

Today, Portland City Council supported Mayor Adams' proposal to kick-start funding for the city's new bicycle transportation plan. Today's proposal follows Mayor Adams' commitment to bring a funding proposal back to City Council within thirty days of last month's adoption of the Portland Bicycle Plan for 2030. The proposal leverages largely contract-bid savings that have become available within the Bureau of Environmental Services as a result of competitive contract bidding. These savings will be allocated toward Green Streets project that use curb extension “swales” to treat stormwater while simultaneously slowing or diverting traffic on identified bicycle boulevards. [See a video describing Portland’s Green Streets work.](#)

Over the past two years, actual contract costs have come in much lower than the estimates on which rates were based. These significant savings mean the City can make these Green Streets investments without impacting rate payers or Council-approved Capital Investment Plans. As a result, millions of dollars in contract savings give Portland the opportunity to reprogram funding for Green Streets investments.

"These investments not only provide the double benefit of traffic safety and stormwater treatment," said Mayor Adams, "they expand the existing capacity of our sewer system, making it economically and environmentally more sustainable."

In recent years, Portland has emerged as a national leader on Green Streets efforts. These innovative treatments use sustainable strategies to manage stormwater runoff, reducing the flow into storm sewers – and reducing the need for expensive sewer expansions. When Green Streets are installed, they help prevent sewer backups. And Green Streets can be used to provide the infrastructure needed to calm traffic on quiet streets that serve as low-stress “bicycle boulevards.”

"If there's one thing we know about sustainability, it's that systemic problems require system-wide solutions, which in the City case means promoting cross-bureau problem solving," said Leslie Carlson, Chair of Portland's Sustainable Development Commission. "One of the benefits of doing cutting-edge Green Streets projects like this is that it builds expertise that the rest of the world is going to need, and soon. The more we can successfully develop the skills and solutions to make our city more sustainable, the more we'll be able to sell those skills and solutions to other cities and regions, building our economy and our reputation."

Sources of funding for Green Streets investment on Bicycle Boulevards to “kick-start” the Bicycle Plan for 2030:

Funding Sources	Three-year funding (\$ millions)
<p>Grey to Green This funding is already slated for city-wide green street projects. It would be redirected to Green Streets projects to enhance prioritized bicycle boulevards through 2014.</p>	<p>\$3.0</p>
<p>Recession-related contractor bid/contingency savings As analysis from the City’s Office of Management and Finance shows, BES has experienced millions of dollars of contract savings over the past two years, providing the opportunity to reprogram funding for Green Street investments.</p>	<p>15.4</p>
<p>1% for Green Water, BES and PBOT pay 1% of construction costs for projects in the public right of way which do not trigger the Stormwater Management Manual requirements. Some of this money currently funds green streets. This would redirect all of it through 2014.</p>	<p>0.8</p>

Innovative Wet Weather Grant This is money received as a grant from EPA to build innovative stormwater facilities. Green Streets projects are an allowable use of these grant funds.	0.8
Total	\$20