

Local Motion Bike Ferry Campaign

A full season ferry link on Vermont's Island Line Trail



© Photo by Shirley Chevalier, Fli-Rite Aviation



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© Photo by Robert Lyons

▲ The 200-foot “cut” in the Colchester - South Hero Causeway



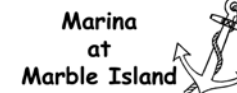
“Trails mean business and healthy communities.

Making the Bike Ferry permanent and lengthening its season will bring up to 35,000 riders a year.

This unique project will also elevate Vermont’s reputation as an international bicycling destination.

I invite you to join VBT in making a leadership gift to this campaign.”

***Gregg Marston
President***



Other Bike Ferry Corporate Sponsors

Bike Ferry Campaign Honorary Co-Chairs

Howard Dean
Former Governor, State of Vermont

Bill & Carole Hauke
Retired, Hauke Building Supply

Campaign Co-Chairs

Cathy Frank
Computer Consultant

Allie Stickney
Wake Robin

Campaign Cabinet

Roger Frey
Earl's Cyclery & Fitness

Joyce Gallimore
Health Care Professional

Al Gobeille
Burlington Bay Market

Ray Jacoby
Retired, United Way of Chittenden Co.

Gregg Marston
VBT Bicycling & Walking Vacations

Peter Zamore
Sheehey, Furlong & Behm

* Organizations listed for
affiliation purposes only

Together we can make history



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The emerging Island Line Trail is the most visited multi-use trail in Vermont – and the stunning world-class corridor just received national designation as a national “Hall of Fame” trail.

How can we close the final link?

This campaign will allow expanded service and facilities for full-season ferry service to close the missing link in Vermont’s spectacular 14-mile Island Line Trail. This will increase ferry service from 22 days to 70+ days to serve up to 35,000 residents and visitors each year.

10 years of limited ‘demonstration’ service has clearly proven the value of our rail trail treasure. To elevate this stunning historic causeway to a robust and unique Vermont asset, we must invest in a better solution for the 200-foot “gap” where a railroad turnstile once connected Colchester and the Champlain Islands.

Why now?

For the Bike Ferry to continue, the investment and expansion is critical at this time as neither the facilities nor the operating model can be sustained as is. The Campaign will help us:

- Operate more days so fares cover more of the ferry costs;
- Obtain a better larger boat to handle the demand with a smaller crew; and
- Protect the boats, riders and crew against docking in strong southerly winds.

This is truly one of the most scenic places in Vermont.

Permanent full-season ferry service requires a larger boat, sturdier docks, protection from the waves, and trail upgrades. This Bike Ferry Campaign will make it happen.

We have raised two-thirds of the \$1.3 million goal. Now we need your help to secure the final \$460,000.



Causeway Bike Ferry — 10 Years of Progress...

What started as a one-day trial ferry service across the 200' gap in the Colchester - South Hero Causeway in 2000 has now expanded into a popular summer destination.

Residents and visitors alike cherish the opportunity to walk, bike or run across Lake Champlain on the stunning 3-mile causeway.

With sweeping vistas of the Adirondacks, the Green Mountains, and the lake itself, there are few views as dramatic as from the Bike Ferry.

Continued ridership growth demonstrates the crossing's popularity. Islands residents pedal into Burlington for events and city dwellers use the ferry to relax in the Islands. Visitors come from across the U.S. and Canada. Increasing numbers of Quebec cyclists are pedaling down to the U.S. along La Route Verte looking to continue into Burlington.

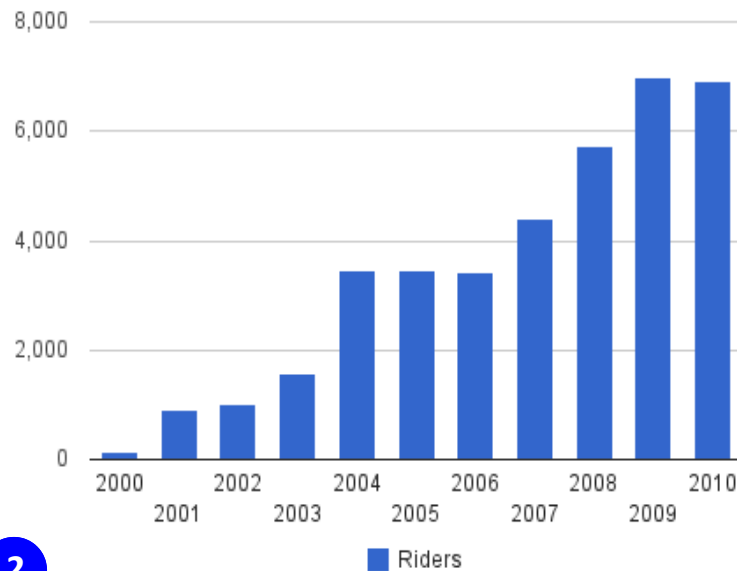
However, providing reliable public transportation in the middle of Lake Champlain without adequate facilities continues to challenge the ferry's operation.

