

110TH CONGRESS
2D SESSION

H. RES. 1408

Recognizing the benefits of bus rapid transit and the transportation improvements along the United States Route 36 Corridor to communities, individuals, and businesses in Colorado.

IN THE HOUSE OF REPRESENTATIVES

JULY 31, 2008

Mr. UDALL of Colorado submitted the following resolution; which was referred to the Committee on Transportation and Infrastructure

RESOLUTION

Recognizing the benefits of bus rapid transit and the transportation improvements along the United States Route 36 Corridor to communities, individuals, and businesses in Colorado.

Whereas the Colorado communities of Westminster, Louisville, Superior, Broomfield, Denver, and Boulder have united in support of transportation improvement along the United States Route 36 (U.S. 36) Corridor;

Whereas these communities in Denver, Adams, Broomfield, Jefferson, and Boulder counties, which have experienced unprecedented levels of growth over the last 15 years, are all connected by this major transportation corridor;

Whereas this area's rapid growth has outpaced its transportation needs and is impeding the efficient movement of people and goods;

Whereas the U.S. 36 Corridor exemplifies the congestion challenges facing the fastest-growing sections of States in the American West;

Whereas the U.S. 36 Corridor is a dynamic travel corridor with bi-directional travel to and from the multiple communities throughout the day;

Whereas addressing congestion along the U.S. 36 Corridor is critical to the work and school commutes of thousands of Coloradans between the Denver metro-area communities and Boulder;

Whereas the Colorado Department of Transportation and the Regional Transportation District, in conjunction with the Federal Highway Administration and the Federal Transit Administration, have been studying multi-modal transportation improvements between Denver and Boulder in the U.S. 36 environmental impact statement since 2003;

Whereas public comments received sought a transportation solution that further reduced the impacts on community and environment, minimized project cost, and improved mobility of people and goods;

Whereas the U.S. 36 Corridor project, as developed through this process, is a national model for congestion mitigation measures, which may combine tolling, transit, technology, teleworking, and bikeway options that can be quickly implemented and have an immediate impact;

Whereas the U.S. 36 Corridor could become a premier transportation corridor, complete with bus rapid transit, high occupancy vehicle lanes, and safe bicycling lanes;

Whereas the U.S. 36 Corridor represents a thoughtful, comprehensive approach to congestion on the Nation's roadways;

Whereas a record of decision will be issued in 2009, which will permit construction to commence on the U.S. 36 Corridor project;

Whereas the U.S. 36 Corridor project was among the highest ranked congestion mitigation proposals submitted under the Department of Transportation's Urban Partnership Agreement Program; and

Whereas it is important that Congress find innovative ways to fund regionally significant transportation projects, especially projects that will improve air quality, expand transportation choice, reduce congestion, and provide access to bicycle and pedestrian facilities: Now, therefore, be it

1 *Resolved*, That the House of Representatives—

2 (1) commends the members of the Mayors and
3 Commissioners Coalition, the Colorado Department
4 of Transportation, the Regional Transportation Dis-
5 trict, and the businesses that support 36 Commuting
6 Solutions, a public-private nonprofit organization,
7 for their commitment, dedication, and efforts to pro-
8 ceed with the United States Route 36 (U.S. 36)
9 Corridor project;

10 (2) recognizes the mobility, environmental, and
11 quality of life benefits that would be gained by in-
12 vesting in transportation improvements along the

1 U.S. 36 Corridor, throughout Colorado and else-
2 where; and

3 (3) supports Federal transportation investments
4 along U.S. 36, throughout Colorado, and elsewhere
5 that reduce congestion, reduce carbon emissions, im-
6 prove mobility, improve access to transit for
7 bicyclists and pedestrians, reduce vehicle miles trav-
8 eled, reduce dependence on foreign oil, support mass
9 transit, include intelligent transportation systems,
10 and implement travel demand management strate-
11 gies.

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