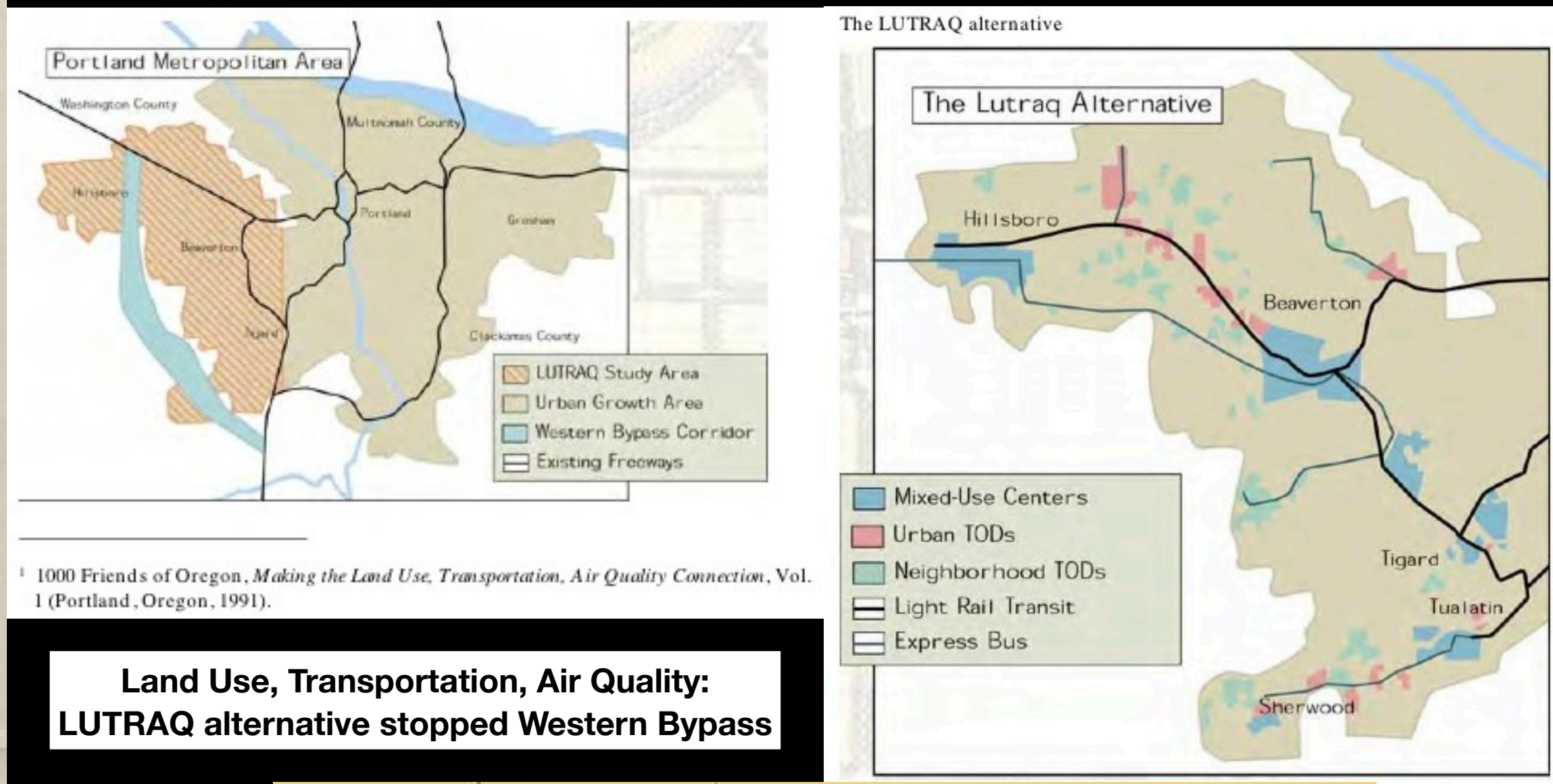




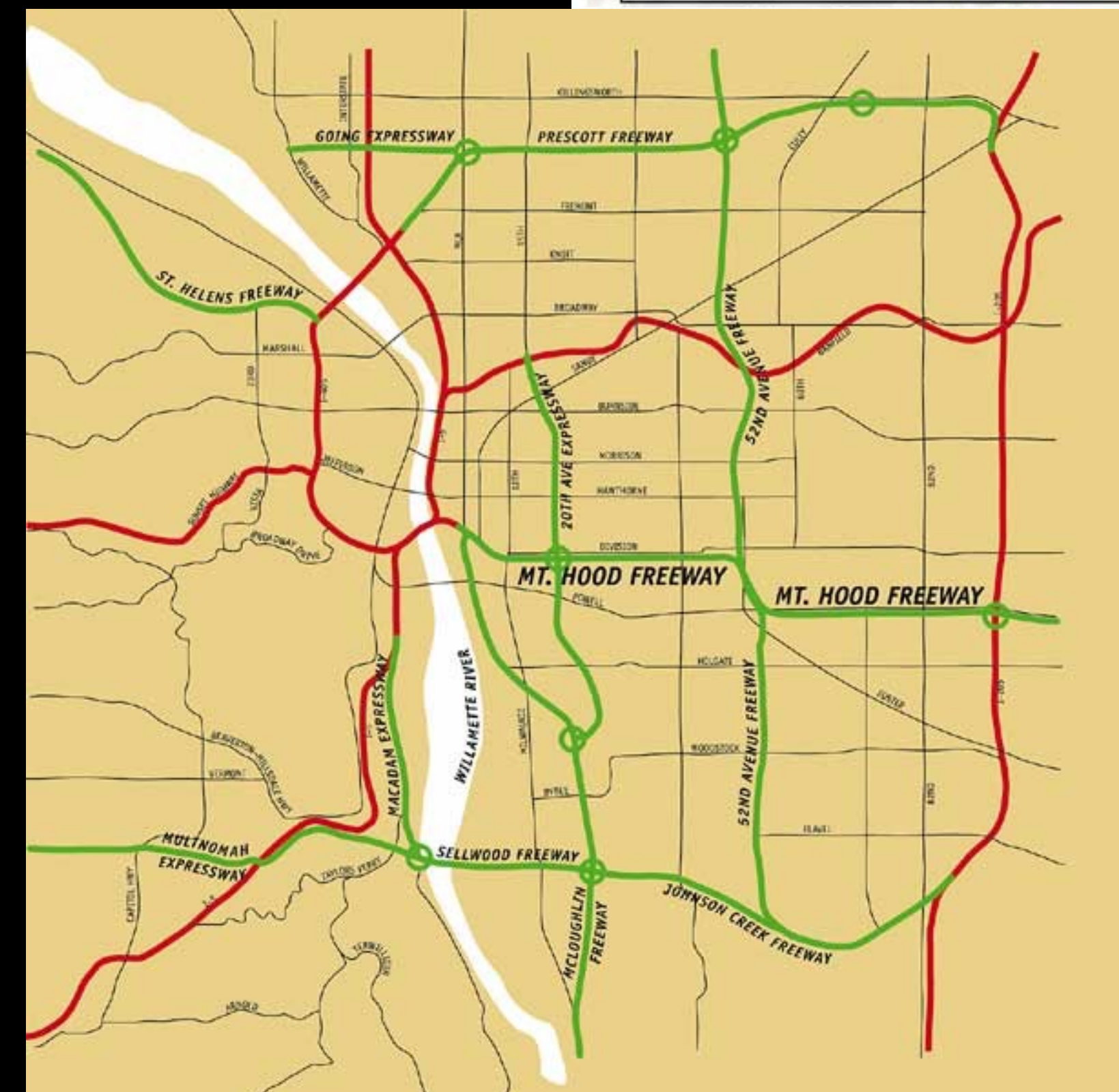
Western Bypass

Mt Hood Fwy



1 1000 Friends of Oregon, *Making the Land Use, Transportation, Air Quality Connection*, Vol. 1 (Portland, Oregon, 1991).