Bike Ferry Angels...People Like You

With fares covering only half of the operating costs during the short seasons, individuals and businesses have stepped up to keep the demonstration going for 10 years.

- In 2005, 30 residents donated \$55,000 to purchase sturdier docks after our old donated docks kept breaking loose on windy days.
- More than 150 volunteers pitch in as deck hands and greeters each season — providing more than 1,000 hours of work to keep the service affordable.
- Over the 10 years, Local Motion members (now over 1,100 households) have helped subsidize the demonstration service.
- The businesses below have all contributed over \$1,000 a year to sponsor the ferry.

Ferry Ridership (2000-2010)



Bill & Carole Hauke helped acquire a larger boat in 2004



Barnes School Bike Trip to Grand Isle



Visitors from Montreal ride the Bike Ferry in 2010

...and poised for a remarkable expansion!



“The ferry definitely benefits Island businesses. We wish it ran more often”
- Ray & Pam Allen, Allenholm Farm, South Hero, VT

“The Bike Ferry and this trail provide such a fun outdoor adventure for area families. Our kids ask us to go every year.”
- Cheryl Aley, Colchester, VT

“I read about this trail in a national magazine and we had to come up. I’ve been all over Europe, but this trail is amazing.”
- Elizabeth De-Moretin, New York City, NY

Ferry’s Future Depends on Investment and Expansion

While the 10 years of limited ‘demonstration’ service has clearly proven the popularity and viability of the ferry, we cannot continue the current operating model for the following reasons:

- 1. The passenger fares for so few days of operation cover less than half of the cost of providing the service.** The ferry needs to run more to have fares cover the significant costs of installing, removing and maintaining the equipment each season. Fares collected during a 70-day season are projected to cover 75% of operating costs.
- 2. Our current boats are insufficient.** First, they are not commercial boats and cannot handle daily operation. Second, the boats’ six-passenger limit is too small to handle the demand so we must run two boats. Running two boats simultaneously requires twice the labor and twice the maintenance which is not sustainable.
- 3. Without wave protection, the summer’s southerly winds shut down ferry service about 20% of the time.** We cannot promote this trail as a regional attraction if we can’t assure visitors the ability to get to their destinations. Also, if winds pick up in the middle of the day, stopping service means stranding hundreds of trail users.

For those who want the Bike Ferry to continue, the investment and expansion are critical.

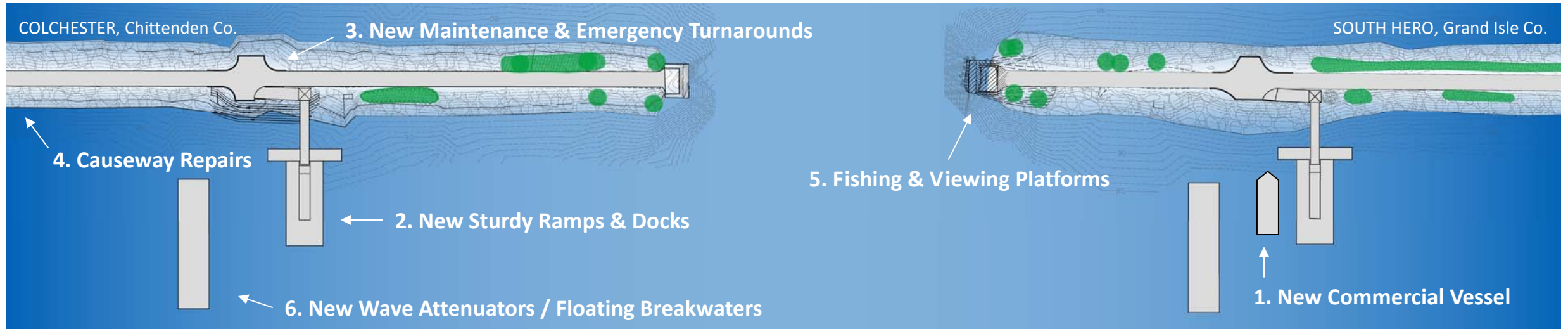


Our small six passenger boats are too small to handle the crowds. We need a ferry that can accommodate 12 to 20 passengers per trip.



