



# Rebuilding Portland Starts at the River.

Civic leaders can take a practical step now: reconnect neighborhoods, bring people back to the downtown waterfront, and turn the worst part of the day into the best part.

A CIVIC PARTNERSHIP FOR PORTLAND'S COMEBACK

## WHAT HAS CHANGED IN THE PAST SIX WEEKS?

- 1** A **\$15M bill request** for the 2027 Legislative Session was submitted and is under review by Legislative Counsel (bill number pending).
- 2** The bill directs **TriMet to work with Frog Ferry** to pursue federal FTA Passenger Ferry Grant dollars.
- 3** Frog Ferry issued an **Operator RFP for a six-month pilot**, April–September 2027; five proposals received. Total need to raise: **approx. \$4.2M**.
- 4** The City of Portland's **international design competition** to revitalize Waterfront Park named three finalists; **all include ferry terminals**.

**\$4.2M**

TOTAL TO RAISE

**6 mo.**

PILOT, APR–SEP 2027

**~25 min**

ST. JOHNS ↔ RIVERPLACE

**5**

OPERATOR PROPOSALS

## PILOT-YEAR COST ESTIMATE

Oct 1, 2026 – Sep 30, 2027 • planning-level estimate

| COST CATEGORY                                     | CORE OPERATIONS    | ADDED FOR PILOT    | TOTAL              |
|---------------------------------------------------|--------------------|--------------------|--------------------|
| Staff                                             | \$465,620          | \$161,110          | \$626,730          |
| Consultants & Professional Services               | \$535,297          | \$127,499          | \$662,796          |
| Dock Upgrades & Permits                           | –                  | \$605,000          | \$605,000          |
| Dock Operations (pilot)                           | –                  | \$72,600           | \$72,600           |
| Ticketing & Fare Collection                       | –                  | \$27,000           | \$27,000           |
| Marketing & Outreach                              | \$199,600          | \$295,000          | \$494,600          |
| Customer Service                                  | –                  | \$200,000          | \$200,000          |
| Insurance                                         | \$1,500            | \$45,000           | \$46,500           |
| Office, Admin & Travel                            | \$17,015           | –                  | \$17,015           |
| Contingency                                       | –                  | \$139,231          | \$139,231          |
| <b>Subtotal, Frog Ferry costs</b>                 | <b>\$1,219,032</b> | <b>\$1,672,440</b> | <b>\$2,891,472</b> |
| <b>Vessel operator contract (six-month pilot)</b> | –                  | <b>\$1,120,000</b> | <b>\$1,120,000</b> |
| Contingency on operator contract (15%)            | –                  | \$168,000          | \$168,000          |

## TOTAL TO RAISE

Full pilot year • no funding secured to date

**\$4,179,472**

**Operator:** Columbia River Launch Service (M/V Captain Dave), the only proposal meeting the RFP's speed and schedule: 24 seats, 25-minute crossing, 10 hrs/day, 5 days/week. Pilot-year totals across all five proposals range \$3.67M – \$5.40M.

**Assumptions:** Core operations are planned costs from the 2026–27 budget, not secured funds. Includes a minimum 15% contingency; dock upgrades carry 20%. Dock upgrades, insurance and City dock fees are placeholders pending assessment, broker quote and negotiation. Excludes vessel purchase, electric-fleet buildout, charging and fare revenue.

**Sources:** Friends of Frog Ferry 2026–27 Budget (6.18 Final); Pilot Project RFP (Sep 15, 2026) and Vessel Proposal Summary (Sep 24, 2026); City of Portland dock letter via BikePortland (Aug 5, 2025); WSDOT Passenger-Only Ferry Study (June 2025).