**Land Use, Transportation, Air Quality:
LUTRAQ alternative stopped Western Bypass**



Robert Moses's advice for Portland

----- Portland highway plans -----

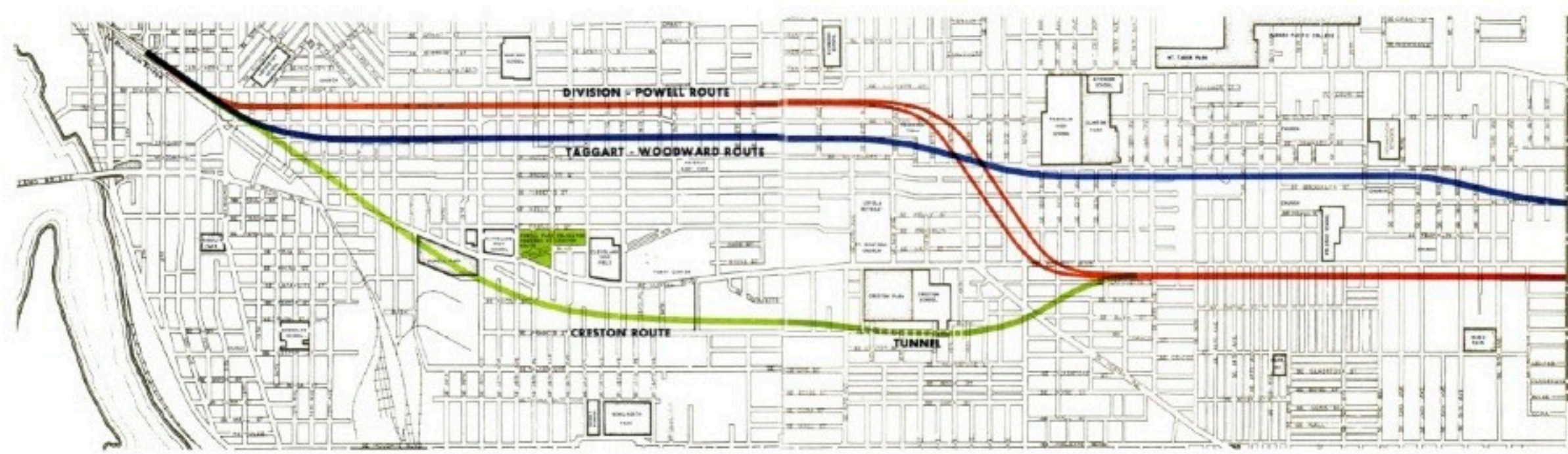


Figure 31. Mt. Hood Freeway alternatives, Skidmore-Owings and Merrill Report, 1972 (Source: ODOT GF).

[Code of Federal Regulations]
 [Title 23, Volume 1, Part 1]
 [Revised as of April 1, 1997]
 From the U.S. Government Printing Office via GPO Access
 [CITE: 23CFR476]

