

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

2025 Petition for Rate Increase



April 14, 2025

**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 Co., Inc. continues to provide a vital transportation service in a professional manner between Greenport, NY and Shelter Island Heights, NY.
- North Ferry Co., Inc.'s cash control system is sufficient to safeguard the company's assets and protect the public's interest.
- North Ferry Co., Inc. 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.
- The last rate increase granted to North Ferry Co. was on May 9, 2023.
- North Ferry Co., Inc. filed a petition dated March 21, 2025 seeking an alteration to fare rates (Exhibit B). The requested rate relief increases 21, abolishes two, and leaves 12 fares the same as previously adopted for a total of 33 proposed fares.
- The proposed fare increases range between 3.3% and 47.4%, resulting in an unweighted average rate increase of 6.5% overall or 11.4% for just those fares with proposed increases.
- The Company estimates that the proposed rate increases would generate additional revenue of approximately \$1 million annually representing an increase of 10.6% compared to 2024 fare revenue.
- 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.
- The requested fare rate increase is reasonable and should be granted, considering North Ferry's financial results in 2024 and projected financial outcomes for 2025 utilizing the current and proposed fare schedules.
- The Budget Review Office believes that the requested fare increases have merit and, although they will not eliminate the risk of an operating loss, should provide sufficient revenue for maintaining current levels of service for the public.

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. 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.

North Ferry Co., Inc. submitted a petition (Exhibit B) dated March 21, 2025 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. 1326-2025. The Suffolk 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 for its consideration.

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 Co., Inc. has submitted audited financial statements and supplementary information for three years of operations, January 1, 2022 through December 31, 2024. Audited financial statements are intended to provide an independent, competent, and objective presentation of operations. Fuller, Lowberg, & Co., CPAs is the accounting firm that audited the financial statements. Documentation has been obtained indicating the accounting firm has been peer reviewed within the past five years, in accordance with Chapter 455-3 (D) of the Suffolk County Code.

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, revenue projections, records of ridership volume, and comparisons with the current rates. BRO toured the petitioner’s place of business on Shelter Island to observe operational compliance with the terms of the license issued to North Ferry Company Inc. by the Suffolk County Legislature that was last extended through May 2028 via Resolution No. 388-2023. Any financial forecasts presented in this report are based upon assumptions of future events and should not be construed as facts.

Analysis of North Ferry Company Incorporated

The Petition Seeking Rate Relief

The petition submitted by North Ferry Co. Inc., dated March 21, 2025, states that the company is a for-profit transportation corporation 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. 389-2023 effective May 9, 2023.

North Ferry states that the operating expenses and capital needs of the Company have led to the request for rate relief again in 2025. In 2023, when North Ferry last sought rate relief, the Company stated that it was at risk of being unable to properly maintain its fleet and shore side infrastructure due to increasing expenses and capital requirements. The Legislature granted North Ferry the requested rate relief, which increased 26 fares, reduced one fare, and created one new fare. The fare alterations ranged between -25% and 50%. The unweighted average increase across those fares with changes was 9.6% and the weighted average was 10.8%. The approved increase was lower than applying the CPI adjustment to the rates, which would have resulted in a 12.88% fare increase across all fares.

The current rate petition seeks increases resulting in an unweighted average rate increase of 6.5% overall or 11.4% for just those fares with proposed increases. Most of the rate increases are under 10%. The Company estimates that the proposed rate increases would generate additional revenue of approximately \$1 million annually representing an increase of 10.6% compared to 2024 fare revenue. BRO finds North Ferry Co., Inc.'s revenue estimates to be reasonable based upon the data provided and assumptions employed.

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 February 2023, when they last filed a petition to alter rates, and February 2025, which represents the latest available data, all the current rates would be increased by 5.18%. Although North Ferry's requested rates exceed the CPI, it should be noted that the previous rate increase did not keep up with inflation. In addition, the petition should allow for some projected growth in the CPI going forward. These factors, as well as an ambitious capital improvement plan, support the requested rate relief.

Comparison of Current and Proposed Rates

The current rate petition seeks increases to 21 fare rates and abolishes two of the previously established fare rates; 12 fare rates are proposed with no change. The proposed fare increases range between 3.3% and 47.4%, resulting in an unweighted average rate increase of 6.5% overall or 11.4% for just those fares with proposed increases. Most of the rate increases are under 10%, the two exceptions are the non-resident one way fare (38.8%) and the non-resident round trip fare (47.4%).