The proposed improvements include much more than the Bike Ferry. They will also help make the causeway an even better four season destination.

Full-Season Bike Ferry Service Is Almost Here



After 11 years of demonstration service and concerted planning, we are ready to take the Bike Ferry service to the next level. However, it hasn't been easy. The development of this project has been challenging for many reasons:

- The project connects two different landowners, two towns and two counties
- The project required five permits from various federal, state and local authorities
- The middle-of-the-lake location has no utilities, support buildings or weather protection

Through all this, Local Motion's persistent and skilled work over 11 years has brought the project to the fundraising and construction phase. This is where we need your help!

WHAT WOULD 70+ DAYS OF SERVICE LOOK LIKE?

While final schedules have not been finalized, we anticipate operating extended weekends in June, daily or near daily service in July and August, and then extended weekend service through the foliage season. The ferry would still be available for charters outside scheduled public service.

WHAT WILL THE CAMPAIGN FUND?

1. **Acquisition of a commercial ferry boat** – to provide greater passenger capacity, a back-up motor, a small bathroom, and an enclosed helm for storm protection.
2. **Installation of safer ramps and docks** – to offer an easier experience for kids, wheel-chair users, and people using bicycles with trailers, etc.
3. **Construction of turnarounds on each side of the cut** – to provide quicker and cheaper access for maintenance and emergency vehicles
4. **Repairs to the causeway** – to fix eroded sections of the causeway within 500 feet of the cut and repair the trail on both sides
5. **Creation of viewing / fishing platforms at the cut** – to give causeway users a safe, enjoyable place to recreate away from the ferry boarding areas
6. **Installation of wave attenuators** sometimes called floating breakwaters – to enable the ferry to run dependably and safely in high wind and wave conditions
7. **Three years of decreasing operating support** – to give Local Motion time to grow the marketing, ridership, and corporate sponsorship to sustain full-season ferry service

Help Make This Final Link!



We can't do it without you.

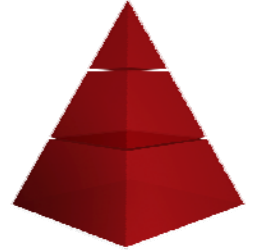
We've already secured two-thirds of the \$1.3M for this project from Vermont Enhancements grants, but the remaining \$460,000 must come from local sources to match these grants.

An investment in this project will strengthen our tourism economy, enhance our quality of life and leave a legacy for generations to enjoy. Gifts are tax deductible as provided by law.

Do you have a fundraising suggestion? Do you want to volunteer on this campaign? Please contact us and share your insights. Together, we'll make it happen!



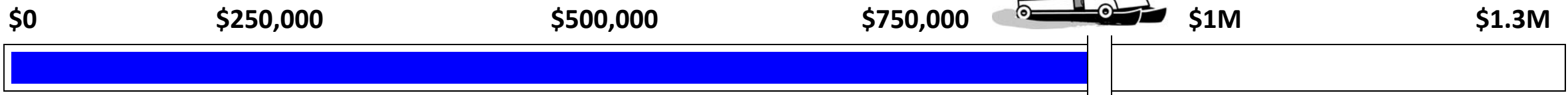
Naming Opportunities & Recognition



We are excited to provide the following for the generous contributors who will make this project possible. We will entertain special requests and will make an effort to accommodate the requests if we are able.

TOP TIER: \$150,000	Naming rights for the new passenger vessel Private Bike Ferry charter for 15 people 5-year Bike Ferry pass for family
SECOND TIER: \$50,000	Naming rights for one docking area Private Bike Ferry charter for 15 people 5-year Bike Ferry pass for family
THIRD TIER: \$25,000	Prominent listing on the campaign plaque Private Bike Ferry charter for 15 people 4-year Bike Ferry pass for family
FOURTH TIER: \$10,000	Prominent listing on the campaign plaque Bike Ferry cruise for all fourth tier donors 3-year Bike Ferry pass for family
FIFTH TIER: \$5,000	Prominent listing on the campaign plaque 2-year Bike Ferry pass for family
OTHER TIERS: \$1,000+	Listing on the campaign plaque 1-year Bike Ferry pass for family

Bike Ferry Campaign Secured Funds: \$875,000 (as of May 1, 2011)



A Lasting Commitment

Capital Upgrades — a 20 year investment in this link

In securing grant funding from VTrans, Local Motion has committed to operating this ferry link for at least 20 years. As such, we are making sure the improvements will stand the test of time in this exposed location. See the budget at the right for more detail.

