I heard a wide array of amounts proposed before this number was selected. I found this to be very concerning. Those who advocated for a lower price were concerned with keeping the cost of the single use ticket reasonable. This sounded like a reasonable approach to me. Since this is being implemented on a pilot basis, the rate could always be increased if needed. Those who advocated for \$190 per single use ticket explained that charging a very high price would alleviate ferry line congestion. It was suggested that the high price would reduce demand because people will instead choose to find more cost effective parking on the mainland. This assumption is flawed on many levels. 1) It is an economically discriminatory tool. Affluent individuals will pay the \$190 without hesitation. People of more limited financial means will be the people that struggle with trying to find parking on the mainland. I have heard no discussion about how difficult it is to find parking in Portland. Treating the parking problem like it is not an issue is to ignore reality. 2) If a vacationing family of 5 (2 adults, 3 small children) is driving over for a week long vacation, it is unrealistic to expect that they can carry everything that they will need on their backs. They will need to drive on to the ferry and pay the exorbitant price. 3) Although commercial vehicles are not a part of the current price increase proposal, it is unrealistic to view them as if they are not a MAJOR part of the congestion problem. Below are pictures of a typical ferry line on Peaks. These are not cherry picked images. They are very representative of the Welch St. ferry line. Anyone that is familiar with the ferry queue has seen this situation on a daily basis. These 2 pictures are of the line on Welch St and around the corner onto Island Ave. There are literally 2 passenger vehicles in this queue. All the rest are Commercial vehicles and trailers. (Pics are at very bottom of post) The car ferry typically has space for 11 vehicles and one car space for freight. A single box truck consumes 4 spaces. There is often more than one box truck in the queue. During the months of July and August passenger vehicles are a primary cause of congestion. But throughout the spring season and autumn right up to the holidays, Commercial vehicles are the primary cause of congestion. How does increasing the single use car ticket price to \$190 address this? I understand that there will likely be a future proposal for setting pricing for commercial vehicles. It makes sense to do that. But frankly, the large volume of commercial vehicles is a problem that is getting worse every year. A long term plan on how to handle this ever increasing commercial vehicle volume has to be developed. As was stated in the meeting today there is limited vehicle capacity. If not now, at some point another means of transporting commercial vehicles will become a necessity. It is inevitable. 4) How was the single use ticket price of \$190 determined? - The rationale for selecting \$190 vs one of the lower prices that were suggested, was that if the price were that high it MIGHT reduce congestion. From my perspective it sounded like the reason to raise it so high, was simply because we can. What I was expecting to hear today was a practical rationale for the selection of the single use ticket price. That was notably absent from the discussion. A.) Cost models could estimate projected revenue from the sale of Passes and discount car ticket sales as well as passenger ticket sales. B.) What is the new target revenue number for the Car ferry to raise???? C.) Subtract A) from B) D) Estimate number of vehicle trips that will occur at Full price E) Divide C) by D) and that is a good estimate of what the full price single use car ticket should cost. Instead what I heard was we could charge \$120, we could charge \$150, we could charge \$170, you know what lets just charge \$190. I found it disappointing that the discussion was about how much can we charge instead of how much do we need to charge. My wife and I are seniors and with the senior pass rate and our willingness to travel on the less expensive \$46 dollar days the single use ticket price will not directly effect us, but as an observer it seems to me that this piece of the proposal needs additional work. George Purtell Hi I failed to mention an additional important concern in the email that I sent yesterday. This going to be proposed to the board in the form it is now but there has been no significant outreach to islanders for their input. I heard it anecdotally stated during the meeting that islanders that have been spoken to are in favor of the proposal. I walk my dog for an

hour in the morning and an hour in the late afternoon. I speak with many islanders on my daily sojourns. I have personally spoken with many islanders that are not in favor of this. Moving an online meeting from 7:45 AM till 12:30 does not really address this. The people who are most effected by this should be reached out to in a meaningful way. There should be a meeting on island in the early evening that islanders can attend and voice their input. This has not happened. It is islanders that have to live with this decision and it is islanders that will bear the financial and logistical impacts of it. Does it not make sense to actively solicit their input in an islander friendly forum. George Purtell

48 Likes 46 Comments

[Margaret Kelsey](#)

- [Peaks Island](#) · 1w

6 or 8 spaces taken up this morning

[G](#)

[George Purtell](#)

- [Peaks Island](#) · 1w

[Margaret](#)

