

OREGON HIGHWAY PLANS

www.PeakTraffic.org/oregon.html

In 2008, Governor Kulongoski's Transportation Vision Committee report called for \$18 billion in new and widened Oregon state highways. An updated estimate might be over \$20 billion.

1000 Friends of Oregon, Oregon Environmental Council, and Environment Oregon were part of this committee, but they were window dressing to show all points of view were supposedly considered. If these groups had a minority report to dissent from the highway promotion, they kept it very quiet.

National highway plans include over a trillion dollars in expansions. Details at PeakTraffic.org

"Transportation Vision Report" - no longer on line archived: www.sustaineugene.org/tvreport_final.pdf
a few highlights:

\$4.2 billion: Columbia River Crossing, wider I-5, up to 16 lanes on Vancouver, WA side
approved December 2011, not under construction
Oregon legislature appropriated \$450 million 2013

\$1 billion: Sunrise freeway, Clackamas County
approved December 2010, \$130 million available to build a segment, construction began 2013, now open

\$1.3 billion: I-5 / I-84 reconstruction, Portland

\$2.1 billion: I-5 to Hwy 99, Tualatin-Sherwood
part of stopped Portland Western Bypass in 1990s

\$2 billion: I-5 widening south of Portland

\$600 million: I-5 widening, Salem to OR 34
Albany-Jefferson widening now slated at \$500 m.

\$670 million: Salem Willamette River bridge

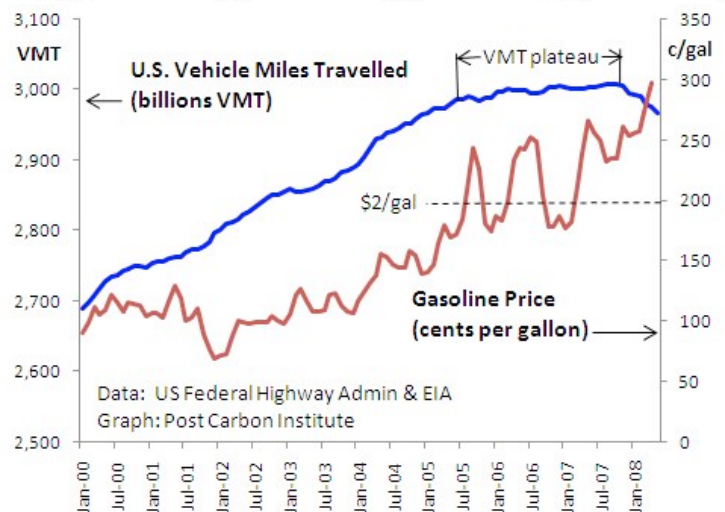
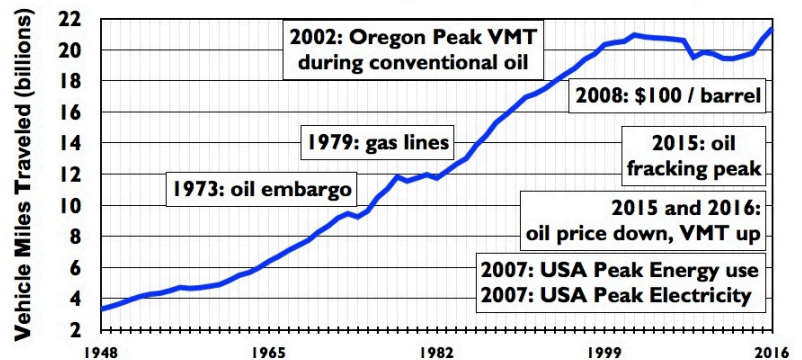
\$550 million: Newberg Dundee bypass
paves farmland, approved June 2010
construction of \$262 million segment started 2013

\$100 million: North Corvallis Bypass
OR 34 to north Corvallis, including new river bridge

\$200 million: Route 126 upgrade, Springfield
wider mainline, interchanges at 52nd & Main Street)

Oregon State Highways VMT 1948 to 2016

data source: www.oregon.gov/ODOT/Data/Pages/Traffic-Counting.aspx
chart: Mark Robinowitz - Peak Choice.org - PeakTraffic.org - SustainEugene.org



ALASKA PIPELINE: PEAK & DECLINE

low flow shutdown threshold for Arctic winter estimated to be between 300 and 500 thousand barrels / day (109 million to 182 million / year)

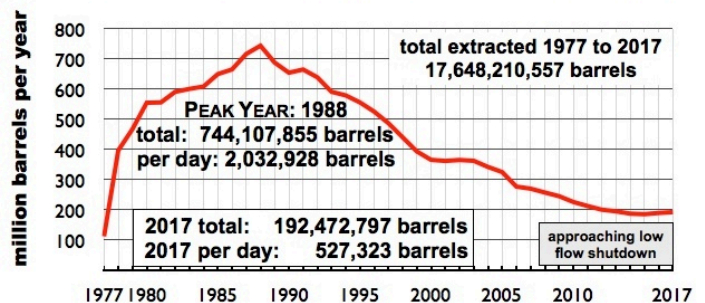


chart: www.PeakChoice.org/peak-alaska-pipeline.html
data: www.alyeska-pipe.com/TAPS/PipelineOperations/Throughput

\$250 million plus: Beltline widening, Eugene
widen Beltline up to 11 lanes at the Willamette river

\$375 million: Route 62 freeway bypass, Medford
approved May 2013, \$450 million, only about \$100 million appropriated to build a segment

\$870 million: US 97 upgrades, Bend-Redmond