

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



10 February 2010

Portland City Council
1221 SW 4th Avenue, Room 140
Portland, OR 97204

Dear Mayor Adams and Commissioners,

As we stated in our 1/13/10 letter to you in support of the *Portland Bicycle Plan for 2030*, the Portland Bicycle Advisory Committee (BAC) strongly encourages the Portland City Council not only to adopt the plan, but to express its own commitment to action by adequately funding the programs and physical improvements it outlines. Our key goal following the plan's adoption is to develop a funding strategy for the plan's implementation that includes a diverse, stable, and ultimately sustainable set of funding sources that will ensure the transformation of Portland into the bike-friendly metropolis described in the *Portland Bicycle Plan for 2030*.

Commissioner Saltzman has offered an additional resolution to accompany the *Plan* that would potentially dedicate \$1 million in funding from the Utility License Fee (ULF) revenues above the March 2008 General Fund five-year forecast. While the BAC is not well-versed in the intricacies of municipal finance and may not appreciate the ramifications of dedicating ULF revenues in today's economic/political climate, we are generally supportive of any dedicated funding to implement the *Bicycle Plan for 2030*. The BAC is therefore grateful to Commissioner Saltzman for his leadership and for championing this first effort at locking up much-needed bike funding.

The BAC does have some reservations about this proposal, however; specifically:

- **This is a big moment for bicycling in Portland.** The *Portland Bicycle Plan for 2030* is bold, visionary, far-reaching, and enjoys broad support. Our concern is that if this funding measure does not have the full support of all five commissioners, it may unnecessarily detract from the plan and its power at this crucial juncture.
- **There is no rush on this particular amendment.** While the BAC would love to see adequate funding dedicated to the plan's implementation immediately, we recognize that some careful strategizing has yet to be done. We understand that the ULF funds that could be dedicated to bikes under Commissioner Saltzman's proposal would likely not come into play for a few years yet. We also know that that the *Bike Plan's* Finance Task Force will soon begin its work to develop a funding strategy for the plan, and that their work – set to occur over the next several months – will be prepared in advance of the next budget cycle. So while we recognize the symbolic value of having funding attached to the plan on the day of its adoption, and while we stress that there is an urgent need to provide bike funding generally, we feel that the City has the time to develop a more prudent, comprehensive approach to funding the *Bike Plan for 2030*.

In sum, the BAC would back this resolution if indeed it could, on its merits, enjoy the full support of the entire council. Short of that, however, we offer our support for, and assistance with, the development of a comprehensive strategy that will provide diverse and sustainable funding for the *Bike Plan's* implementation as well as the unanimous support of the Portland City Council.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Arnold". The signature is fluid and cursive, written over a white background.

Matthew Arnold, Chair, Portland Bicycle Advisory Committee