

## Current Columbia River Crossing vs. CRC Option Package No. 4

(Current CRC Plan does not reduce congestion because the corridor will remain constricted)

1. The Option Package No. 4 with high speed and commuter rail was part of the I-5 Transportation and Trade Partnership Strategic Plan of 2002. It called for adding capacity over the Columbia River by supplementing existing I-5 bridges to ease impacts of bottlenecks on local travel and interstate commerce. This corridor alternative was submitted as part of the preliminary Environmental Impact Statement to the Federal Highway Administration and Department of Transportation in 2005.
2. Option #4 Bridge, located 1 mile west of I-5, can be built 150 ft above the Columbia River with high speed rail, commuter rail, freight rail and a top deck for cars and trucks (see: [cascadiahighspeedrail.org](http://cascadiahighspeedrail.org)). This new multi-modal bridge and corridor is guaranteed to reduce I-5 congestion by offering travel options, improve existing interchanges by not destroying existing infrastructure and increase job and business development opportunities without the need for tolls.
3. Option #4 was eliminated in 2006 when the Study Area for the CRC was arbitrarily reduced to exclude the existing freight rail corridor. Today both ODOT and WSDOT recognize the need for a new freight and passenger high speed rail bridge.
4. Because Option #4 Bridge and Corridor was submitted in the original EIS Studies and grew out of various past studies it could be resubmitted as a supplement to the current EIS Study with only a nine to eighteen month delay in the process.

### Option Package No. 4

*Commuter rail without corridor-wide freeway capacity increase*