The current petition eliminates the five- and six-day non-resident commuter fare rates; however, the use of the non-resident *FerryPass* passenger rate continues to offer a discounted fare as compared to the full fare non-resident rate. *FerryPass* is an electronic payment method that was developed by North Ferry that entails pre-loading a scannable card with funds to pay fares. The use of *FerryPass* offers discounted fare rates that provide discounts between 9% and 65% as compared with full fare cash rates. According to North Ferry, the proposed *FerryPass* discounted fare rates are priced below North Ferry's actual cost per trip in 70% of all *FerryPass* fare categories. As it has been in the past, the non-resident user fares continue to subsidize a portion of the fare costs for residents who have no choice but to utilize a ferry to travel to and

from the mainland. The following table illustrates the proposed alterations to the ferry fare rates as included in the current petition. See Exhibit A for definitions.

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>INCREASE</u>	<u>% INCREASE</u>
CARS				
One Way Car and Driver	\$15.00	\$16.00	\$1.00	6.7%
Round Trip Car and Driver	\$24.00	\$26.00	\$2.00	8.3%
PREPAID <i>FerryPass</i> DISCOUNT (FOR CARS)				
Resident One-Way	\$6.90	\$7.52	\$0.62	9.0%
Resident Round Trip	\$8.40	\$9.15	\$0.75	8.9%
Greenport Village Resident One-Way	\$7.80	\$8.50	\$0.70	9.0%
Greenport Village Resident Round Trip	\$9.90	\$10.75	\$0.85	8.6%
Non-Resident One-Way	\$8.50	\$11.80	\$3.30	38.8%
Non-Resident Round Trip	\$11.40	\$16.80	\$5.40	47.4%
WEEKLY COMMUTER TICKETS EXPIRING ON SUNDAY NIGHT				
5 Day Resident Commuter	\$42.00	\$46.00	\$4.00	9.5%
5 Day Non-Resident Commuter	\$49.00	\$0.00	Discontinued	N/A
6 Day Non-Resident Commuter	\$56.00	\$0.00	Discontinued	N/A

PASSENGERS – (See Definition)				
In Cars or Walk-Ons	\$3.00	\$3.00	\$0.00	0.0%
In Commuter Cars	\$3.00 (one way)	\$3.00 (one way)	\$0.00	0.0%
	\$3.00(round trip)	\$3.26(round trip)	\$0.26	8.7%
In Resident Cars	\$1.50 (one way)	\$1.63 (one way)	\$0.13	8.7%
	\$3.00(round trip)	\$3.26(round trip)	\$0.26	8.7%
SI FerryPass Resident Passengers	\$1.50 (one way)	\$1.63 (one way)	\$0.13	8.7%
Non Resident FerryPass Passengers	\$2.50 (one way)	\$2.72 (one way)	\$0.22	8.8%
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	\$5.00/day	\$5.00/day	\$0.00	0.0%
TRUCKS				
<i>All rates are One Way unless noted</i>				
Two Axle (includes Boat Trailer, Light Duty Trailer)	\$15.00 first 18'	\$16.00 first 18'	\$1.00	6.7%
	\$1.29 / ft. over 18'	\$1.29 / ft. over 18'	\$0.00	0.0%
More Than Two Axles	\$ 23.00 first 18'	\$ 25.00 first 18'	\$2.00	8.7%
	\$1.29 / ft. over 18'	\$1.29 / ft. over 18'	\$0.00	0.0%

Dump Trucks under 18,000 lbs. GVWR	\$15.00 first 18'	\$16.00 first 18'	\$1.00	6.7%
	\$1.29 / ft. over 18'	\$1.29 / ft. over 18'	\$0.00	0.0%
Dump Trucks over 18,000 lbs. GVWR				
Empty	Truck Rate By Axle	Truck Rate By Axle	\$0.00	0.0%
Loaded	\$12.00 + \$2.42 / ft.	\$12.00 + \$2.42 / ft.	\$0.00	0.0%
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)	\$91.00	\$94.00	\$3.00	3.3%
<u>BUSES</u>				
Mini Bus	\$15.00 first 18'	\$16.00 first 18'	\$1.00	6.7%
Full Size School Bus One-Way	\$53.00	\$53.00	\$0.00	0.0%
Full Size School Bus Round Trip	\$65.00	\$65.00	\$0.00	0.0%
Coach Bus One- Way	\$86.00	\$94.00	\$8.00	9.3%
Coach Bus Round Trip	\$118.00	\$128.00	\$10.00	8.5%
<u>HAZARDOUS MATERIALS</u>				
Aboard Large Ferry	\$296.00	\$296.00	\$0.00	0.0%

Financial Statements

North Ferry Co., Inc. submitted audited financial statements for the three years ending December 31, 2022-2024. The financial statements were audited by Fuller, Lowenberg, & Co., CPAs; their last peer review was in 2021. The independent auditor’s reports contain the opinion that the financial statements present fairly, in all material respects, the financial position of the Ferry company.