Yes Im sure that doesn't add to the line congestion problem lol

[Sarah Moran](#)

- [Peaks Island](#) · 6d

Thank you for once again raising many excellent points. The conspicuous lack of engagement with islanders' concerns by the committee/board is disappointing & discouraging--I, too, spent time putting my thoughts and constructive ideas into a long email only to receive the same short, generic response. I know I'm in the minority of year-round residents insofar as I travel to the mainland very sparingly and therefore do not purchase the \$430 per year passenger pass, but surely even a minority group of actual islanders deserves consideration & to have some attempt made at fair ticket pricing on their behalf by people we voted for. I fail to see any such attempt in the many iterations of

this proposal over the past weeks, a plan that caters firstly to commercial vehicles and secondly to passholders, while throwing everyone else under the bus.

M

Margo Lodge-Seven Oakes

- Peaks Island·1w

Thank you for your work, George. Some people that are responding seem to forget it's affecting us year rounders too.

Jean Bates

- Peaks Island·1w

This is our concern also, why the price break for commercial vehicles. We live in "ON A Crag" cottage. Water turned on May 1 and shut off Oct 15. This will not change for us! Why should we be the ones hit for the price increase? What about the affordable housing tenants...do they know about this? Please don't do this to us!

J

Jean Hoffman

- Peaks Island·5d

Jean

Have you looked at the proposal? take a look <https://www.cascobaylines.com/finance-committee-rate-change/>

Sarah Moran

- [Peaks Island](#)·4d · Edited

## Jean

You didn't answer her question. Why the price break for commercial vehicles? A 23% increase barely makes a ripple in revenue, it will not dissuade a single commercial vehicle from using the ferry (therefore failing to reduce any of the substantial commercial vehicle congestion), and results in absolutely no progress in terms of establishing fair commercial vehicle rates based on length/amount of spaces occupied rather than on weight, which was one of the stated GOALS of the finance committee's proposal.

## sharoan cohen

- [Peaks Island](#)·2d

## Jean

what are the complications in raising the commercial vehicle rates versus the lack of complications in raising single ticket rates for passenger vehicles? What progress has been made on replacing the commuter book. What percentage of islanders have annual, 90 day or monthly passes? Same question for reverse commuters? Is there data regarding passenger frequency/behavior based on pass holders' travel trends? What anticipated outcome besides increased revenue are expected by this rate proposal and what leads the FC to believe this rate proposal is in the best interest of islanders and the CBITD mission that includes the preservation of the year round inhabitants and community of islands served while this rate proposal isolates many islanders from both accessing essential life needs and from extended family and friends, including college students and hourly workers from accessing the island since their travel is infrequent?

## E

## Ellen Mahony

- [Peaks Island](#)·6d

I just sent another letter and included a copy of Margaret Kelseys as well. Also, I referred the committee to this page to become educated on the level of engagement this issue has generated- none of which has been positive.

## G

## George Purtell

- Peaks Island · 1w

## Ann

The link I posted below ( If I posted it right) should bring you to the proposal that the finance committee plans on submitting to the board for a vote. I would recommend that everyone review it. Per the proposal, Passes will no longer have a residency requirement. I heard that there was some legal reason for this. This means that ANYONE who wants to can buy a pass. The rate structure is complicated so I am not going to try to explain it all. Please read the proposal to see how it applies to your individual situation. I will give one example. A seasonal person (resident or non resident ) could buy a 90 day pass for \$190. If they want vehicle discounts they pay an additional \$ 50. During peak season they could get a \$46 car ticket for Sunday through Wednesday. A Thursday through Saturday peak season car ticket would cost \$ 82.65. Off season with a pass car ticket would be \$46 any day The plan is slightly different for buying year round passes and year round elderly (over age 65) passes. I would be posting here all day if I tried to explain the differences and answer questions so please review the proposal. <https://www.cascobaylines.com/uploads/CBL-Finance-Committee-vehicle-fare-workshop-4-UPDATED-POST-MEETING-2025-4-9.pdf>

## L

## Lynn Wilcox

- Peaks Island · 6d · Edited

## George

this is from the April 9 meeting which I attended. I truly could not attend the April 17 meeting and I see no posting on the CBL page. Do you know if this is the final proposal for the board?

## Margaret Kelsey

- Peaks Island · 6d

It is best that we wait for the 4/17 presentation materials for specific language. I have produced a calculator that I will share that can help folks understand the financial implications. I just need to update it. Stay tuned.