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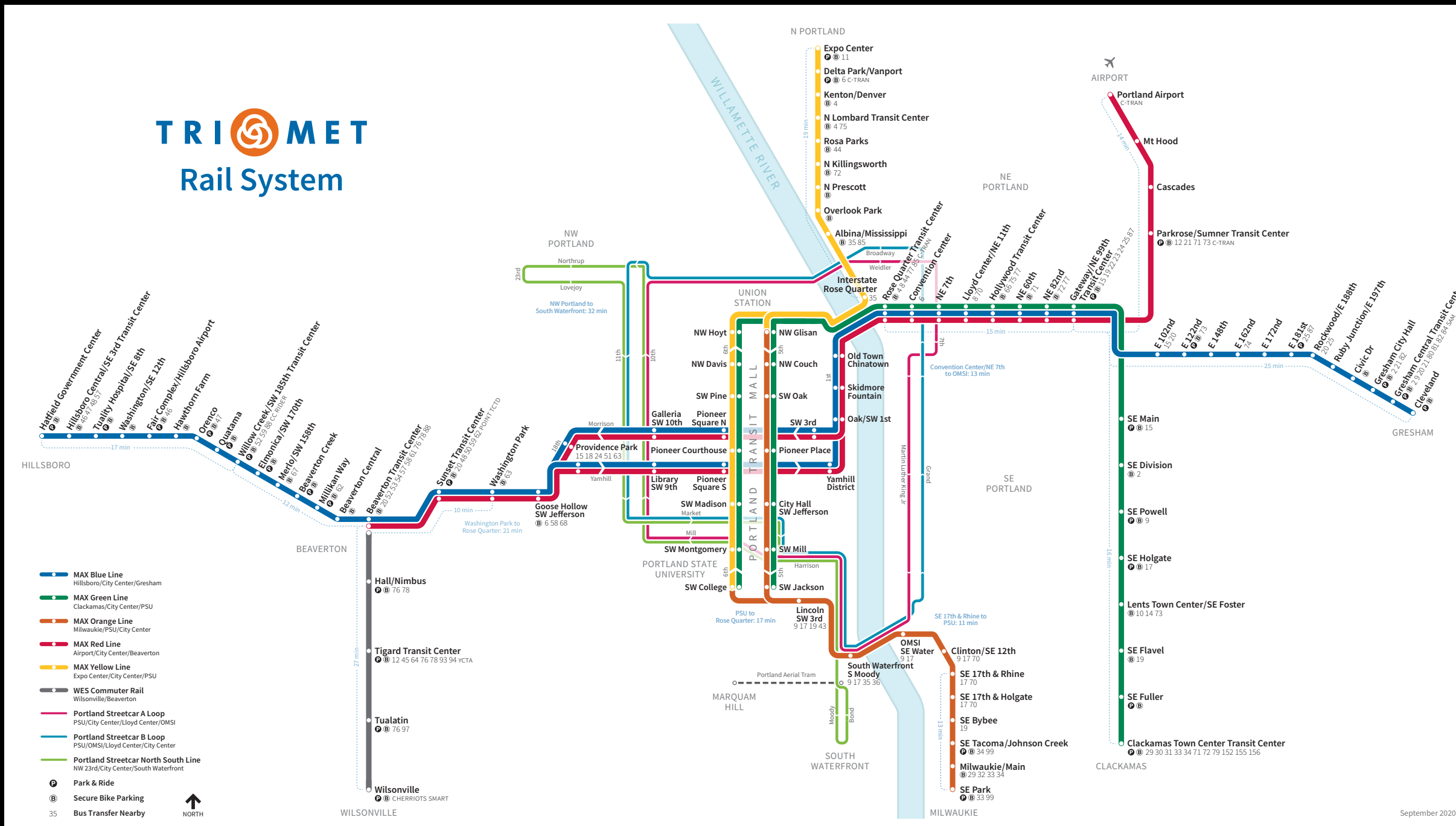
TITLE 23--HIGHWAYS

PART 476--INTERSTATE HIGHWAY SYSTEM--Table of Contents

Subpart D--Withdrawal of Interstate Segments and Substitution of Public Mass Transit or Highway Projects or Both

Source: 45 FR 69397, Oct. 20, 1980, unless otherwise noted.

Federal highway funds for Mt. Hood freeway were redirected to the first light rail line in Portland (to Gresham)



through S.J.R. 18, 1915, and adopted by the people Nov. 7, 1916]

Section 1c. Financing redevelopment and urban renewal projects. The Legislative Assembly may provide that the ad valorem taxes levied by any taxing unit, in which is located all or part of an area included in a redevelopment or urban renewal project, may be divided so that the taxes levied against any increase in the assessed value, as defined by law, of property in such area obtaining after the effective date of the ordinance or resolution approving the redevelopment or urban renewal plan for such area, shall be used to pay any indebtedness incurred for the redevelopment or urban renewal project. The legislature may enact such laws as may be necessary to carry out the purposes of this section. [Created through S.J.R. 32, 1959, and adopted by the people Nov. 8, 1960; Amendment proposed by H.J.R. 85, 1997, and adopted by the people May 20, 1997]

Section 2. Legislature to provide revenue to pay current state expenses and interest. The Legislative Assembly shall provide for raising revenue sufficiently to defray the expenses of the State for each fiscal year, and also a sufficient sum to pay the interest on the State debt, if there be any.

