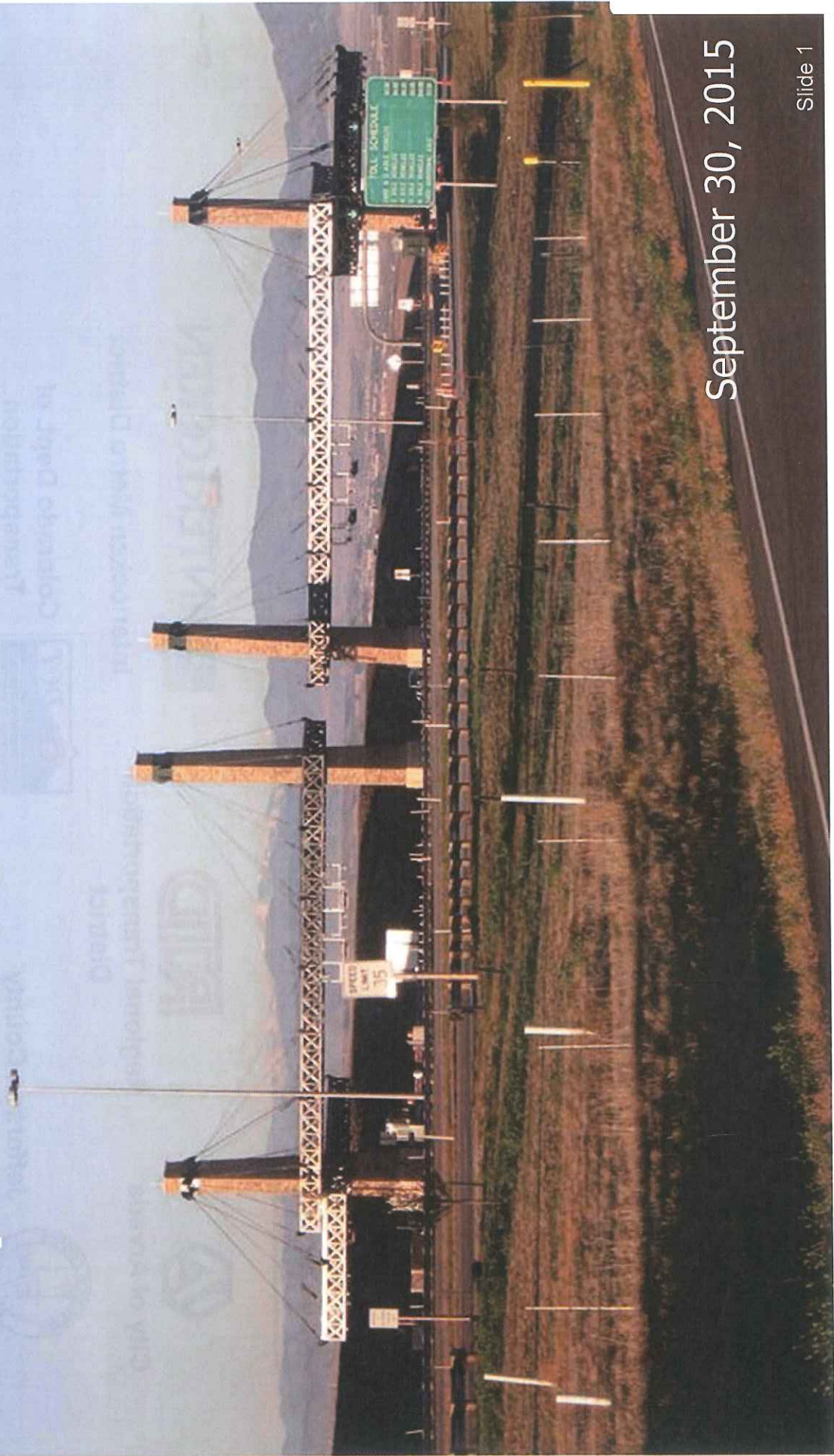


# Northwest Parkway Public Highway Authority

## Transportation Legislation Review Committee



September 30, 2015

Slide 1

# Who Forms NWPPHA



- **Members:**



City & County of Broomfield



City of Lafayette

- **Ex Officio & Associate Members:**



City of Arvada



Regional Transportation District



Interlocken Metro District



Jefferson County



Colorado Dept. of Transportation



# Northwest Parkway Public Highway Authority



## Background

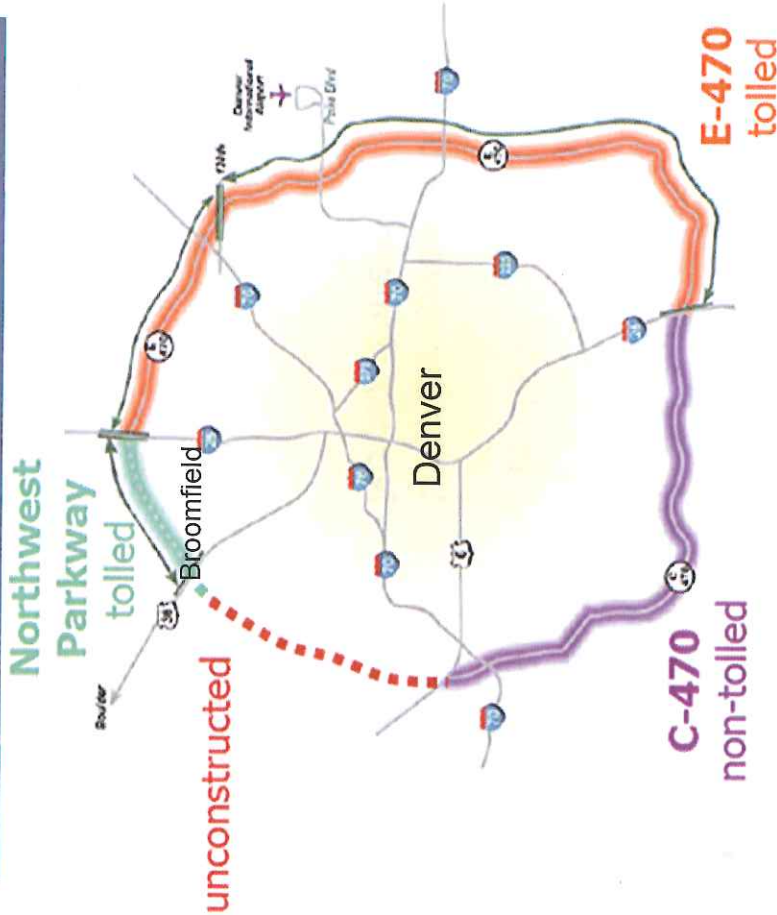
- July 1999: Authority established
- **The Purpose:** To build an authority financed highway linking E-470/I-25 to US36
- **The Financing:** User fee revenue bonds were used to fund the NWP – **No tax dollars**
- **The Reasons:**
  - ✓ To continue the extension of a Denver metropolitan beltway
  - ✓ To avoid the tax cost of building a major new regional roadway link
  - ✓ To ensure that development occurred in specified locations respecting planned open space
  - ✓ To relieve traffic on neighborhood streets



# The Northwest Parkway















## LOCATION



## OVERVIEW

- 8.9 mile, 75 mile per hour limited access highway forming the NW part of the beltway that connects US36 to I-25 and provides access to E-470, Broomfield and US287.
- Toll collection system includes one mainline toll plaza and 4 toll ramps, using GO-PASS (License Plate Toll) or ExpressToll (tag).
- The Parkway contains:
  - 23 bridge structures
  - 3 interchanges (I-25/E-470, Sheridan, US287)
  - 1 Maintenance yard and 1 Admin. Building
  - 7 Solar sites