## G

### George Purtell

- [Peaks Island](#) · 6d

## Lynn

Well normally the updates post a day or 2 after the meeting but its been 5 days and it is not posted yet I can tell you there was a vote and that vote was that \$190 will be the proposed single use car ferry ticket price. To the best of my recollection the only other debate was about the additional pass fee and exactly what those numbers should be. Lets see the final verbiage but I dont think it will substantially change. The stated goal was to present proposal to board May 22.

## J

### Jean Hoffman

- [Peaks Island](#) · 5d

## George

I apologize for the delay in posting the presentation from the 4/17 meeting with the proposal voted on by the Finance Committee to send to the board. It is now posted on the CBL ratechange web page. Please note passenger passes have NEVER been tied to residency. Anyone can buy them and many contractors and people who work on islands now have passes as to many frequent visitors including family members. The proposed discount rates are indeed available to anyone who has a pass and, again, anyone can buy a pass, either annual with which the vehicle discount comes free or 90 day with which there is proposed to be a \$50 supplement (\$25 for seniors) to get the vehicle discount. Note that the high single ticket rate supports the discount rates for island residents, workers, contractors, frequent visitors, all those whose lives depend on the car ferry. Note further that commercial rates are proposed to go up 23% now and to be addressed for further restructuring and increase in the near future. We are not forgetting the need to do a more comprehensive evaluation of large vehicle rates and the impact on congestion and revenues, but this proved both controversial and too operationally complex to tackle right before peak season.

## Margaret Kelsey

- [Peaks Island](#) · 1wWell said George! I think the vehicle rate change workshops failed to address the primary issue and to pivot on that: Commercial Vehicle Displacement and fair pricing. Instead a system has been designed that has deep and broad implications for how the island will evolve. I will comment on this separately.

B

Brian Weilbrenner

- Peaks Island · 1w · Edited

I thought this was to increase revenue? At 190 my guess is it will significantly decrease revenue . This all seems like an attempt by some to try and limit people from coming to the island. I think the same for doubling the passenger tickets last year. If they had a reasonable increase of 10 or 20% that would have increased revenue.

J

Jean Hoffman

- Peaks Island · 2d

Brian

Please see the revenue slides in the proposals. Yes, the proposed increase is proposed for the purpose of both increasing revenue while protecting islanders, workers, summer seasonal residents.... all who depend on the car ferry for frequent rides. There are options for people. Note that the passenger fare change was extremely successful. Increased summer revenue by \$1m while offering cheaper options for those who support the ferry year round and can now buy passes, which passes are not limited to residents. The vehicle rate proposal follows that highly successful passenger fare model.

Keith Hults

- Peaks Island · 1d

Just posted similar question Why are these 40K#Gorillas being protected??? Time for a petition

Margaret Kelsey

- [Peaks Island](#)·5d

Thanks for sharing this George. How exhausting it is to be fully heard.

[W](#)

[Woody Halsey](#)

- [Peaks Island](#)·2d

[Margaret](#)

Would it be realistic to charge for vehicles by length, rather than weight? Shouldn't a truck that takes 2 or 3 car spaces pay 2 or 3 times as much as the car?

[J](#)

[Jean Hoffman](#)

- [Peaks Island](#)·2d

[Woody](#)

please do consult the material on the ratechange website for information. As is posted there in the sequential presentations the Finance Committee does intend to change commercial rates to take size into account in the near future. Commercial vehicle revenues are less than non commercial which is being addressed first. Due to complexity, need for a robust public process and operational workload for staff, we opted to not address both now but to just do the stop gap commercial increase now and tackle the restructuring after the summer. It needs to be addressed and will be.

[sharoan cohen](#)

- [Peaks Island](#)·2d



[Jean](#)

can you explain or clarify the complexities of addressing the freight rate change and help people understand why/how 23% across the board for freight was

...

[See more](#)

[W](#)

[Woody Halsey](#)

- [Peaks Island](#) · 2d

[Jean](#)

Thanks. I'm glad to see it's on the agenda.

[Sarah Moran](#)

- [Peaks Island](#) · 2d

[Woody](#)

Yes, charging for commercial vehicles fairly, by length rather than weight, was one of the Financial Committee's stated goals when they embarked on revamping vehicle rates months ago. They did not even begin to address this goal, citing "too controversial" and "too complicated." Should the proposal pass, commercial vehicles will enjoy the basically inconsequential increase of 23% all summer and who knows how long into the fall, while passenger vehicles taking up 1 space on the boat, driven by islanders or visitors, will pay dramatically more. The disparity between a 23% proposed increase for a single use commercial vehicle ticket vs the 200%-300% proposed increase for a single use passenger vehicle ticket is extreme. I think the committee came up short in its goals, they have run out of time, and if a "stop gap" measure is to be implemented for commercial vehicles the same "stop gap" measure should apply to passenger vehicles until such time as the committee can present a final & complete proposal for all vehicles.

