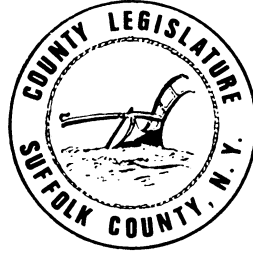


SUFFOLK COUNTY LEGISLATURE



Lance Reinheimer
Director

BUDGET REVIEW OFFICE

April 14, 2023

Honorable Kevin McCaffrey, Presiding Officer, and
Members of the Suffolk County Legislature
William H. Rogers Legislature Building
725 Veterans Memorial Highway
Smithtown, New York 11787

Dear Legislators:

The attached report is the Budget Review Office analysis of the financial and supporting documents presented by North Ferry Company, Incorporated, in support of its petition for fare rate increases. North Ferry provides a vital vehicle and passenger ferry service across Greenport Harbor between Greenport, NY and Shelter Island Heights, NY. The last fare increase was granted two years ago, effective July 9, 2021. The Company states that the operating expenses and on-going expenditures for capital improvements have led them to request rate relief again in 2023. Rate increases are requested for almost all vehicle and passenger fare categories.

The Budget Review Office conducted a review of the certified and audited financial statements, which were prepared by an accountant with satisfactory peer review status. Our review finds the requested fare increases to have merit and should provide sufficient revenue for maintaining current service levels for the public and to fund North Ferry's ambitious capital improvement program.

Our summary of findings highlights those areas we believe to be most relevant for legislative deliberation. My staff and I are available should you have questions regarding this report.

Very Truly Yours,

Lance Reinheimer, Director
Budget Review Office

Review of **North Ferry Company, Inc.**

2023 Petition for Rate Increase



April 14, 2023

**Budget Review Office
Suffolk County Legislature
Hauppauge, New York 11788**

Analysis of North Ferry Company, Inc. Petition for Rate Alteration

Summary of Findings

- North Ferry provides a vital vehicle and passenger ferry service across Greenport Harbor between Greenport, NY and Shelter Island Heights, NY.
- North Ferry filed a petition dated February 28, 2023 seeking an alteration to fare rates. The proposed fare rate modifications increase 26 out of the 36 fares. The proposed fare changes range between -25% and 50% resulting in an average rate increase of **9.6%** among those fares proposed with changes. The last fare increase was granted two years ago, effective July 9, 2021.
- North Ferry estimates that the proposed rate increases would generate additional revenue of approximately \$896,000 annually representing an increase of 10.2% as compared to 2022 fare revenue.
- North Ferry has complied with the provisions of Chapter 455 of the Suffolk County Code including submission of the required certified audited financial statements by an accountant providing proof of satisfactory peer review.
- According to the audited financial statements and financial projections submitted by the petitioner, the current rate structure will prove insufficient for the company to meet the costs of its anticipated capital and operating expenses without depleting its cash reserves in the near future.
- North Ferry's cash control system is sufficient to safeguard the company's assets and protect the public's interest.
- The requested fare rate increase is reasonable, considering North Ferry's financial results in 2022 and projected financial outcomes for 2023 utilizing the current and proposed fare schedules.
- The Budget Review Office believes that the requested fare increases have merit and should provide sufficient revenue for maintaining current service levels for the public and to fund over \$2 million in necessary capital improvements. The request for rate relief should be granted.

Scope of Report

All ferry service operators who transport passengers and/or freight across bodies of water within the boundaries of Suffolk County are required to obtain a license and rate approval from the Suffolk County Legislature in accordance with Chapter 455 of the Laws of Suffolk County as authorized by Section 131-g of the Highway Law, Article 8 of the Navigation Law and Article 6 of the Transportation Corporations Law.

North Ferry submitted its petition (Exhibit A) dated February 28, 2023 to the Suffolk County Legislature seeking authorization for an increase in its rates as provided for by Section 131-g of the New York State Highway Law and detailed in Introductory Resolution No. 1364-2023. The County Legislature is the governmental agency responsible for action on this request. The Budget Review Office is responsible for reviewing the application and presenting its findings in a report to the Legislature.

The intent of the Suffolk County Ferry Law is to assure “continuous and adequate ferry service in Suffolk County.” The license granted by the County is not exclusive; non-exclusive licenses may be granted to as many service providers as it deems necessary.

