

110TH CONGRESS
2D SESSION

S. RES. 639

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

IN THE SENATE OF THE UNITED STATES

JULY 31, 2008

Mr. SALAZAR (for himself and Mr. ALLARD) submitted the following resolution; which was referred to the Committee on Environment and Public Works

RESOLUTION

Recognizing the benefits of 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 corridor (in this preamble referred to as the “U.S. 36 Corridor”);

Whereas communities in Denver, Adams, Broomfield, Jefferson, and Boulder counties, which have experienced unprecedented levels of growth since the early 1990s, are connected by the U.S. 36 Corridor;

Whereas the 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 communities in the Denver metropolitan area 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 multimodal transportation improvements between Denver and Boulder in the U.S. 36 Corridor environmental impact statement since 2003;

Whereas public comments received in the process of developing the environmental impact statement sought a transportation solution that further reduced the impacts on the community and the environment, minimized project costs, and improved mobility of people and goods;

Whereas the U.S. 36 Corridor project, as developed through the environmental impact statement process, is a national model for congestion mitigation measures, which may combine tolling, public 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 project 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 Senate—

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

1 (2) recognizes the benefits for mobility, the en-
2 vironment, and quality of life that would be gained
3 by investing in transportation improvements along
4 the United States Route 36 corridor, throughout
5 Colorado and elsewhere; and

6 (3) supports Federal transportation investments
7 along United States Route 36, throughout Colorado,
8 and elsewhere that reduce congestion, reduce carbon
9 emissions, improve mobility, improve access to tran-
10 sit for bicyclists and pedestrians, reduce vehicle
11 miles traveled, reduce dependence on foreign oil,
12 support mass transit, include intelligent transpor-
13 tation systems, and implement travel demand man-
14 agement strategies.

○