



February 13, 2014

Joint Transportation Committees
200 E Colfax Ave
Denver, CO 80203

Re: NATA Support for U.S. 36 Managed Lanes Project Starting Construction in Early 2014

Dear Honorable Legislators:

The North Area Transportation Alliance (NATA) is an association of 13 local governments, the Metro North Chamber of Commerce, Adams County Economic Development Corporation, Smart Commute Metro North Transportation Management Organization and businesses in the north metro Denver area. NATA's partnership of public and private entities work to identify, develop, advocate and lobby for transportation solutions that will enhance mobility, drive economic development, and reduce traffic congestion in the north metro area. To that end, NATA actively supports the U.S. 36 managed lanes project, and is eager to see the continuation of the project into Boulder with Phase II. NATA members recall that not too long ago, completing the U.S. 36 corridor was likely 20+ years out due to lack of funding. It is only through the creation of a public-private partnership, or 'P3' for short, that Phase II is a reality.

While we understand you have concerns regarding transparency, local jurisdictions along the corridor have worked well over a decade in partnership with the state and federal government to bring improvements to U.S. 36. P3s are an important financing strategy in the current funding climate for transportation and provides an opportunity to pursue key transportation improvements that may not have been possible otherwise.

As part of ongoing discussions with CDOT and HPTE over the past years, regional consensus was built to support triggers for when restrictions on carpools go into effect

and to better understand how tolls will vary throughout the day to help control congestion and ensure travel time reliability for users.

Most importantly, the new Bus Rapid Transit Service called the “Flatiron Flyer”, and other bus routes along U.S. 36 will have priority in the managed lanes; then carpoolers, and finally single occupancy vehicles. Additionally, excess revenues produced in the corridor will be reinvested in the corridor in consultation with the local governments.

The U.S. 36 corridor is the first roadway project in Colorado to utilize a public-private partnership, but other corridors are being considered as potential good candidates for public-private partnerships such as I-25 North of 120th Avenue and I-270, which are top priorities for NATA, and C-470 in the metro area. Without P3s, we likely will not see these projects for 20 years, if not longer.

NATA supports HPTE’s efforts to see the U.S. 36 project come to fruition, as well as have the ability to pursue other transportation improvements which may utilize the P3 model.

Sincerely,



Erik Hansen, Chair
Adams County Commissioner

c: NATA Members
CDOT Commissioner Heather Barry
Don Hunt, Executive Director, CDOT
Mike Cheroutes, Executive Director, HPTE