Section 3. Laws imposing taxes; gasoline and motor vehicle taxes. [Constitution of 1859; Amendment proposed by S.J.R. 11, 1941, and adopted by the people Nov. 3, 1942; Repeal proposed by S.J.R. 7, 1979, and adopted by the people May 20, 1980]

Section 3. Tax imposed only by law; statement of purpose. No tax shall be levied except in accordance with law. Every law imposing a tax shall state distinctly the purpose to which the revenue shall be applied. [Created through S.J.R. 7, 1979, and adopted by the people May 20, 1980 (this section and section 3a adopted in lieu of former section 3 of this Article)]

Section 3a. Use of revenue from taxes on motor vehicle use and fuel; legislative review of allocation of taxes between vehicle classes. (1) Except as provided in subsection (2) of this section, revenue from the following shall be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in this state:

(a) Any tax levied on, with respect to, or measured by the storage, withdrawal, use, sale, distribution, importation or receipt of motor vehicle fuel or any other product used for the propulsion of motor vehicles; and

(b) Any tax or excise levied on the ownership, operation or use of motor vehicles.

(2) Revenues described in subsection (1) of this section:

(a) May also be used for the cost of administration and any refunds or credits authorized by law.

(b) May also be used for the retirement of bonds for which such revenues have been pledged.

(c) If from levies under paragraph (b) of subsection (1) of this section on campers, motor homes, travel trailers, snowmobiles, or like vehicles, may also be used for the acquisition, development, maintenance or care of parks or recreation areas.

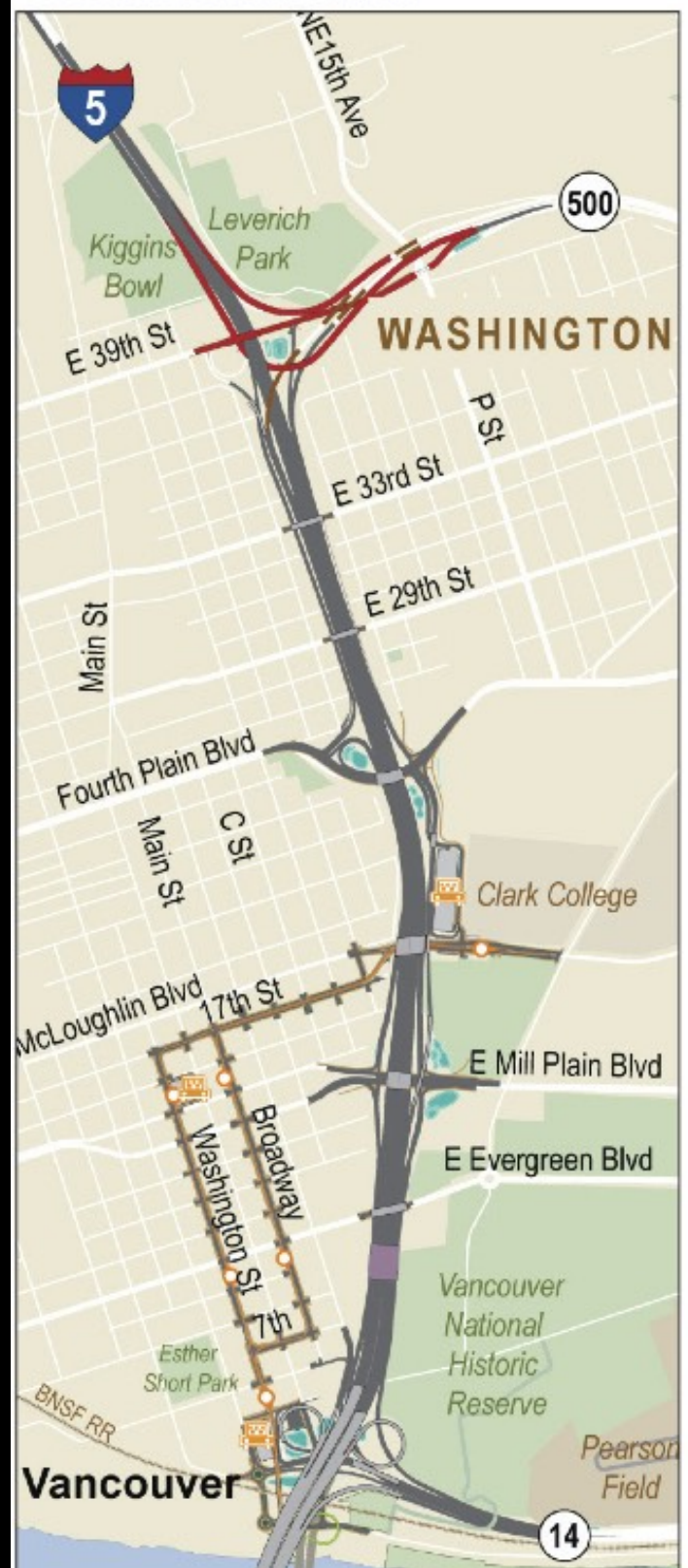
(d) If from levies under paragraph (b) of subsection (1) of this section on vehicles used or held out for use for commercial purposes, may also be used for enforcement of commercial vehicle weight, size, load, conformation and equipment regulation.