Pursuant to Chapter 455 of the Laws of Suffolk County, applicants must submit audited financial statements for the previous two-years of operation. North Ferry submitted audited financial statements and supplementary information for the period January 1, 2021 through December 31, 2022.

The methodology used in our review includes an evaluation of the assumptions used in the applicant’s forecast of revenue and expenses and an analysis of the submitted financial statements and revenue projections, records of ridership volume, and comparisons with the current rates. During our review, we analyzed information we considered necessary and appropriate in evaluating the assumptions used in these forecasts. The assumptions may be affected favorably or unfavorably by future events. Therefore, the actual results achieved during the forecasted fiscal year may vary from the forecasted results.

Representatives from Budget Review toured the petitioner’s place of business on Shelter Island to observe operational compliance with the terms of the license issued to North Ferry by the Suffolk County Legislature that was last extended through June 2023 via Resolution No. 535-2013.

The financial forecasts presented in this report are based upon assumptions of future events using recent past ridership trends and expenses and should not be construed as facts.

Analysis of North Ferry Company Incorporated

The findings presented here are intended to aid the Legislature in its deliberations on the rate alterations requested by North Ferry.

The Petition Seeking Rate Relief

The petition submitted by North Ferry states that the company is a for-profit transportation corporation that has been organized under the Transportation Corporation Law of the State of

New York. It has been and remains in good standing under the law and is authorized and licensed to operate a vehicle and passenger ferry between Shelter Island Heights, New York and Greenport, New York. The petitioner is applying for alteration of its present fare structure as previously authorized via Resolution No. 541-2021, effective July 9, 2021. The Company states that the operating expenses and on-going expenditures for capital improvements have led the petitioner to request rate relief again in 2023.

The proposed fare rate modifications increase 26 out of the 36 fares. Additionally, one fare is decreased, one fare is abolished, one new fare is created and eight fares remain unchanged. The proposed fare changes range between -25% and 50%.

North Ferry Operations

Despite increases to operating expenses of 5.9% between 2021 and 2022, driven predominantly by fuel (59%), overhead (6.6%), and payroll and related costs (2.9%), North Ferry ended FY2022 with a net income of \$370,661 according to their most recent financial statements.

North Ferry plans on continuing to reinvest its retained earnings back into its business as they have done in recent times. Recently completed capital improvements exceeding \$2 million in expenditures include:

- The purchase of a new energy efficient vessel, *Menhaden*, to replace the smaller vessel, *Islander* in 2019 at a cost of \$3.7 million and annual debt service exceeding \$225,000.
- Refurbishment of the existing fleet; the *Menantic* in 2019 at a cost of \$102,000 and the *Mashomack* in 2021 at a cost of \$72,000.
- Installation of two new tie-up slips on Shelter Island in 2019 to accommodate the larger ferries and to provide better storm weather security for the vessels at a cost of \$434,905. The new tie-up slips replaced the aging slips designed for their smaller vessels. The project also included improved lighting and crew access ramps.
- The purchase of a spare engine for the *Menhaden* at a cost of \$69,800.
- Replacement of their Engineer's truck in 2022 at a cost of \$32,000.
- Replacement of the North Ramp in Greenport, completed in 2022 at a cost of \$363,713. The re-built ramp was raised 18 inches and extended out 2 feet to accommodate extreme high tides, and in preparation for rising sea levels.
- Re-pavement of New York Avenue and sections of Grand Avenue on Shelter Island in 2022 at a cost of \$173,183.