The financial forecasts presented in this report are based on assumptions of future events and should not be construed as facts. 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.

The Company's most recent balance sheet for the year ending December 31, 2024 includes total assets of \$11,249,689 and total liabilities and stockholder's equity of an equal amount. The assets consist of current assets, property, equipment (net of accumulated depreciation), and deposits. Property and equipment of approximately \$5.7 million represent the vast majority of assets. Liabilities consist of current liabilities, long-term liabilities, and stockholders' equity. The vast majority (\$6.9 million) is long term liabilities. The Financial Accounting Standards Board (FASB) now requires North Ferry to recognize the value of lease assets (\$4.1million) and lease liabilities (\$3.9 million) which is reflected in the balance sheet presentation.

North Ferry Operations

While revenue increased by 2.1% from 2023 to 2024, operating expenses increased by 3.9%, driven predominantly by payroll costs (4.3%), overhead costs (15.6%), and maintenance and repairs (30.1%), resulting in total net income of \$229,245 in 2024, which was reduced by 33.3% from \$343,665 in 2023, according to the company's most recent financial statements. Without rate relief, expenditure growth is expected to continue to outpace revenue. Projections provided by North Ferry estimate that net income, without rate relief in 2025, will fall to approximately \$15,000 for 2025 while net income with the proposed rate relief implemented in June of 2025 is estimated to result in net income of approximately \$500,000.

Payroll and related costs at North Ferry accounted for approximately \$6.3 million or 68.4% of total operating expenses in 2024, which is \$259,693 greater than in 2023. North Ferry projects that payroll and related costs will increase by another \$227,495 or 3.6% in 2025. 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. North Ferry and the Union entered into a Memorandum of Understanding (MOU) that began on January 1, 2023 and expires on December 31, 2026, that will increase payroll costs paid by North Ferry by approximately \$2.3 million dollars, in total, over the four-year duration of the agreement.

If granted fare relief, North Ferry plans to continue reinvesting earnings in the business. In addition to more than \$5 million in capital project improvements detailed in our review of the 2023 rate petition, North Ferry completed a new bulkhead at the Greenport landing in the spring of 2024, at a cost of \$167,974 providing more reliable service despite rising tides. The Company also purchased two new servers and related networking hardware and software at a cost of \$23,190 in May 2023, which increased security and reliability for internal systems, including ticketing, accounting, and billing.

North Ferry plans to continue an aggressive capital improvement plan. Projects that are planned or that are already underway include:

- The continued renewal of slips. North Ferry must capitalize replacements for slips, originally installed in 2003. Slip improvements have been made each year at an estimated cost of approximately \$250,000 per year. North Ferry spent approximately \$220,000 in 2024 and approximately \$75,000 in 2025 thus far. The renovations are required for continued operation and will provide additional security during extreme weather events.
- Extending the remaining ramps. The Shelter Island East Ramp was completed in 2023 at a cost of approximately \$500,000. Greenport South Ramp, bulkhead, and passenger area improvements were completed in April 2024 at a cost of approximately \$600,000. Shelter Island West improvements are anticipated to be finished in 2025. North Ferry has paid approximately \$85,000 for these improvements already, but has not yet been invoiced for the majority of the work and the ramp itself. The improvements will result in more reliable service despite rising tides, and improve flood mitigation.
- The installation of watertight doors in three of its ferries. With Coast Guard approval, the Company installed watertight doors in their newest vessel, the Menhaden. The retrofitting of similar doors in the m/v Mashomack was completed in March of 2025 at a cost of approximately \$95,000. The m/v Manhasset retrofitting is underway and is anticipated to be completed in April of 2025 at a similar cost. These doors will allow North Ferry to more easily and safely inspect, blast, and paint the interior of its older vessels.
- The overhaul of the interior compartments in their older vessels. With new access to the watertight compartments, the Company will renew the paint systems to prevent continued rusting and decay. The projected cost is \$50,000 to \$80,000 for each of the 3 older vessels. Some steel work was completed alongside the watertight door installations and continued work is planned through 2026. This work will preserve the integrity of the hull and prevent costly repairs.
- In the first quarter of 2026 the re-powering of the m/v Menantic with 2 rebuilt engines, to replace the current engines, which each have over 100,000 hours of service has been estimated to cost \$447,796 not including any labor or modifications to the boat that may be required. This work is necessary for the continued reliability of the vessel.
- The purchase of 2 new propellers to replace fully worn propellers and to inventory spare propellers costing \$36,275 in January 2025.
- The installation of a shore-based latching system while loading and unloading North Ferry is in the active design stage of a latching system for the Greenport landing. The Company hopes to finalize the design and perform some testing in 2026 after all 4 of the new ramps are installed. The estimate for this system is \$100,000. The mooring system is anticipated to save 15,000 gallons of fuel per year once installed and improve safety.
- Interior refurbishment of their office building, which was built in 1998, including replacement of floors, and painting at an estimated cost of \$25,000 has been deferred, but will eventually be necessary to improve safety for customers and staff.

