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

$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