The following capital improvements totaling approximately \$3 million are currently underway or planned to start within the next several years:

- The continued renewal of ferry tie-up slips that were originally installed in 2003 at an estimated cost of \$250,000 per year during the next several years.
- Completion of a new bulkhead at the Greenport ferry landing to accommodate rising tides. Costello Marine expects to complete the project in the spring of 2024, at a remaining cost of \$167,974.
- Completion of the Shelter Island East Ramp in April 2023 at a projected cost of \$350,000 along with an additional \$150,000 in related slip improvements to accommodate rising tides and flood mitigation.
- Reconstruction and extending the two remaining ramps; the South Ramp in Greenport and West Ramp on Shelter Island.
- The installation of watertight doors in three ferries at a cost of approximately \$70,000 per vessel. These doors will allow better access to the interior hull for inspections and provides protection from salt water intrusion, which reduces interior corrosion and the need for frequent maintenance (blasting and painting the interiors).
 - Along with the installation of the watertight doors, the interior compartments of each of the three vessels will be overhauled at a projected cost of \$50,000 to \$80,000 per ferry.
- Re-powering the *Menantic* with two rebuilt engines, to replace the current engines, which each have over 100,000 hours of service at a cost yet to be determined.
- The purchase of eight new replacement ferry propellers at a total of \$112,000.
- The installation of a shore-based latching system to secure vessels during loading and unloading is in the active design stage for the Greenport landing. North Ferry plans to implement the system after all 4 of the new ramps are installed. The estimated cost is \$100,000. This docking system eliminates the need for vessels to remain in gear during loading/unloading, which will save an estimated 15,000 gallons of fuel per year and will improve safety.
- The upgrade and installation of two new LAN servers and related networking hardware and software at an estimated cost of \$30,000 to provide increased security and reliability for internal systems, including ticketing, accounting, and billing. The project is underway, to be completed by Summer, 2023.
- Interior refurbishment of office building on Shelter Island, which was built in 1998, including replacement of floors and painting at an estimated cost of \$25,000.

Increased operating costs have also necessitated that the Petitioner to seek to alter its fare rate schedule. Payroll and related costs at North Ferry accounted for approximately \$5.6 million or 67% of total operating expenses in 2022. Most employees of the Ferry Company are subject to the terms and conditions of a collective bargaining agreement between North Ferry Company Inc. and the Atlantic Maritime Group of Masters, Mates, and Pilots, AFL-CIO (the “Union”) that provides for annual pay raises. The previous agreement expired in December 2022. North Ferry and the Union have entered into a 4-year agreement that expires on December 31, 2026. The new agreement will increase payroll costs by a total of \$2.3 million over the four-year duration of the agreement. In the last year of the contract the annual increase paid represents a 14.6% increase over 2022 total payroll and related costs.

Comparison of Current and Proposed Rates

The following three tables summarize the proposed alterations to the ferry rates and fares as included in the current petition.

REGULAR SCHEDULED SERVICE BETWEEN SHELTER ISLAND HEIGHTS, NEW YORK AND GREENPORT, NEW YORK:				
CATEGORY	CURRENT RATES	PROPOSED RATES	INCREASE	% INCREASE
CARS				
One Way Car and Driver	\$14.00	\$15.00	\$1.00	7.1%
Round Trip Car and Driver	\$22.00	\$24.00	\$2.00	9.1%
PREPAID <i>FerryPass</i> DISCOUNT (FOR CARS)				
Resident One-Way	\$6.40	\$6.90	\$0.50	7.8%
Resident Round Trip	\$7.80	\$8.40	\$0.60	7.7%
Greenport Village Resident One-Way	\$7.30	\$7.80	\$0.50	6.8%
Greenport Village Resident Round Trip	\$9.20	\$9.90	\$0.70	7.6%
Non-Resident One-Way	\$7.90	\$8.50	\$0.60	7.6%
Non-Resident Round Trip	\$10.60	\$11.40	\$0.80	7.5%
WEEKLY COMMUTER TICKETS EXPIRING ON SUNDAY NIGHT				
5 Day Resident Commuter	\$39.00	\$42.00	\$3.00	7.7%
5 Day Non-Resident Commuter	\$46.00	\$49.00	\$3.00	6.5%
6 Day Non-Resident Commuter	\$52.00	\$56.00	\$4.00	7.7%