Procedural Resolution 21-2025 and Introductory Resolution 1326-2025

As part of the rate setting process, two resolutions are before the Suffolk County Legislature, one for the rate increase and the second for the public hearing regarding the rate increase. Procedural Resolution No. 21-2025 sets the public hearing for the granting of the rate alterations, and Introductory Resolution No. 1326-2025 approves the new rates. Introductory Resolution No.

1326-2025 includes as an attachment the entire proposed rate schedule including both the current and proposed 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 operational costs without being excessive and should provide sufficient revenue for the business to be a going concern. The financial projections submitted by the petitioner, based upon the requested fare increases and 2024 ridership volume, result in additional annual revenue of \$1,017,780 representing a 10.6% increase, resulting in total net income of approximately \$500,000 in 2025. Without being granted rate relief, total net income for 2025 is projected to be approximately \$15,000.

The Budget Review Office believes that the requested fare increases have merit. Although they will not eliminate the risk of an operating loss, they should provide sufficient revenue during the near term to maintain the current level of service for the public. North Ferry's substantial capital and operating expenses lend support to the Company's assertion that fare rate augmentation is required to afford capital infrastructure improvements and to continue operating while remaining profitable. Therefore, the requested fare rate increase is reasonable, and relief should be granted. Our support for the requested rate relief should not be deemed validation that the petitioner's requested changes are optimal.

New York State, and particularly Suffolk County, is unusual in the use of fully private companies for ferry service in that most ferries in the United States are public service, public benefit corporations, or concessionaires operating along a public route. No Suffolk County Ferry receives any public augmentation to farebox revenues to support capital improvements or to mitigate costs for the proprietors. Although the ferries of the County, particularly the two Shelter Island Ferries, provide a significant benefit to the public, the proprietors of these companies bear all the risk.

EXHIBIT A

DEFINITIONS

Cars are defined as automobiles, un-modified 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 fares 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.

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. Discount passages are limited to cars and passengers. These cards are not transferrable and may only be used by the person enrolled with the card. 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. FerryPass cardholders agree not to photograph or reproduce FerryPass cards in any way. Reproduction of FerryPass cards, in part or in whole will result in the cancellation of eligibility for use of the FerryPass System, and its associated privileges and discounts.

All customers without a FerryPass card present must pay the full fare with cash, which is non-refundable. A FerryPass card may only be eligible for the discount fare for one vehicle per crossing. Additional vehicles using the same FerryPass card will be charged the full, non-discounted fare. Businesses are not eligible for Shelter Island Resident or Greenport Village Resident discounts.

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.

Shelter Island Resident: A Shelter Island property owner (validated by deed or assessor role), 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. The Resident Round Trip fare rate applies for same day returns originating on Shelter Island. Same day return trips originating in Greenport will be treated as two one-way resident trips.

Greenport Village Resident: A Village of Greenport property owner, or a person with a New York State Driver's 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.

Non-Resident: Persons who are not Shelter Island or Greenport Residents, and all businesses.

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 \$3.26. Also, passengers in cars accompanying Shelter Island Residents (as defined above) using a Shelter Island FerryPass Card will also be entitled to a fare of \$1.63 each way. 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 in vehicles purchasing a discounted round-trip fare must be in a vehicle on the return trip.