	<b>Nov. 03</b>	Ribbon cutting
	<b>Jan. 04</b>	Toll collection begins
	<b>Oct. 05</b>	Maintenance yard opens
	<b>Dec. 05</b>	Sheridan interchange opens
	<b>Nov. 07</b>	Concession Lease signed
	<b>Dec. 09</b>	Renewed toll system
	<b>Jan. 10</b>	Non-stop tolling (cashless)
	<b>May 11</b>	Solar Project
	<b>Aug. 11</b>	Interoperability sticker tag
	<b>Mar. 12</b>	Increased mobility, convenience
	<b>Aug. 14</b>	Repaving Project
	<b>Jul. 15</b>	Interoperability switchable tag



# Northwest Parkway Concession



## Fundamentals

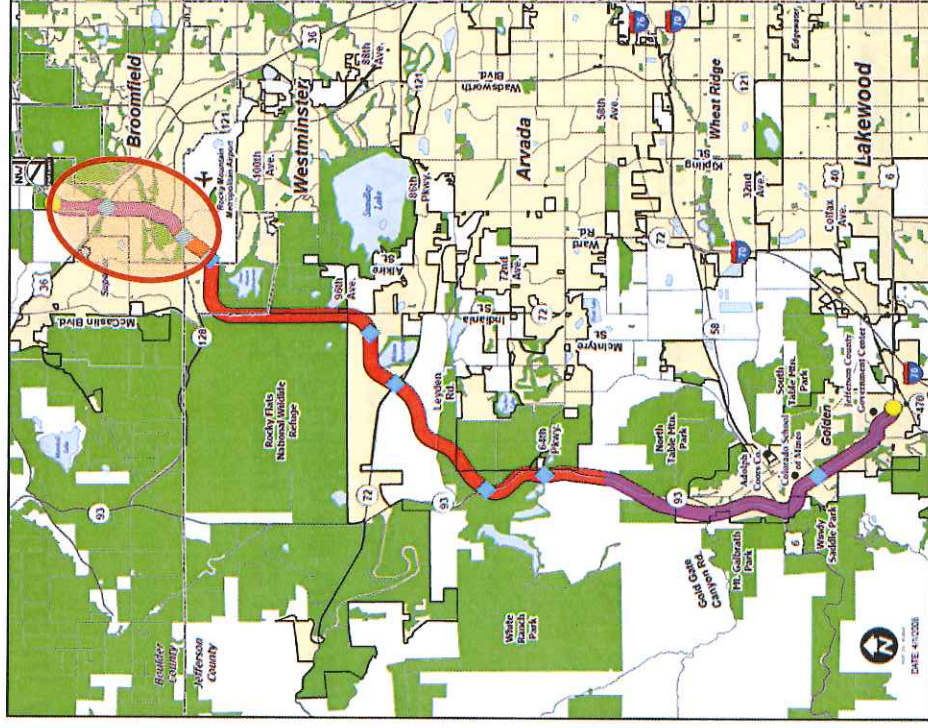
- Concession Lease Agreement was signed with Brisa (doing business as Northwest Parkway LLC) on November 21, 2007. At the end of the 99 year term, the Parkway reverts back to the Authority.
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred all capital assets to the Concessionaire in exchange for the defeasances of all outstanding bonds and reduction of a major portion of other long term liabilities (\$503M)
- The Concessionaire must operate the Parkway in accordance with the terms of the Agreement and all applicable laws and must keep the Parkway continuously open and operational for the use of all members of the public, 24 hours a day, every day, except for necessary closures permitted by the Agreement.

# Northwest Parkway Concession



## Expansion Possibilities

- Work on the possibility of extending the NWP (2.3 mile extension) to SH128, which together with the Jefferson Parkway and the linking to I-70 would complete the beltway around the metro Denver area, is underway.
- The Concession Agreement does not require the Concessionaire to build the extension, but the Concessionaire is required to contribute \$100 million towards the cost of the extension to SH128 if certain conditions are met, including:
  - ✓ Construction of both extensions are contracted to be completed by the end of 2020
  - ✓ Concessionaire gets the rights to toll, operate and maintain the NWP extension to SH128

