

the areas of the corridor have substantially increased travel demands for longer length trips.

III. Alternatives To Be Considered

The alternatives evaluated in the Draft EIS (DEIS) will include, but not be limited to, the alternatives developed in the previously completed US 36 Major Investment Study (MIS), June 2001. These alternatives consisted of Regional Rail on the BNSF alignment (also called Commuter Rail), Bus Rapid Transit (BRT) within the US 36 highway, High Occupancy Vehicle Lanes (HOV) on US 36, Roadway Widening on US 36 and possibly cross streets, Bikeway, Travel Demand Management (TDM), and Intelligent Transportation System (ITS) improvements and transportation management elements in a roughly 25-mile-long corridor, parallel to and including US 36, between downtown Denver and Boulder. The EIS/4(f) will evaluate the use and effects of toll and other user fee methods of finance on the alternatives and the expected travel demand response from such options.

The EIS/4(f) will also evaluate the appropriate end of line and associated facilities and connections into Downtown Denver to Union Station and in Boulder. As part of the transit evaluations, station locations will be studied and identified as appropriate.

The EIS/4(f) will also fully evaluate the No-Action Alternative as a basis of comparison among all alternatives. Other alternatives may be added as a result of scoping and agency coordination efforts.

IV. Probable Effects/Potential Impacts for Analysis

The EIS/4(f) will analyze social, economic, and environmental impacts of the various alternatives. Other major issues to be evaluated include air quality, noise, aesthetics, community cohesion impacts, and possible disruption of neighborhoods, businesses and commercial activities. The subjects and level of detail addressed in the EIS/4(f) will be consistent with the requirements of the joint FTA/FHWA environmental regulations (23 CFR part 771) and the Council on Environmental Quality regulations (40 CFR parts 1500-1508). Among other factors, the EIS/4(f) will evaluate the following:

- Transportation service including future corridor capacity
- Transit ridership and costs
- Traffic movements and changes and associated impacts to local facilities
- Community impacts such as land use, displacements, noise, neighborhood compatibility and aesthetics

- Resource impacts including impacts to historic and archeological resources, cultural resource impacts, natural resource impacts including air quality, wetlands, water quality and wildlife

The proposed impact assessment and evaluation will take into account both positive and negative impacts, direct and indirect impacts, short-term (during the construction period) and long term impacts, and site-specific as well as corridor wide impacts. Mitigation measures will be identified for any adverse environmental impacts that are identified.

Issued on: October 14, 2003.

William C. Jones,
*Division Administrator, Colorado Division,
Federal Highway Administration, Lakewood,
Colorado.*

Lee O. Waddleton,
*Regional Administrator, Federal Transit
Administration, Denver, Colorado.*

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Juneau, AK

AGENCY: Federal Highway Administration (FHWA), Alaska Department of Transportation and Public Facilities (ADOT&PF).

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a second crossing of the Gastineau Channel in Juneau, Alaska. Scoping meetings for the Juneau Second Channel Crossing project will be held in Juneau, Alaska during November 2003.

FOR FURTHER INFORMATION CONTACT: Tim Haugh, Environment/Right-of-Way Programs Manager, Federal Highway Administration, P.O. Box 21648, Juneau, Alaska 99802, (907) 586-7430.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Alaska Department of Transportation and Public Facilities (ADOT&PF) and the City and Borough of Juneau (CBJ), will prepare an EIS for a proposed second crossing of the Gastineau Channel in Juneau, Alaska. The proposed Juneau Second Channel Crossing project would involve a new crossing from mainland Juneau to Douglas Island. The project study area includes an approximate nine-mile segment of the Gastineau Channel, from the vicinity of Salmon Creek to the vicinity of the Mendenhall Peninsula/North Douglas Island.

Alternatives would vary by location and would include different bridge types that are estimated to be from approximately 0.5 to 1.5 miles in length.

Alternatives have yet to be developed for the project. Any bridge crossing alternatives will meet the reasonable needs of navigation for the Gastineau Channel. The No-build alternative will remain a viable alternative throughout the EIS process. The Second Crossing is considered necessary to: meet the expressed planning intent of the CBJ to facilitate existing and planned development of the CBJ designated "New Growth Area" on West Douglas Island in accordance with the CBJ Comprehensive Plan; and to improve transportation network connectivity and access for emergency response.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in the proposal. A series of agency and public meetings will be held in Juneau, Alaska throughout the EIS study process. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be made available for public and agency review and comment prior to the public hearing. A formal agency scoping meeting and public scoping meetings are planned in Juneau, Alaska during November 2003.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on October 10, 2003.

Tim A. Haugh,
*Environment and Right-of-Way Programs
Manager, Juneau, Alaska.*

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