Commuters Employed by Shelter Island Businesses may be issued a rechargeable pass 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. Shelter Island Employee Commuter passes will be issued to validated W2 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 \$9.00 per Round Trip. Shelter Island Employee 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 Businesses with an Account will receive a twenty percent (20%) discount on full (non-discounted) fares. Municipal accounts are not eligible for any discount.

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.

EXHIBIT B

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. 389-2023, approved May 2, 2023. Petitioner has before the Legislature Resolution _____ that addresses the operating and capital needs of the Company. Resolution _____-2025 increases the cash one way, round trip and discounted fares. The CURRENT column refers to fares prior to the anticipated adoption of Res _____-2025.

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	\$ 15.00	\$ 16.00
Round Trip Car and Driver	\$ 24.00	\$ 26.00
<u>PREPAID FERRYPASS® DISCOUNT</u>		
Resident One-Way	\$ 6.90	\$ 7.52
Resident Round Trip	\$ 8.40	\$ 9.15
Greenport Village Resident One-Way	\$ 7.80	\$ 8.50
Greenport Village Resident Round Trip	\$ 9.90	\$ 10.75
Non-Resident One-Way	\$ 8.50	\$ 11.80
Non-Resident Round Trip	\$ 11.40	\$ 16.80
<u>WEEKLY COMMUTER TICKETS EXPIRING ON SUNDAY NIGHT</u>		
5 Day Resident Commuter	\$ 42.00	\$ 46.00
5 Day Non-Resident Commuter	\$ 49.00	Discontinued
6 Day Non-Resident Commuter	\$ 56.00	Discontinued
<u>PASSENGERS – (See Definition)</u>		
In Cars or Walk-Ons	\$ 3.00	\$ 3.00
In Commuter Cars	\$ 3.00 (one way)	\$ 3.00 (one way)
	\$ 3.00(round trip)	\$ 3.26(round trip)
In Resident Cars	\$ 1.50 (one way)	\$ 1.63 (one way)
	\$ 3.00(round trip)	\$ 3.26(round trip)

SI Resident FerryPass® Walk-Ons	\$ 1.50 (one way)	1.63 (one way)
Greenport and Non-Resident FerryPass® Walk-On Passengers	\$ 2.50 (one way)	2.72 (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	\$ 5.00/day	\$ 5.00/day

TRUCKS

All rates are One Way unless noted

Two Axle (includes Boat Trailer, Light Duty Trailer)	\$ 15.00 first 18' \$ 1.29 / ft. over 18'	\$ 16.00 first 18' \$ 1.29 / ft. over 18'
More Than Two Axles	\$ 23.00 first 18' \$ 1.29 / ft. over 18'	\$ 25.00 first 18' \$ 1.29 / ft. over 18'
Dump Trucks under 18,000 lbs. GVWR (Two Axle Truck Rate)	\$ 15.00 first 18' \$ 1.29 / ft. over 18'	\$ 16.00 first 18' \$ 1.29 / ft. over 18'
Dump Trucks over 18,000 lbs. GVWR Empty	Truck Rate By Axle \$ 12.00 + \$ 2.42 / ft.	Truck Rate By Axle \$ 12.00 + \$ 2.42 / ft.
Loaded		
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)	\$ 91.00	\$ 94.00

BUSES

Mini Bus (Two Axle Truck Rate)	\$ 15.00 first 18' \$ 1.29 / ft. over 18'	\$ 16.00 first 18' \$ 1.29 / ft. over 18'
Full Size School Bus One-Way	\$ 53.00	\$ 53.00

Full Size School Bus Round Trip	\$ 65.00	\$ 65.00
Coach Bus One-Way	\$ 86.00	\$ 94.00
Coach Bus Round Trip	\$ 118.00	\$128.00
<u>HAZARDOUS MATERIALS</u>		
Requiring Exclusive Carriage	\$296.00	\$296.00

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 2023 and 2024, 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

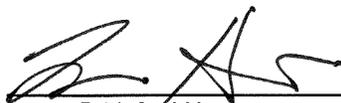
VERIFICATION

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.

Lori Beard Raymond
Notary Public, State of New York
Reg. No. 01BE0021013
Qualified in Suffolk County
Commission Expires 02/12/2028



Bridgford Hunt

Sworn to before me this
21 day of March, 2025