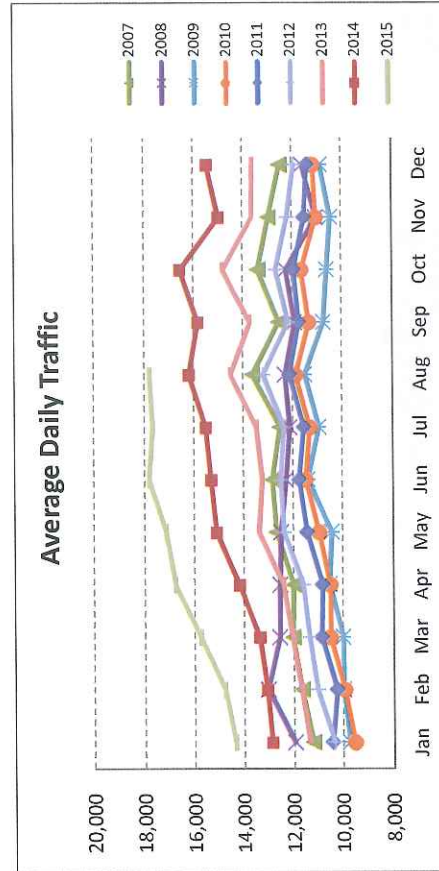
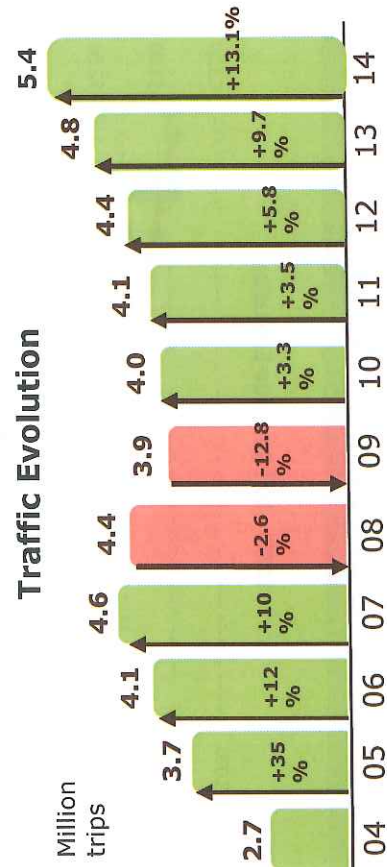






# Traffic

#1001	Transactions											
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Jan	176,760	253,248	310,452	347,848	370,346	301,966	295,076	323,537	320,866	351,885	398,314	444,036
Feb	173,986	238,159	291,066	326,425	364,600	279,241	278,018	286,891	308,821	326,826	365,424	413,305
Mar	204,786	295,319	334,305	372,657	388,925	309,749	325,852	336,701	351,783	372,801	413,471	487,867
Apr	203,202	287,589	325,716	359,621	375,850	316,132	315,287	324,556	347,931	371,733	424,357	502,718
May	216,231	312,953	354,462	392,179	386,816	323,389	339,239	354,566	383,303	413,830	467,610	530,863
Jun	222,801	320,187	364,762	384,509	367,962	341,708	344,311	352,162	374,613	396,324	459,111	533,911
Jul	238,606	319,481	345,755	387,367	375,204	338,709	350,320	357,911	382,562	416,362	480,618	547,054
Aug	257,146	347,301	383,460	421,588	380,865	356,281	367,862	375,396	408,321	449,242	501,679	550,498
Sep	248,293	321,097	349,108	375,866	356,953	322,130	339,526	351,801	364,740	410,203	474,431	-
Oct	257,697	328,591	369,938	413,958	379,388	328,155	360,268	369,715	392,197	458,635	512,759	-
Nov	251,312	327,254	355,771	387,658	330,708	312,926	330,603	344,922	365,695	407,671	448,874	-
Dec	286,417	354,545	354,895	386,686	358,833	335,794	345,323	352,902	369,123	420,242	478,139	-
<b>Total</b>	<b>2,737,237</b>	<b>3,705,724</b>	<b>4,139,690</b>	<b>4,556,362</b>	<b>4,436,450</b>	<b>3,866,180</b>	<b>3,991,685</b>	<b>4,131,060</b>	<b>4,369,955</b>	<b>4,795,754</b>	<b>5,424,787</b>	<b>4,010,252</b>
<b>Avg.</b>	<b>228,103</b>	<b>308,810</b>	<b>344,974</b>	<b>379,697</b>	<b>369,704</b>	<b>322,182</b>	<b>332,640</b>	<b>315,710</b>	<b>327,157</b>	<b>350,504</b>	<b>392,403</b>	<b>448,403</b>
<b>Max</b>	<b>286,417</b>	<b>354,545</b>	<b>383,460</b>	<b>421,588</b>	<b>388,925</b>	<b>356,281</b>	<b>367,862</b>	<b>375,396</b>	<b>408,321</b>	<b>458,635</b>	<b>512,759</b>	<b>550,498</b>

