



US 36 CORRIDOR
Environmental Impact Statement

US 36 HIGHWAY EIS FOCUSES ON TWO REMAINING TRANSPORTATION PACKAGES

Since 2003 CDOT and RTD, in conjunction with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), have been studying transportation improvements between Denver and Boulder in the US 36 Environmental Impact Statement (EIS) study. In August 2006 the US 36 EIS study, which previously focused on both the US 36 Highway and the Burlington Northern Santa Fe (BNSF) railroad alignments, moved forward focusing exclusively on highway and bus rapid transit improvements. The RTD sponsored Northwest Rail Environmental Assessment (EA) study, will now examine rail improvements along the BNSF corridor separately from the US 36 EIS.

WHAT IS NEXT?

Public Release of the Draft Environmental Impact Statement (DEIS)

The DEIS will include a detailed evaluation of Package 2 (Express/HOV/BRT), Package 4 (GP/HOV/BRT) along with Package 1 (the No-Action Alternative.) This detailed evaluation includes analysis of transportation impacts and analysis of a full range of social, economic and environmental factors, including natural resources, noise, air quality and human impacts. The DEIS will be available for public and agency review this year. (See schedule on page 4.)

DEIS Public Hearings

Following publication of the US 36 DEIS, currently scheduled for Summer of 2007, public hearings will be held as part of the public involvement process required by the National Environmental Policy Act (NEPA). The purpose of the hearings is to allow the public to review the analysis presented in the DEIS and to make official comments, which will be addressed in the Final Environmental Impact Statement (FEIS).

Preferred Alternative

After the DEIS release and public hearings, building on public input and additional technical analysis, a preferred alternative will be identified. In order to move toward a decision document, a Record of Decision (ROD), funding will need to be identified. Currently, partial funding for the US 36 Highway and initial BRT improvements, have been identified.

US 36 HIGHWAY EIS WHERE ARE WE NOW?

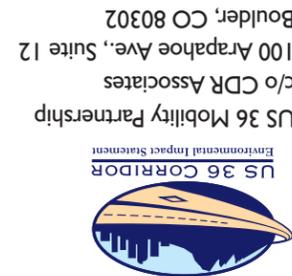
The US 36 Highway EIS has analyzed the impacts of a range of transportation alternatives to determine how well they perform in meeting transportation needs. Based on a technical review, and public input, the project team is moving forward with Package 2 (Express/HOV/BRT) and Package 4 (GP/HOV/BRT) for inclusion in the Draft Environmental Impact Statement (DEIS).



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Llame este numero de telefono para aprender más de reuniones, información del proyecto, y como participar. 1-800-367-9260.

Please visit www.US36EIS.com and send us your e-mail.



US 36 EIS REVISED SCHEDULE

PHASE	2006	2007	FUTURE
Alternatives Analysis	[Solid blue bar]		
Public Review	[Small orange square]		
Draft EIS		[Solid blue bar]	
Public Review		[Small orange square]	
Final EIS with Preferred Alternative		[Solid blue bar]	
Public Review			[Small orange square]
Identify Funding		[Dashed blue bar]	[Large blue arrow pointing right]
Decision Documents/ Approvals			[Large blue arrow pointing right]

DRAFT ENVIRONMENTAL IMPACT STATEMENT ALTERNATIVE PACKAGES WHAT IS INCLUDED IN THE PACKAGES?

The US 36 Highway EIS will continue to evaluate the package components including:

 **General Purpose Lanes** – Additional general purpose lanes to address congestion points along US 36. The number of lanes will vary according to travel demand within the alignment.

 **Express Lanes** – A set of lanes separated from the general purpose lanes in which every single-occupant vehicle traveling must pay a toll. High occupant and transit vehicles would use it free of charge.

 **High-Occupancy Vehicle (HOV) lanes** – A traffic lane dedicated to use by high-occupancy vehicles and transit vehicles.

 **Bus Rapid Transit (BRT)** – A high-frequency bus transit option along the entire length of US 36. Buses would operate in the BRT/HOV lane or in the BRT/Express lane with median stations for rapid boarding.

 **Transportation Management Strategies (including improvement of bicycle facilities)** – Actions to address transportation needs without constructing significant new capital investments. These may include minor intersection or interchange improvements, expanding Park-n-Ride facilities, bus route structuring, Intelligent Transportation System (ITS) improvements, and implementation of bicycle facilities.

WHAT PACKAGES WILL BE EVALUATED IN THE DEIS?

The US 36 Highway DEIS will evaluate Package 1, Package 2, and Package 4, as illustrated in the following table:

FEATURE	PACKAGE 1 NO ACTION	PACKAGE 2 EXPRESS + HOV + BRT	PACKAGE 3 GENERAL-PURPOSE LANES + EXCLUSIVE BRT	PACKAGE 4 GENERAL-PURPOSE LANES + HOV + BRT	PACKAGE 5 GENERAL-PURPOSE LANES + HOV
Transportation Management & Bikeway		✓	✓	✓	✓
Additional General-Purpose Lanes on US 36			✓	✓	✓
High-Occupancy Vehicle (HOV) Lanes		✓		✓	✓
Express Lanes		✓			
Bus Rapid Transit (BRT) with Stations		✓	✓	✓	
Express Bus	✓				✓
Commuter Rail on BNSF	✓				

 Reasonable alternatives fully evaluated in the DEIS.

SUMMARY OF PUBLIC INPUT WHAT HAVE WE HEARD ABOUT THE HIGHWAY PACKAGES SO FAR?

Over 350 members of the public attended the three corridor wide public meetings held during the summer of 2006 in Westminster, Denver, and Boulder. The US 36 EIS Project Team gathered input about the remaining highway packages:

- Participants expressed support for dividing the highway and rail components of the US 36 study into two separate studies, especially if the separation reduces the implementation schedule and saves money.
- Participants expressed concerns about Package 2 as a possible Preferred Alternative. Some members of the public questioned the need for tolling on US 36 when other corridors have been improved in the past without tolling.
- Other concerns about Package 2 included the limited number of access points to managed lanes in Broomfield and the impacts on neighborhoods close to the access points, in Westminster.

- Participants favor a separate lane for BRT and HOV.
- When comparing Packages 2 and 4, some participants favored Package 4 over Package 2 because Package 4 provides new general lanes that have no user fee and do not have restricted access points.
- Participants from Westminster and Adams County expressed considerable concern about the potential acquisition of their property that would result from widening the US 36 highway. Given this potential impact, some attendees suggested identifying the 'No Action' alternative as the Preferred Alternative. Many residents also urged the Project Team to expedite the decision making process to provide clarity regarding the status of their homes.

HOW CAN YOU GET INVOLVED?

1. Attend and participate in a Public Hearing after the DEIS release.
2. Sign up for our mailing list: Go to www.US36EIS.com and send us your E-MAIL address or call Andrea Meneghel at 303-442-7367 ext. 221
3. Request a guest speaker to give a presentation to your organization, business, or group: - Call Jonathan Bartsch at 303-442-7367 ext. 201
4. Read about the project on our website: www.US36EIS.com
5. Call the project hotline at 1-800-367-9260 to learn about upcoming meetings and project information.