<u>CATEGORY</u>	<u>CURRENT RATES</u>	<u>PROPOSED RATES</u>	<u>INCREASE</u>	<u>% INCREASE</u>
PASSENGERS – (See Definition)				
In Cars or Walk-Ons	\$2.00	\$3.00	\$1.00	50.0%
In Commuter Cars	\$2.00 (one way)	\$3.00 (one way)	\$1.00	50.0%
	\$3.00(round trip)	\$3.00(round trip)	\$0.00	0.0%
In Resident Cars	\$2.00 (one way)	\$1.50 (one way)	(\$0.50)	-25.0%
	\$3.00(round trip)	\$3.00(round trip)	\$0.00	0.0%
SI Resident Passengers	\$1.50 (one way)	\$1.50 (one way)	\$0.00	0.0%
Non Resident FerryPass Passengers	New Rate	\$2.50 (one way)	-	-
<u>CATEGORY</u>	<u>CURRENT RATES</u>	<u>PROPOSED RATES</u>	<u>INCREASE</u>	<u>% INCREASE</u>
MOTORCYCLES				
One-Way including Driver	\$8.00	\$8.00	\$0.00	0.0%
Round Trip including Driver	\$10.00	\$10.00	\$0.00	0.0%
BICYCLES				
One-Way including Rider	\$4.00	\$4.00	\$0.00	0.0%
Round Trip including Rider	\$6.00	\$6.00	\$0.00	0.0%
5 Day Bicycle Commuter Rate	\$4.00/day	\$5.00/day	\$1.00	25.0%
TRUCKS				
<i>All rates are One Way unless noted</i>				
Two Axle (includes Boat Trailer, Light Duty Trailer)	\$14.00 first 18'	\$15.00 first 18'	\$1.00	7.1%
	\$1.20 / ft. over 18'	\$1.29 / ft. over 18'	\$0.09	7.5%
More Than Two Axles	\$ 22.00 first 18'	\$ 23.00 first 18'	\$1.00	4.5%
	\$1.20 / ft. over 18'	\$1.29 / ft. over 18'	\$0.09	7.5%
Dump Trucks under 18,000 lbs. GVWR	\$14.00 first 18'	\$15.00 first 18'	\$1.00	7.1%
	\$1.20 / ft. over 18'	\$1.29 / ft. over 18'	\$0.09	7.5%
Dump Trucks over 18,000 lbs. GVWR				
Empty	Truck Rate By Axle	Truck Rate By Axle	\$0.00	0.0%
Loaded	\$12.00 + \$2.25 / ft.	\$12.00 + \$2.42 / ft.	\$0.17	7.6%
Construction Trailer (more than 4 tires)	\$2.00 per foot	\$2.00 per foot	\$0.00	0.0%
Heavy Truck (transit mix, sheet rock, log, cinder block, tank/water/fuel, dumpster, roll-off, or other heavy vehicle)	\$85.00	\$91.00	\$6.00	7.1%

<u>CATEGORY</u>	<u>CURRENT RATES</u>	<u>PROPOSED RATES</u>	<u>INCREASE</u>	<u>% INCREASE</u>
BUSES				
Mini Bus	\$14.00 first 18'	\$15.00 first 18'	\$1.00	7.1%
Full Size School Bus One-Way	\$50.00	\$53.00	\$3.00	6.0%
Full Size School Bus Round Trip	\$61.00	\$65.00	\$4.00	6.6%
Coach Bus One-Way	\$80.00	\$86.00	\$6.00	7.5%
Coach Bus Round Trip	\$110.00	\$118.00	\$8.00	7.3%
HAZARDOUS MATERIALS				
Aboard Large Ferry	\$275.00	\$296.00	\$21.00	7.6%

***See Exhibit B for definitions**

The proposed fare rate modifications include increases to 26 fares and a decrease to one of the proposed 36 fare rates; eight fare rates are proposed with no change. One new fare rate is created and one existing fare rate is abolished. The proposed fare changes range between -25% and 50%, resulting in an average rate increase of **9.6%** among those fares proposed with changes. The weighted average increase across all fares, based upon the proportion of revenue each generates, is **10.8%**.

Suffolk County Code, Chapter 455, Ferry Service, governs the determination of rates for ferry companies operating within the County. Sub-section 455-3, Determination of Rates (I), pertains to the ferry companies' ability to alter their fares by applying the transportation component of the consumer price index (CPI) for all urban consumers-New York and northeastern New Jersey. Had the Petitioner altered rates based upon the change in Transportation CPI between July 2021, when their rates were last changed, and February 2023, which represents the latest available data, all the current rates would be increased by **12.88%**.