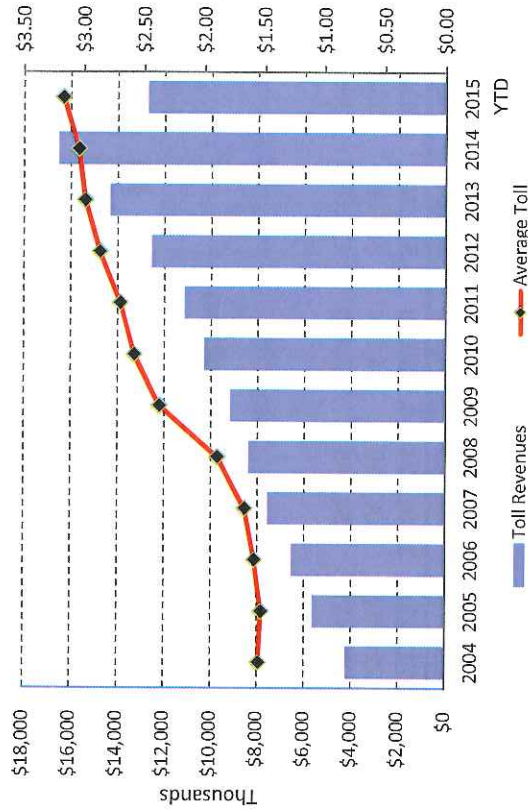


**All-time traffic highs over the last 8 consecutive months (+14% YTD)**

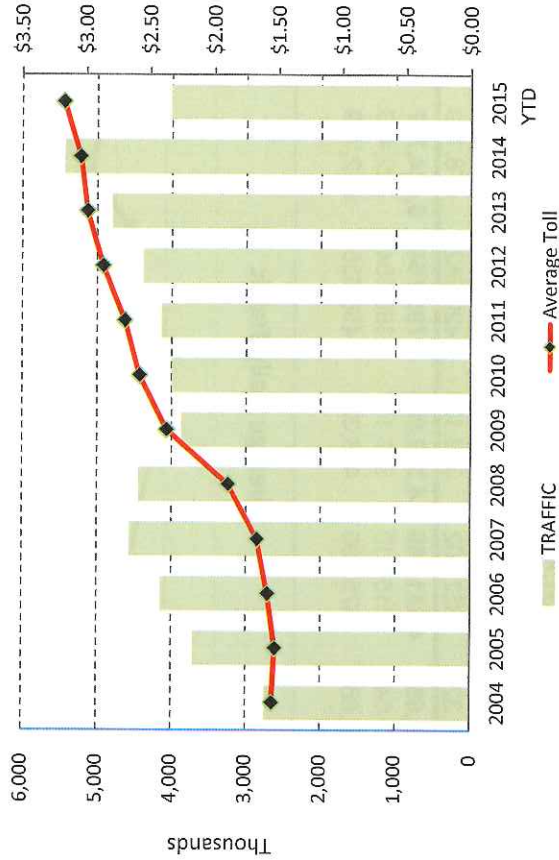
# Toll Revenues



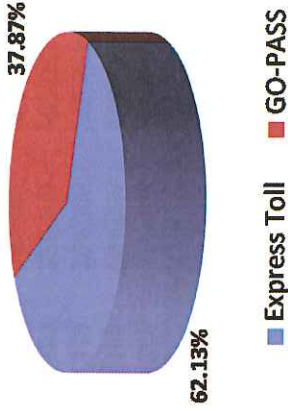
NWP - Toll Revenue Evolution



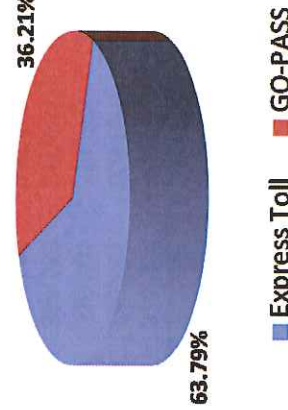
NWP - Traffic Evolution



2015 - Toll Revenue Structure



2014 - Toll Revenue Structure



In spite of traffic fluctuations toll revenues grew consistently





# Toll Rates

## NWPKY TOLL RATES:

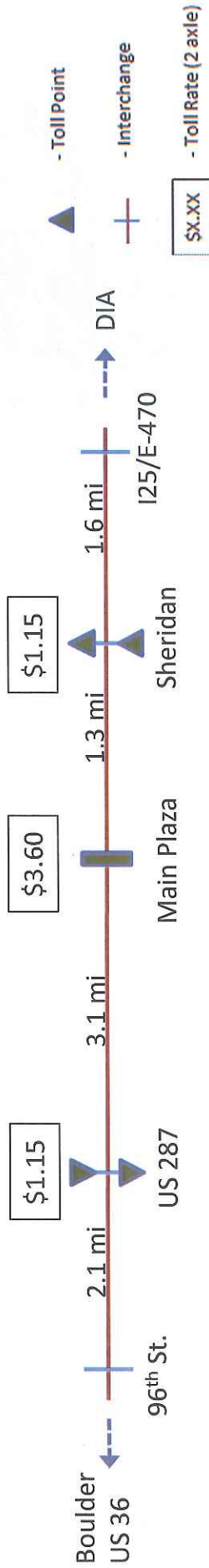
- Mainline
- 2 Axles \_\_\_\_\_ \$3.60
  - Per Each Additional Axle \_\_\_\_\_ \$3.60
- Ramps (Sheridan and US287 interchanges)