- The docks, wave attenuators and boat are being designed to commercial standards so that they will provide many years of dependable service
- The maintenance turnarounds will make causeway repairs easier and more affordable

Operating Budget — a more sustainable model

It's not cheap or easy to set up transit service in the middle of Lake Champlain each season, but the campaign-funded improvements will make the ferry service more sustainable by:

- Tripling the days of revenue service (22 days to 70+ days) without even doubling operating costs (\$65,000 to \$120,000/year)
- Reducing on-site staffing needs from 5 to 2 employees
- Increasing the portion of the operating budget that fares and sponsorships cover from 50% to 75%
- Providing three years of decreasing operating support to give us time to grow ridership and secure additional underwriting support

The operating budget includes \$20,000 in annual maintenance to ensure that we adequately maintain the campaign-funded infrastructure. We will gladly share the projected operating budget for those seeking more detail.



Campaign Budget

EXPENSES

Construction

Causeway Repair - North Side	\$88,025
Causeway Repair - South Side	\$85,275
Ramps and Docks	\$221,880
Floating Breakwaters	\$420,000
Commercial Vessel & Fit Up	\$200,000
Signs, Bike Racks, Benches	\$7,900
Contingency (15%)	\$148,462
Project Management (6%)	\$50,200
Construction Subtotal	\$1,236,742

Initial Bike Ferry Expansion Support

2011 season support	\$30,000
2012 season support	\$25,000
2013 season support	\$20,000
Expansion Support Total	\$75,000

Campaign Costs

Direct staff labor	\$20,166
Consulting services	\$2,000
Printing, events and other direct costs	\$9,000
Administration & overhead	\$7,000
Campaign Subtotal	\$38,166

TOTAL EXPENSES \$1,334,908

REVENUE

Secured Grants

VTrans 2008 Enhancement Grant	\$275,000
VTrans 2010 Enhancement Grant	\$300,000
VTrans 2011 Enhancement Grant	\$300,000
Secured Subtotal	\$875,000

Bike Ferry Campaign Goal \$460,000

TOTAL REVENUE \$1,335,000

The Details



Project Sponsor: Local Motion, Inc.

Landowners: Town of Colchester (owns causeway south of the cut)
VT Department of Fish & Wildlife (owns causeway north of the cut)

Project Area: The cut in the Colchester-South Hero Causeway and 500' back along the causeway on each side

Project Manager: Doug Henson, Lamoureux & Dickinson (Essex Junction, VT)

Project Engineer: Ron Bourne, Bourne Consulting Engineers (Franklin, MA)

Permits: Categorical Exclusion (CE) -- secured in 2009
Town of South Hero – secured in 2008
Army Corps – secured in 2010
ANR Lakes & Ponds – secured in 2010

Final Design: Causeway Improvement Project Definition Report completed in 2005
Project plans (design and engineering) are 90% complete
Final plans to be completed by summer 2011

Right-of-Way: No land acquisition needed
Easement with Town of Colchester is signed
VT Fish & Wildlife documents are completed and being signed in May 2011

Bike Ferry Campaign Timeline

Spring 2011: Board voted to launch private phase of the campaign

Summer 2011: Board expects to launch public phase of the campaign

Fall 2011 – Spring 2012: Projected construction period

Summer 2012: Regular service projected to commence for 70+ days a season

Frequently Asked Questions



1: Why choose a ferry instead of a bridge?

Two planning processes have evaluated various ways of making the connection. Due to the heavy sailboat traffic through the cut in the causeway, a bridge would have to either be a swing / draw bridge or be tall enough for boats to pass under. Any of these designs would be very expensive - in excess of \$5M to construct according to preliminary estimates. A swing or draw bridge would also be expensive to operate since either would require an operator and significant annual maintenance. The \$1.3M bike ferry solution is the best solution in this economic and political climate.



2: Why do the improvements cost so much?

First, the long narrow causeway creates a challenging and inefficient jobsite. This increases cost. Second, we are committed to make this a 20-year investment in the crossing and the causeway's future as a vibrant multi-use recreational area. All of the improvements must stand the test of time in this extremely exposed location. Lastly, the wave blocking "attenuators" are the critical safety components of our system. They are expensive but they ensure safe and reliable ferry operation throughout the season's variable weather.



3: Why is Local Motion the ferry operator?

Local Motion will be the initial operator as we understand actual passenger traffic and operational issues. The projected operating budget shows a deficit for the first couple of years as we build ridership and secure more corporate sponsors. Once we understand the full-season operation, we will explore contracting the ferry service to a public or private operator.



4: Why can't service be expanded with the current ferry setup?