(3) Revenues described in subsection (1) of this section that are generated by taxes or excises imposed by the state shall be generated in a manner that ensures that the share of revenues paid for the use of light vehicles, including cars, and the share of revenues paid for the use of heavy vehicles, including trucks, is fair and proportionate to the costs incurred for the highway system because of each class of vehicle. The Legislative Assembly shall provide for a biennial review and, if necessary, adjustment, of revenue sources to ensure fairness and proportionality. [Created through S.J.R. 7, 1979, and adopted by the people May 20, 1980 (this section and section 3 adopted in lieu of former section 3 of this Article); Amendment proposed by S.J.R. 44, 1999, and adopted by the people Nov. 2, 1999; Amendment proposed by S.J.R. 14, 2003, and adopted by the people Nov. 2, 2004]

Section 3b. Rate of levy on oil or natural gas; exception. Any tax or excise levied on, with respect to or measured by the extraction, production, storage, use, sale, distribution or receipt of oil or natural gas, or the ownership thereof, shall not be levied at a rate that is greater than six percent of the market value of all oil and natural gas produced or salvaged from the earth or waters of this state as and when owned or produced. This section does not apply to any

Oregon's Constitution prohibits using gas taxes for public transit. It has long been a goal of some transit advocates to use some gas tax funds, which would also benefit motorists by encouraging some to take transit (which could reduce traffic congestion, especially for those who would still drive). Increases in the price of petroleum make gas taxes even more difficult to enact.

Selected Alternative



- New Bridges
- Roadway Improvements
- Phased Components
- Existing Bridge
- Transit Alignment
- Transit Station
- Bike/Pedestrian Path
- Community Connector
- Park and Ride
- Existing MAX Line
- Stormwater Facilities



Columbia River Crossing

I-5 widening: 12 lane bridge up to 16 lanes in Vancouver legally approved but unfunded

In 2013, the Oregon House voted 45-11 in favor of \$450 million toward the \$4 billion CRC and the State Senate voted 18-11 in favor. Only two Democrats in the House and one in the Senate voted against. Washington legislators wanted the road but not the light rail to Vancouver, so they did not appropriate anything. The environmentalist lawsuit discussed impacts to salmon in the river more than highway law violations and was unsuccessful.



CRC FORECAST VS. ACTUAL TRAFFIC

Behind schedule: Actual daily crossing of the I-5 bridge between Portland and Vancouver (lower line) have lagged far behind the projections upon which the project is based.



Portland VMT: Oregon State highways

data: www.oregon.gov/ODOT/Data/Pages/Traffic-Counting.aspx

chart: Mark Robinowitz - PeakChoice.org - PeakTraffic.org - SustainEugene.org