- All Axles \_\_\_\_\_ \$1.15

Annual toll rate increase is indexed to the maximum of:

- US GDP per Capita (BEA);
- US CPI (BLS);
- 2%

### Notes:

- Presently, tolls are not being charged based on axle counts at the ramp locations.
- Additional fees may apply depending on the payment method.



**Toll rates are regulated by the Concession Agreement and overseen by the NWPPHA**

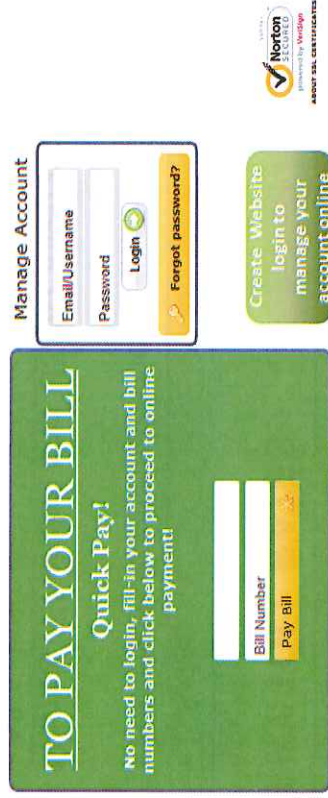
# All Electronic Tolling



On January 1, 2010 the NWP stopped collecting cash at its toll booths, extending the non-stop convenience to all and offering new alternative payment options (GO-PASS) besides ExpressToll.