The petition eliminates the ten-token resident passenger fare, as the use of the newly created **FerryPass** technology makes it obsolete. However, the rate remains the same, \$1.50 per crossing. One new fare category is included in the petition, Non-Resident **FerryPass** Passenger (\$2.50 per crossing), which is discounted 50 cents from cash customers. **FerryPass** is an electronic payment method developed by North Ferry that entails pre-loading a scannable card with funds to pay fares.

The single largest percentage fare increase is to the "Passenger One-way Walk-on, in Car, or in Commuter Car" that is proposed to increase 50% from \$2.00 to \$3.00. This rate was last increased from \$1.00 to \$2.00 in 2006, wherein the rate had been unchanged for 13 years, since 1993. The proposal to increase the rate by \$1.00 or 50% this time represents a 17-year timespan wherein the rate remained unchanged. The non-seasonally adjusted Transportation CPI-U increase for New York-Newark-Jersey City over the same time span is 48.23% supporting the proposed increase as reasonable.

The Company estimates that the proposed rate increases would generate additional revenue of approximately \$896,000 annually representing an increase of 10.2% as compared to 2022 fare

revenue. The Budget Review Office finds North Ferry Co., Inc.'s revenue estimates to be reasonable based upon the data provided and assumptions employed.

Financial Statements

North Ferry Co. submitted audited financial statements for the period January 1, 2021 through December 31, 2022. The financial statements for FY2021 were prepared by Leonard, Mulherin & Greene, P.C. and the financial statements for FY2022 were prepared by Fuller, Lowenberg, & Co., CPAs. The independent auditors' reports contain their opinions that the financial statements present fairly, in all material respects, the financial position of the Ferry company. Both accounting firms have been peer reviewed within the past five years, in accordance with Chapter 455-3 (D) of the Suffolk County Code.

The Company's most recent balance sheet for the year ending December 31, 2022 includes assets and liabilities of \$11.4 million. The assets consist of assets, property, plant, equipment (net of accumulated depreciation), and deposits. Property, plant, and equipment represent the vast majority of assets of approximately \$5.1 million. Liabilities and stockholder equity consist of current liabilities, long-term liabilities and stockholder equity, of which the vast majority is mortgage notes payable for three vessels of \$4.2 million. A significant change in accounting procedures implemented by the Financial Accounting Standards Board (FASB) requires North Ferry to recognize the value of lease assets and lease liabilities which accounts for approximately \$4.0 million in each of assets and liabilities in their balance sheet presentation that was not previously recognized.

Procedural Motion 6-2023 and Introductory Resolution 1364-2023

Procedural Motion No. 6-2023, adopted April 4, 2023, set the public hearing for May 2, 2023 regarding North Ferry's license renewal and for the proposed rate alternations. Introductory Resolution No. 1364-2023 approves the new rates as requested by the Petitioner. The Introductory Resolution contains the entire proposed rate schedule including both the current and proposed rates along with the percentage change to the rates that the petitioner seeks to modify.

Conclusion and Recommendation

Our analysis of North Ferry Co., Inc.'s petition for rate relief encompasses several perspectives. Rates should reasonably reflect operation costs without being excessive and should provide sufficient revenue for the business to be a going concern. The fare increases proposed by North Ferry average 9.6% across 27 fares.

The last rate increase granted to North Ferry in 2021 provided increases to fourteen (14) of the previously existing thirty-nine (39) fare rates. The fare increases ranged between 10% to 34.5%, resulting in a weighted average rate increase of 23.1% among those fares. The weighted average increase across all fares was 19.8%.

The financial projections submitted by the Petitioner based upon the requested fare increases and 2022 ridership volume project an additional annual income of \$896,000 which is only slightly more than the annual increase in payroll and related costs that North Ferry will experience in the final year of their most recently negotiated labor contract (2026).

Additionally, North Ferry has an ambitious capital program envisioned over the next several years in which they plan to invest approximately \$2 million in their business.