[W](#)

[Woody Halsey](#)

- [Peaks Island](#) · 2d

### Sarah

I am not in a position to know all the variables, but I wonder what's complicated about charging by length, or simply by the number of spaces taken by a single vehicle. Maybe just the definition of "one space?"

### W

### Woody Halsey

- [Peaks Island](#) · 2d

Is hard to come up with?

### G

### George Purtell

Author

- [Peaks Island](#) · 5d · Edited

I just received this response from the finance committee in regard to my emails that began this thread. It addresses "a few" of my questions and the points that I made. George Glad you attended the last meeting, the 5th workshop on vehicle rates. The most important point here is that you say the proposal works for you and your wife. In fact, after being modified after many many discussions and consideration of island feedback, we find that it works for most people. It isn't perfect, it doesn't please everyone, but for the majority of islanders, workers, contractors, summer residents and frequent car ferry users, the proposal works well. A few points below: The goals are NOT primarily to reduce congestion. See slide 4 of my presentation from the 4/17 workshop. There was no comment from the Finance Committee that a \$190 regular ticket will reduce ferry line congestion. The change from having 1 discount day, known as wacky Wednesday, to having 4 discount days is designed to reduce congestion on that day, which has become a big problem for CBL crew as well as islanders who have to wait in line. We have run various scenarios, sensitivity analysis, see slide 11 in the presentation for tomorrow (attached) with assumptions around impact of the proposed higher price on single vehicle ticket sales. Single ticket sales for say trippers may be reduced, the comparison to parking rates may cause people who now make a rational economic decision to take their car to Peaks rather than pay for parking that costs \$50/day to make a different decision. Probably some will do that. Some islanders, including summer residents my find the discount rate and greater number of

discount days to entice them to travel by car more. The primary goes as clearly stated in my presentation at that meeting (again, see slide 4 and especially slide 6 of 4/17 presentation and for tomorrow are to raise revenue to contribute to reducing the operating deficit of CBL. The goal is to do this in a way that protects islanders, contractors, workers, frequent ferry users, from the high prices by using single ticket prices to subsidize lower discount prices. This is the same model as for the passenger pass and single ticket fares that worked so well in raising revenue while providing a break for islanders and frequent travelers, including workers. Note that the proposed single ticket rate for a car was proposed in light of rates to other islands, including nearby Chebeague. See slide 34 in my 4/17 presentation in the appendix. It is the norm when visiting other islands for a week to take a car and for the car ferry ticket to cost over one hundred dollars. Given that it is the norm for Chebeague, Block Island, Nantucket, Martha's Vinyard, there is no reason to think it will be a problem for Peaks, other than the sticker shock of the change from rates that have been ignored for 17 years. You ask how the single ticket price was determined, and it was determined based on comparables including parking as has been discussed and detailed financial modeling to get to price levels islanders and workers, frequent users could afford while using the higher single ticket rates to get to an overall revenue increase. It is the high single ticket prices that make rates affordable for islanders and workers. If you look at slide 33 in the appendix of my 4/17 presentation you will see existing rates increased by the rate of inflation—without any restructuring peak single ticket rates would be over \$100u. Commercial vehicles are included in the current proposal. See slides 13 and 14 in the 4/17 proposal. Commercial rates are proposed to be raised 23%, with further restructuring to be considered in the near future. We agree that there needs to be a different price structure for larger commercial vehicles. We agree that it is a problem. But operationally and in terms of the Finance Committee and staff bandwidth we cannot sort that all out now. Also the greater width of the new Peaks ferry will accommodate wider vehicles. Please see slide 17 in the 4/17 proposal for the financial model. It is hard to hear when joining meetings online, so it may not have been clear to you that the Finance Committee proposed the rates on slides 10 and 13 (slide 13 is commercial). Jen Lavanture did some modeling in real time when committee members suggested different single ticket rates. Her modeling showed the reduction in revenues from using lower single ticket prices as suggested by some during a robust, open debate that the meeting. There was one proposal presented, and a robust debate, which those of us presenting welcomed. We will carry forth the proposal voted on by the Finance Committee to the board at tomorrow's meeting. While I will not chair that meeting, I am confident that debate will again be welcomed and you can see in the attached presentation for tomorrow that an alternative proposal is presented. You may note the financial analysis shows much diminished revenue from the alternative, lower single ticket price and if you place that in the context of the initial slides showing the goal of reducing the deficit projected in the budget by \$900,000 this year you can easily deduce that revenue increases and expense reductions such as cutting runs would have to be found to offset the amount lost if a lower single ticket price is ultimately voted on by the board. Thanks for all your attention to vehicle fares. I will end this overly long email attempting to address your thoughtful email where I began, with being glad the proposal works for you and your wife. I believe it works for the majority of people who depend on the car ferry, and it contributes significant revenues towards reducing our operating deficit towards the long term financial health of CBL. Those are our primary goals. Jean Jean Hoffman Treasurer and Finance Committee Chair, Board of Directors Casco Bay Island Transit District

