

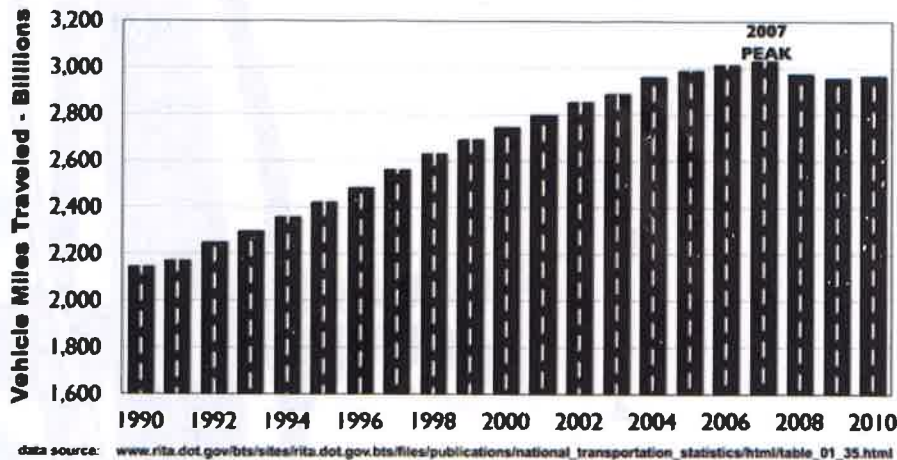
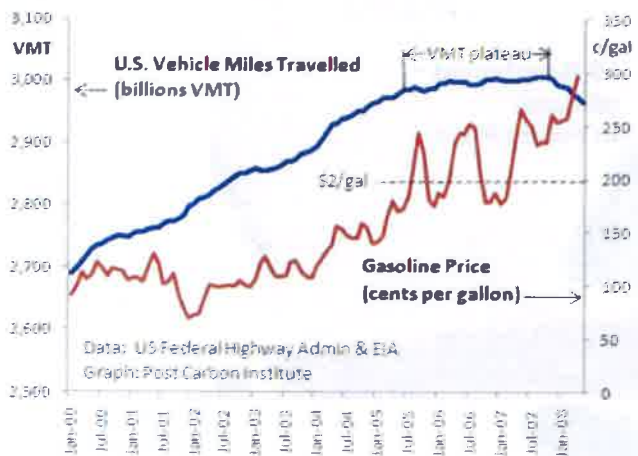


16 lane segment of Columbia River Crossing from Final Environmental Impact Statement

Columbia River Crossing Peak Traffic Alternative www.PeakTraffic.org/columbia-river-crossing.html

George H.W. Bush's highway law - the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) - requires that Federal aid highway plans are designed for traffic conditions two decades in the future, not current traffic congestion. It's anyone's guess what energy (and therefore, traffic) levels will be in the 2030s, but under any physically possible scenario the flow rates of petroleum and other fuels will be considerably less than they are today, since conventional fossil fuels have peaked globally. There will still be oil extraction in the 2030s but at levels less than current rates, and the future fuels will be the dirtier, more expensive, difficult to extract "bottom of the barrel" supplies. Hyper efficient cars, public transit, car sharing, relocating production of food and other goods could mitigate these impacts but not prevent them. Therefore, transportation planning needs to focus on maintaining the enormous road networks already built, not expanding them further for travel demand that will not materialize on the energy downslope. The category of investment euphemistically called "modernization" should be dedicated toward quality train service, not super wide superhighways.