The Budget Review Office believes that the requested fare increases have merit and although will not eliminate the risk of an operating loss, should provide sufficient capital during the near-term to maintain the current level of service for the public. North Ferry's increased capital and operating expenses lend support to the Ferry's assertion that they require fare rate augmentation to afford required capital infrastructure improvements and to continue operating while remaining profitable. The requested fare rate increase is reasonable and relief should be approved

* * *

EXHIBIT A

North Ferry Company, Inc. Petition

PETITION FOR FERRY LICENSE RATE ALTERATION

TO THE COUNTY LEGISLATURE OF THE COUNTY OF SUFFOLK

1. NATURE OF APPLICATION

- a. This application is made pursuant to Section 131 (g) of the Highway Law of the State of New York, Article 8 of the Navigation Law and Article 6 of the Transportation Corporations Law of the State of New York, , and Chapter 455 (FERRY SERVICE) of the Suffolk County Code.
- b. Pursuant to Section 131 (g) of the Highway Law of the State of New York, the New York State Legislature has empowered the Suffolk County Legislature to grant alterations in ferry rates upon the application of the ferry operator, for ferries operating wholly within Suffolk County.
- c. Petitioner is seeking relief from the Suffolk County Legislature to provide for an alteration in its existing ferry rates, which will be applicable to the Petitioner's vehicle and passenger ferry service operating between Shelter Island Heights, New York, and Greenport, New York.

2. PERTINENT FACTS CONCERNING THE PETITIONER

- a. Petitioner is a for-profit Transportation Corporation organized under the Laws of the State of New York, and has been and remains in good standing under said laws, and is authorized to do business in the State of New York.
- b. Petitioner is duly licensed by the Suffolk County Legislature to operate a vehicle and passenger ferry between Shelter Island Heights, New York and Greenport, New York pursuant to Article 8 of the Navigation Law and Article 6 of the Transportation Corporations Law, Section 71 of the Transportation Corporation Law of the State of New York, Article 8 of the Navigation Law of the State of New York, and Chapter 287 455 (FERRY SERVICE) of the Suffolk County Code as enacted by Local Law No.7 of 1982.

3. PRESENT FARE STRUCTURE

- a. Petitioner has been authorized in its present fare structure pursuant to Resolution No. 541-2021, approved July 9, 2021. Petitioner has before the Legislature Resolution _____ that addresses the operating and capital needs of the Company. Resolution _____-2023 increases the cash one way, round trip and discounted fares. The CURRENT column refers to fares prior to the anticipated adoption of Res _____-2023.

4. PROPOSED FARE STRUCTURE

- a. Petitioner requests an alteration of the ferry rates and fares authorized as follows:

REGULAR SCHEDULED SERVICE BETWEEN SHELTER ISLAND HEIGHTS, NEW YORK AND GREENPORT, NEW YORK:

<u>CATEGORY</u>	<u>CURRENT RATES</u>	<u>PROPOSED RATES</u>
<u>CARS</u>		
One Way Car and Driver	\$ 14.00	\$ 15.00
Round Trip Car and Driver	\$ 22.00	\$ 24.00
<u>PREPAID FERRYPASS® DISCOUNT</u>		
Resident One-Way	\$ 6.40	\$ 6.90
Resident Round Trip	\$ 7.80	\$ 8.40
Greenport Village Resident One-Way	\$ 7.30	\$ 7.80
Greenport Village Resident Round Trip	\$ 9.20	\$ 9.90
Non-Resident One-Way	\$ 7.90	\$ 8.50
Non-Resident Round Trip	\$ 10.60	\$ 11.40
<u>WEEKLY COMMUTER TICKETS EXPIRING ON SUNDAY NIGHT</u>		
5 Day Resident Commuter	\$ 39.00	\$ 42.00
5 Day Non-Resident Commuter	\$ 46.00	\$ 49.00
6 Day Non-Resident Commuter	\$ 52.00	\$ 56.00
<u>PASSENGERS – (See Definition)</u>		
In Cars or Walk-Ons	\$ 2.00	\$ 3.00
In Commuter Cars	\$ 2.00 (one way)	\$ 3.00 (one way)
	\$ 3.00(round trip)	\$ 3.00(round trip)
In Resident Cars	\$ 2.00 (one way)	\$ 1.50 (one way)
	\$ 3.00(round trip)	\$ 3.00(round trip)

10 Tokens, Resident	15.00	(Replaced with FerryPass®)
SI Resident Passengers	\$ 1.50	1.50 (one way)
Non-Resident FerryPass® Passengers	New Rate	2.50 (one way)