L

[Lisa Lynch](#)

- [Peaks Island](#) · 6d

Where does the public utility commission come in on this decision by the board?

E

[Ellen Mahony](#)

- [Peaks Island](#) · 5d

[Lisa](#)

good question

L

[Lisa Lynch](#)

- [Peaks Island](#) · 5d

[Ellen](#)

what about island institute. Do they have any influence

L

[Lani R.](#)

- [Peaks Island](#) · 5d · Edited

There is a process to challenge rate changes with the PUC. This was done with the passenger fare rate increase last year, but the PUC did not reverse the Board's decision in that case. Here is one article written about it: <https://wgme.com/news/local/maine-puc-declines-to-investigate-peaks-island-ferry-rate-increases-portland-public-utilities-commission>

J

Jean Hoffman

- Peaks Island · 5d

Lisa

There are slides in the presentation outlining the process. Once the board votes then materials including the proposed rates are submitted to the PUC. The board can decide to implement the proposed rates 30 days after submission to the PUC. This is the process and it was followed for the passenger rate change we implemented last year on 6/1/24 after a thorough public process and recommendation by the Finance Committee to the board and a board vote after conducting a public hearing. Same process being followed for the vehicle rate change. For information about the goals, proposal and process please see my last presentation and all info on the ratechange webpage <https://www.cascobaylines.com/finance-committee-rate-change/>

L

Lisa Lynch

- Peaks Island · 5d

Jean

I found it impossible to view the slides during the presentation. I am unfamiliar with that format. So I asked the question her in this forum.

J

Jean Hoffman

- Peaks Island · 4d

Lisa

happy to send them to you if you let me know your email

L

Lisa Lynch

- Peaks Island· 4d

Jean

ljklynch@aol.com

E

Ellen Mahony

- Peaks Island· 1w

George Purtell- these letters are both EXCELLENT!! ANY RESPONSE???????

G

George Purtell

- Peaks Island· 1w

Ellen

I got one response that just thanked me for my input, that 's it

E

Ellen Mahony

- Peaks Island· 1w

George

just keep sending

E

Ellen Mahony

- Peaks Island·1w

I'll also send today

D

Deborah Chase

- Peaks Island·1w

This was very helpful. Thank you for taking the time to share this information. Seems 190 needs more consideration .

A

Ann Sitkin

- Peaks Island·1w

As I see it, the needs of summer cottage property owners, who spend the summer on peaks, is being ignored. Once we arrive we can't leave for a shopping trip in Portland, or have a medical appointment, without paying a fortune to return.

J

Jean Hoffman

- [Peaks Island](#)·5d

[Ann](#)

I urge you to review the proposal on the ratechange webpage. Summer residents would likely buy a 90 day pass which qualifies you for the discount rates, so you'd pay \$46 (Wed-Sun) or \$83 (Thu-Sat) during peak season with a 90 day pass, for which the supplement fee would be \$50 or \$25 for seniors. <https://www.cascobaylines.com/finance-committee-rate-change/>

[R](#)

[Rebecca Jenness](#)

- [Peaks Island](#)·3d

What do you have to provide (documents) to qualify for the 90 day pass? How do I sign up? We are retired and sometimes have to leave the island for doctors or other things. \$190 is scaring us. It might force us to sell a cottage that only recently has been renovated

[J](#)

[Jean Hoffman](#)

- [Peaks Island](#)·2d

[Rebecca](#)

no documentation needed and no residency required for any pass. Just go to the ticket office and purchase. If buying discount tickets you need to show your pass. The annual pass as proposed comes with the discount eligibility. The 90 day pass is just the standard passenger pass and requires under the proposal a supplement of \$50/\$25 for seniors to get the vehicle discount.