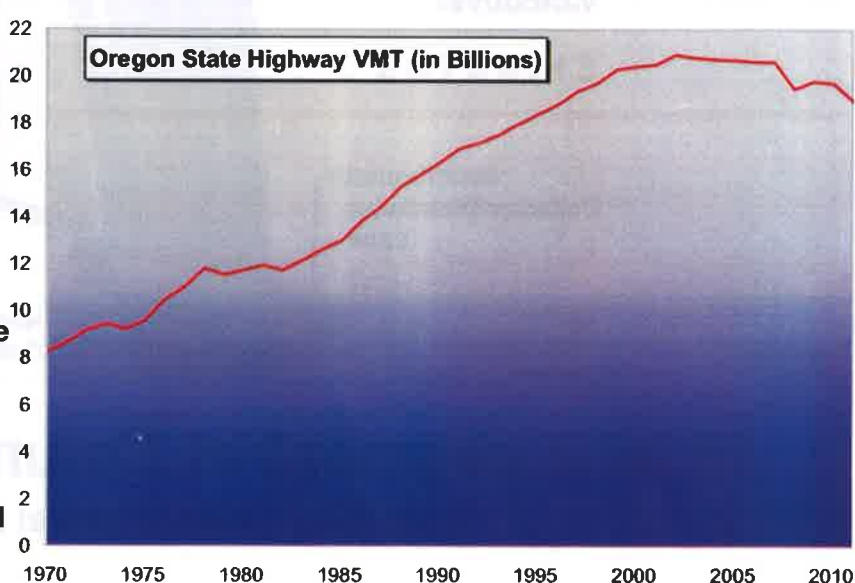
U.S. Vehicle Miles Traveled



2008 Governor's "Transportation Vision Report" recommended \$18 billion in new and wider highways -- archived at www.sustaineugene.org/tvreport_final.pdf

some highlights:

- \$4.2 billion - Columbia River Crossing, wider I-5
- \$1 billion - Sunrise freeway, Clackamas County
- \$1.3 billion - I-5 / I-84 reconstruction, Portland
- \$2.1 billion - I-5 to Hwy 99, Tualatin-Sherwood
- \$2 billion - I-5 widening south of Portland
- \$600 million - I-5 widening, Salem to OR 34
- \$670 million - new Salem Willamette River bridge
- \$550 million - Newberg Dundee bypass
- \$100 million - North Corvallis Bypass
- \$200 million - Route 126 upgrade, Springfield
- \$250 million - Beltline widening, Eugene
- \$375 million - Route 62 freeway bypass, Medford
- \$870 million, US 97 upgrades, Bend-Redmond

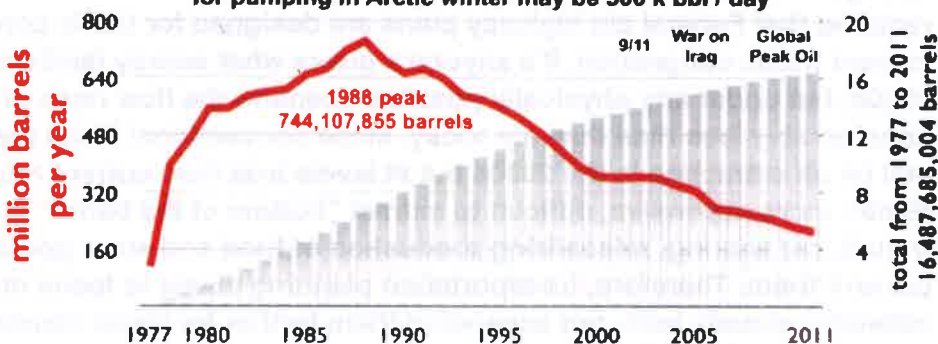


graphic from www.oregon.gov/odot/td/tdata/pages/tsm/vmtpage.aspx

www.PeakTraffic.org
Peaked Traffic and Transportation Triage
 a legal strategy to stop trillion dollar highway expansion plans and prepare for post peak travel

ALASKA PIPELINE PEAK & DECLINE

2011 flow was 582 k barrels / day, low flow threshold for pumping in Arctic winter may be 500 k bbl / day



posted at www.oilempire.us/alaska.html
 data source: www.alyeska-pipe.com/TAPS/PipelineOperations/Throughput **Year 2011 212,756,479 barrels**