MOTORCYCLES

One-Way including Driver	\$ 8.00	\$ 8.00
Round Trip including Driver	\$ 10.00	\$ 10.00

BICYCLES

One-Way including Rider	\$ 4.00	\$ 4.00
Round Trip including Rider	\$ 6.00	\$ 6.00
5 Day Bicycle Commuter Rate	\$ 4.00/day	\$ 5.00/day

TRUCKS

All rates are One Way unless noted

Two Axle (includes Boat Trailer, Light Duty Trailer)	\$ 14.00 first 18' \$ 1.20 / ft. over 18'	\$ 15.00 first 18' \$ 1.29 / ft. over 18'
More Than Two Axles	\$ 22.00 first 18' \$ 1.20 / ft. over 18'	\$ 23.00 first 18' \$ 1.29 / ft. over 18'
Dump Trucks under 18,000 lbs. GVWR (Two Axle Truck Rate)	\$ 14.00 first 18' \$ 1.20 / ft. over 18'	\$ 15.00 first 18' \$ 1.29 / ft. over 18'
Dump Trucks over 18,000 lbs. GVWR Empty	Truck Rate By Axle	Truck Rate By Axle
Loaded	\$ 12.00 + \$ 2.25 / ft.	\$ 12.00 + \$ 2.42 / ft.
Construction Trailer (more than 4 tires)	\$ 2.00 per foot	\$ 2.00 per foot
Heavy Truck (transit mix, sheet rock, log, cinder block, tank/water/fuel, dumpster, roll-off, or other heavy vehicle)	\$ 85.00	\$ 91.00

BUSES

Mini Bus	\$ 14.00 first 18'	\$ 15.00 first 18'
(Two Axle Truck Rate)	\$ 1.20 / ft. over 18'	\$ 1.29 / ft. over 18'

Full Size School Bus One-Way	\$ 50.00	\$ 53.00
Full Size School Bus Round Trip	\$ 61.00	\$ 65.00
Coach Bus One-Way	\$ 80.00	\$ 86.00
Coach Bus Round Trip	\$ 110.00	\$118.00

HAZARDOUS MATERIALS

Aboard Large Ferry	\$275.00	\$296.00
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Notes - See Exhibits "A" and "B"
All rates to become effective upon adoption of Resolution

5. **FINANCIAL REPORTS AND SUPPORTING INFORMATION**

- a. Filed herewith as Exhibit "B" are the financial reports for the fiscal years ending December 31 for the years 2021 and 2022, as required by Chapter 455 (FERRY SERVICE) of the Suffolk County Code.

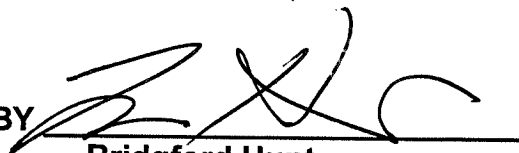
6. **RELIEF**

- a. Your Petitioner respectfully requests that the Suffolk County Legislature grant and authorize the rates set forth in this Petition, pursuant to Section 131(g) of the Highway Law of the State of New York and Chapter 455 (FERRY SERVICE) of the Suffolk County Code.

Dated:

Shelter Island Heights, New York

NORTH FERRY CO., INC.

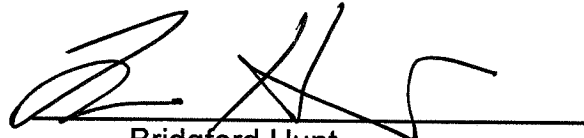
BY 
Bridgford Hunt
General Manager

VERIFICATION

STATE OF NEW YORK)
) ss.:
COUNTY OF SUFFOLK)

I, Bridgford Hunt, being duly sworn, depose and say:

I am the General Manager for North Ferry Co., Inc., the Petitioner in this proceeding. I have read the foregoing Petition for Ferry License Rate Alteration and know the contents thereof, and the same is true to my own knowledge, except those matters therein stated to be alleged on information and belief, and as to those matters, I believe them to be true.