[Keith Hults](#)

- [Peaks Island](#)·1d

I've also requested a radio call in . The operator said tried before It's complicated. Perhaps large zoom

[sharoan cohen](#)



- [Peaks Island](#) 6d

Anecdotally, the first three morning boats are primarily commercial.

George Purtell

208 Central Ave

Peaks Island

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## Caity Gildart

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**From:** Margaret Kelsey <mhkelsey@mhkleadership.com>  
**Sent:** Friday, May 2, 2025 3:46 PM  
**To:** Caity Gildart; Laurie Bowie; Nick Mavodones; Jean Hoffman; Jennifer Lavanture; Rate Change; jennifer@cascoabaylines.com; joe@cascoabaylines.com; jean@cascoabaylines.com; Max Pizey; James Luedke; George Higgins; Paul Belesca; sharonc@cascoabaylines.com; natc@cascoabaylines.com; Dave Crowley; William Geary; Mike Murray  
**Subject:** CBL Ferry Rate Calculator - App Now Available

Dear Finance Committee & Board of Directors

I hope this finds you well and looking forward to the weekend ahead.

As you have heard me share before, I am very actively leveraging AI these days in my business. To this end, I've designed the: [CBL Ferry Rate Calculator App](#). It makes it exceedingly easy for anyone to identify the days on which they would like to buy tickets and compare the costs between the Current, Propose 1 & Propose 2: Regular & Discount Rates. I've also thrown in one last proposal, referred to as the "Simple Rate Increase" structure for these important reasons:

- While I appreciate a great deal of effort has gone into the proposed plans, they present a fair amount of operational and administrative intervention/adjustment, particularly around introducing the Discount Program, which is contingent on buying passes. This will require training ticket staff to handle questions (as well as defend the new high peak rates) and even the deck-hands to police, if you will, whether or not drivers have all the appropriate documentation to board their vehicles to comply with the terms of the program.
- I think the proposed approaches will lead people to rely on freight more. How is freight going to absorb that on either side? And, what will the impact of this be on congestion, time to load/unload the boats in the summer, etc?
- I don't believe it's fair that the public should have to absorb in a single year the net impact of not raising rates for 15 years. This goes against the mission of the organization. This sentiment has been shared by more than 83% of the letters you have received to date on this.
- From the very first meeting, on 10/1/24, a high rate of \$160/\$190 off-peak/peak for non-residents has been proposed. There has been much discussion about keeping rates low for islanders. Since this first meeting, the feedback received by the public has not been addressed other than to come up with the Discount Rate structure. There's also been discussion about how unfair this is to visitors. And, for sure, there have been pointed conversations about whether or not this has an ulterior motive behind it to impact who brings their cars to Peaks. For \$190 is sneeze for those who make more than \$250K a year, but a hard blow for those who don't.

I'll be honest: as someone who voted for you to represent my interests—and those of my neighbors—I'm trying to understand how this process has reflected true public input. One-on-one conversations are great, but they don't replace a transparent, open forum.

Now then, this app I built maxed out my code credits and took two full days of work. I didn't just build it to test my chops, I built it because I believe the public needs and deserves a clear way to understand how these rates will affect their lives. We're not talking about luxury or even perfunctory, home supply spending here. Vehicle fares impact how people live and work, how they care for their families, how they manage their time.

That said, I think the app can be a useful tool for you too. I've already started running scenarios and I'm happy to go further. My early analysis suggests that the **Simple Rate model** could generate just as much—if not more—revenue than the Proposed 1 or 2 + Discount Program, **without the operational and administrative headaches.**

Thanks for the time and care you're putting into this process. Let me know if you'd like to walk through the calculator or test some scenarios together. My door remains open to collaborating with you.

Margaret Kelsey

P.S. Per my prior email to Caity and a few other members of the FC committee, here is the [sentiment analysis of all the public letters](#) made available to me.

#### **Contact Information**

Margaret H. Kelsey, Ed.M.

Chief Evolution Officer

[MHK Leadership](#)

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207.274.fortysevenfortyseven

**Let's Connect! Book time on my calendar here:**

[30 Min](#) - Meet & Greet

[1 Hour](#) - Discovery Coaching Session

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