The current vessels have a number of deficiencies that prevent us from using them in daily operation. They are basic pleasure craft that aren't designed for daily commercial operation. They do not have back-up motors and cannot board more than six passengers at a time. Additionally, we cannot expand service without the wave attenuators (floating breakwaters). There is too much risk in trying to board passengers and bicycles when waves are bouncing the docks and boats up and down.

Island Line History — From Rail to Trail



1901
In a little over a year, the Rutland Railroad builds the 41-mile “Island Line” connecting Burlington and Alburgh with three causeways through Lake Champlain.



1965
Gov. Hoff’s study fails to gain traction. State sells much of property in islands to adjacent landowners. The turnstile bridge on the Colchester - South Hero Causeway is removed.



1990
Colchester residents form the Greenway Committee begin to rehab the abandoned causeway.



2000
First demonstration ferry crossing across the cut in the causeway. The one-day service carries 150 people.



1955
Passenger rail service along the route ends.



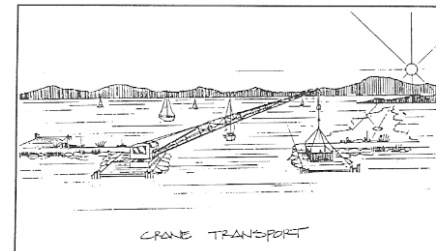
1964
Governor Phil Hoff commissions a study to explore turning the 41-mile line into a trail.

1973
The bridge between Burlington & Colchester is demolished after a plan to develop a road on the corridor sputters.



1985
The first one-mile section of the Burlington Bike Path opens

1992
Chittenden County’s first bike and pedestrian plan looks at nine different alternatives for crossing the cut.



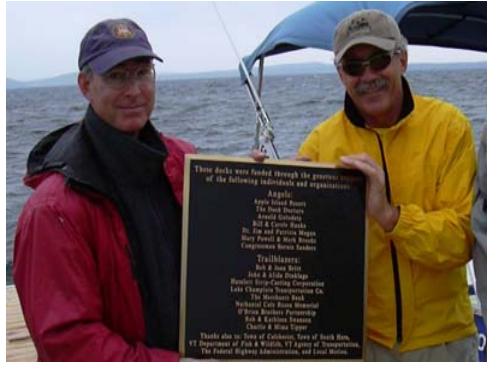
1999
Volunteers form Local Motion, run ferry and help towns expand trail.

2004
Thanks to Governor Dean, Senator Mazza, Peter Clavelle, the Town of Colchester, the City of Burlington, Lois McClure and many other private donors, a new trail bridge replaces our Bike Ferry at the Winooski River





2004
Bill & Carole Hauke help Local Motion buy a second ferry to keep up with growing ridership.



2005
Donors contribute \$55,000 to buy interim docks and ramps. Dr. Jim Mogan and Brian Costello show the donor recognition plaque above.



2009
Local Motion helps launch Barnes School Bike Tour and Family Adventure Tour to get more kids exploring the trail.



2010
The Rails-To-Trails Conservancy inducts the Island Line Trail into its Hall of Fame due to the trail's unique attributes.

2011
VTrans awards a third \$300,000 grant and Local Motion's Board votes to launch a \$460,000 campaign to complete the project's funding.

2004
Congressman Sanders secures funding to design and permit regular causeway Bike Ferry service.

2005
Local Motion works with local communities to brand the entire corridor as the "Island Line Trail".

2008
VTrans awards Local Motion a \$300,000 grant for the Bike Ferry expansion

2009
UVM Transportation Research Center study finds that trail users spend \$4.5M per year when visiting the Island Line Trail.

2010
All designs, permits, and legal agreements are completed for ferry expansion.

2011
LC Regional Chamber passes a resolution strongly supporting the Bike Ferry Campaign.

2012
Projected completion of improvements and beginning of full-season Bike Ferry service! You made it happen!



PRESS RELEASE

FULL SEASON SERVICE BEGINS!

I've had a vision for 37 years. Like some dreams, I thought this one might never succeed. In 1964, I commissioned the “Champlain Pathway” report to explore the transformation of the recently abandoned Rutland Railroad Island Line into a **world-class greenway**. This was 15 years before the “Rails-To-Trails” movement was born, and without local champions, the concept languished. Today, I am glad to tell you that a new generation of energized community leaders has reinvigorated the idea. It will be a **wonderful legacy** to leave our children. **Please join me in supporting the Bike Ferry Campaign.**

- Phil Hoff, Governor of Vermont, 1963-1969



Kids love the Island Line



Anglers head out on causeway



Governor Dean rides the ferry



Volunteers keep it going



Bicyclists savor the view

Presented by



Bike Ferry Partners



TOWN OF
SOUTH
HERO