Bridgford Hunt

Sworn to before me this
28 day of February, 2023



ROBERT A MAZZAFERRO
NOTARY PUBLIC - STATE OF NEW YORK
NO. 01MA6207376
QUALIFIED IN SUFFOLK COUNTY
COMMISSION EXPIRES JUNE 15, 2025

EXHIBIT B

Schedule A Definitions

SCHEDULE A DEFINITIONS

Cars are defined as automobiles, pick-up trucks, and passenger vans. All car rate vehicles must be less than twenty-two (22) feet in overall length, including trailer hitches and overhanging apparatus. Modified vehicles with changes to the body width or height (excluding roof racks) or profile or vehicles with more than four (4) wheels are not eligible for the use of discount or commuter tickets. Some examples of non-eligible vehicles include a pickup truck which has been converted to a flatbed or a pickup truck with a utility body. Vehicles which have both modifications and more than four (4) wheels are charged at the Truck Rate.

Tickets may mean physical paper tickets or the rate implied by eligibility to buy said tickets.

FerryPass® Cards are issued with encoded fares based on the holder's residency. Fares deducted from the FerryPass® card balance will be based on the holder's place of residence. These cards are not transferrable. FerryPass® cards are the property of North Ferry, and may be subject to confiscation and/or revocation for improper use and/or an excessive negative balance.

Round Trip means two trips on the same business day, which is from our first boat in the morning until our last boat that same night.

Resident Round Trip tickets will be accepted as one-way tickets for trips originating in Greenport. Resident one-way tickets may also be used for that purpose.

Shelter Island Resident: A Shelter Island property owner, or a person with a New York State Driver's license with a Shelter Island address, or a Shelter Island residential leaseholder with a lease term of a minimum of ten (10) months. Qualified resident commuters will be issued a resident identification certificate or other validation to be shown or displayed when commuting.

Greenport Village Resident: A Village of Greenport property owner, or a person with a New York State Drivers License with a Village of Greenport address, or a Village of Greenport residential leaseholder with a lease term of a minimum of ten (10) months.

Passengers: A person of ten (10) years of age or older riding in a vehicle or as a walk on.

Passengers who are working and accompanying a driver with a commuter ticket will be granted a discounted same day round-trip fare of \$3.00.

Also, passengers in cars accompanying Shelter Island Residents (as defined above) using Resident Round Trip discount tickets or (and initiating their journey from Shelter Island) will also be entitled to the same discounted \$3.00 round trip fare. Passengers may also use a FerryPass® card at their discount rate in a vehicle or as a walk-on.

Passenger fares will be collected from no more than two (2) passengers per vehicle. Vehicles are not permitted to carry more passengers than the number of seat belts that are installed in the vehicle.

Passengers purchasing a discounted round trip fare must be in a vehicle on the return trip.

Discount Tickets which are sold only in the office are for soley personal use only and are not transferrable. Discount tickets for Shelter Island and Greenport Residents will be replaced by FerryPass® cards. Shelter Island Resident and Greenport Resident Discount tickets will not be sold to the user of a FerryPass® card account. Businesses are not eligible to purchase Shelter Island Resident Tickets or Greenport Resident Tickets.

Non-Resident Commuters can purchase or recharge a ticket (on the boats Monday or Tuesday and in the office through Wednesday) which entitles them to ten (10) or twelve (12) crossings during the course of the week starting Monday morning. Unused portions become void at the end of Sunday night.

Commuters Employed by Shelter Island Businesses can purchase or recharge a ticket which entitles them to ten (10) crossings during the course of the week starting Monday morning. Unused portions become void at the end of Sunday night. Resident Commuter tickets can be purchased by validated employees of the Shelter Island based businesses. These Commuters desiring more trips may purchase up to two additional Round Trips per week at a cost of \$8.00 per Round Trip. Resident commuter cards are not transferrable. Misuse of the card or related supplemental tickets will result in revocation of the card privilege.

Bicycle Commuters who travel to work on bicycles are eligible to buy a same day return ticket at a reduced rate.

Shelter Island Resident Trucks on Account will be discounted by twenty percent (20%) for Non-Municipal accounts only.

Fares Paid by Cash may be rounded down to the nearest dollar.

Credit Card Sales on Deck will be charged an additional processing fee as permitted by law.