



If it's service
you want...

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Attachment 5: Explanatory Notes

1. As an offset to the increase in the general cash auto fare, South Ferry is allowing for the length of autos (cars, vans, 4-wheeled pickup trucks) to extend out to 22 feet before truck rates go into effect. Under the 2012 approved rates, the length cutoff was 21 feet and in years past was even smaller – at one point encompassing all pickup trucks, period. We recognize, however, that personal pickup trucks and SUV's are being built larger and larger and so we are acknowledging our customers on this issue.
2. While not the primary objective under the proposed 2019 rates for trucks, simplification and consolidation were taken into account when crafting these proposed rates. Trucks of a general, like-minded stature in terms of weight and / or length were grouped together where applicable so as to create fare categories such as “small,” “medium,” “large” and “extra large / special handling.” This simpler structure, we believe, leads to a more consistent and accurate fare structure overall.
3. So as to achieve a more equitable grouping of trucks into the above-mentioned categories, some metrics were shifted in favor of our commercial customers. For example, under our *current* rates, trucks with tag-along forklifts on the back for unloading cargo such as lumber or stone are charged the same rate whether they have 3 axles or 4. We propose separating those trucks out into different categories based on the axle count, as that count is directly related to cargo carrying capacity and overall gross vehicle weight. Another example is the minimum capacity for “tank trucks” (fuel oil, septic, chlorine) which we propose increasing 25% from 2,000 gallons to 2,500 gallons before such a truck is elevated into a higher fare category. We're also proposing repositioning large garbage into the “medium” category, which we believe is more reflective of their weight and length. This proposed repositioning results in a *decrease* of 30.7% for a one way fare and 27% for round trip fare.
4. We are proposing keeping commercial dump trucks and roll-offs in their own separate category and affording them some relief in a similar fashion as mentioned in point # 3. Specifically, under the *proposed* rates, the

minimum footage before a dump truck / roll-off is elevated from a standard / measured truck into a more expensive set rate truck increases 2 feet from 23 to 25. This gives many of our commercial customers 2 extra feet of length before their fare would increase. We are also proposing allowing dump trucks and roll-offs the ability to purchase round trip tickets whereby under the current rate system, they are allowed to buy one way tickets only and are charged based on whether they are carrying a load in their bed (full) or not (empty). To create an accurate baseline of one way and round trip fares under the *current* rate structure, we used decades of observational experience and calculated that most of these vehicles were traveling one way empty and one way full on a typical round trip.

5. Trucks in this category include: small backhoe / payloaders, box trucks, small garbage and tow trucks, small tree spades and concrete pumpers, 2-axle dump trucks and roll offs under 25', tank trucks under 2,500 gallons, utility (PSEG, etc.) trucks under 30,000 lbs gross vehicle weight, 2 axle low sided dump trucks, pickups, vans, and dual wheeled pickup trucks over 22'
6. We are proposing allowing for 2 extra feet (from 10' to 12') whereby a towed item would remain in the least expensive rate category.
7. We are proposing allowing for 3 extra feet (from 22' to 25') whereby a bus would remain in the least expensive rate category.
8. We are proposing the elimination of the 7-day commuter pass altogether as well as commuter passes for motorcycles and bicycles.
9. We are proposing consolidating our two resident multi trip passes – the 10 one way and the 10 round trip – into one pass that allows for 20 one way trips. We believe this new, enhanced ticket option both simplifies the resident ticketing structure the while maintaining a reduced rate for residents.
10. The general public auto and passenger books, as proposed, offer a 40% and 50% discount, respectively, off of the proposed cash fare price.
11. To continue encouraging our customers to embrace greener transportation methods such as bicycles, we are proposing no rate increase in this category.