## GO-PASS bill payments can be made:

- On-line: @ [www.go-pass.com](http://www.go-pass.com) – Credit/Debit Card
- By Mail: Check or Credit/Debit Card
- By Phone: Credit/Debit Card
- Automatic payment registration (Auto-Bill): CC/DC/ACH



NWP:



E-470:



**No pre-registration required. Road accessible to all vehicles being offered multiple payment options**



# Oversight



The Concession Agreement requires the oversight from a 3<sup>rd</sup> party Independent Engineer accepted by the parties to run periodic inspections to the infra-structure (roadway and facilities) and the toll system.

The 2015 Annual Inspection reports **an overall conformity to the safety condition of the entire facility**. The 80 inspected categories averaged a score of **4.85** out of 5.00, and **"zero" defects**.

*Definition of an Inspection Score = 5 is "...target for individual element is almost entirely met...and the element is fully functional...and meeting or exceeding performance expectations."*

*Category 1 defect: defects that presents an immediate hazard to users. Category 2 defect: defects that do not constitute an immediate hazard to users.*

Also, the NBIS report, states: **"The structures owned and maintained by the Northwest Parkway are in Good to Satisfactory condition. Our recent inspection observations have revealed that the NWP is doing a great job at performing routine and preventative maintenance activities to prolong the service life of the structures. We congratulate the NWP on the continued effort to perform suggested maintenance activities and to provide a high quality transportation system for your roadway users."**



**Inspections show the road to be fit and overall fully functional**



# Road Improvements



The Northwest Parkway (NWP) is committed to offer its patrons the safest, most reliable and convenient travel route. To achieve this, the NWP has done major road improvements in 2014 which include: patching and repairing some of the seams, dips and bumps. Followed by the asphalt resurfacing of its entire mainline, from I-25/E-470 on the East to just past 96th St. on the West.

These improvements represent an investment of about five million dollars necessary to preserve the roadway quality while continuing to offer a safe and reliable congestion free alternative. The Parkway is a public road, 100% privately funded relying exclusively on the collection of tolls to service its debt and perform its operations and maintenance. No taxes, grants or other funds were/are being used.

July 21, 2014



September 2, 2014



**First repaving since the road opened to traffic in November 2003**

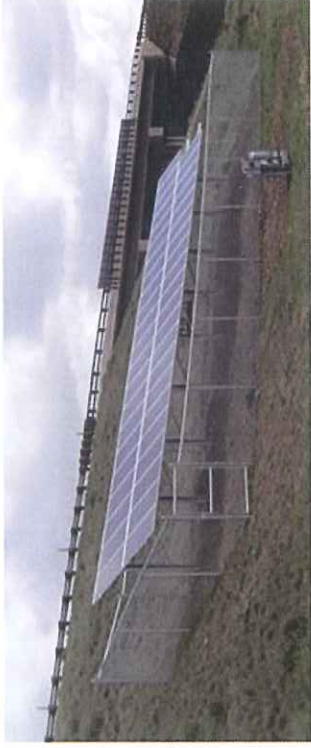


# Sustainability



## Solar Project

- In 2011 Concessionaire entered into a Power Purchase Agreement to install Photovoltaic Solar Arrays at no cost and for a reduced electric rate.
- The project is comprised of 7 individual systems (totaling 62 kW) along the Parkway. An estimated investment of about \$350k.
- The project was funded using the Renewable Energy Credits (RECs) generated and incentives offered by Xcel Energy. 100% funded by the provider (Soltura).
- Estimated energy cost savings of \$164,000 during the term, assuming a 4% Compound Annual Growth Rate on the electricity price.



Estimated Environmental Benefits			
Unit: Tons	Carbon Dioxide (CO <sub>2</sub> )	Sulfur Oxides (SO <sub>x</sub> )	Nitrogen Oxides (NO <sub>x</sub> )
Year 1	91.0	0.119	0.137
Year 5	89.2	0.117	0.135
Year 10	87.0	0.114	0.131
Year 15	84.8	0.111	0.128
Year 20	82.7	0.108	0.125
Year 25	80.7	0.106	0.122
Year 30	78.7	0.103	0.119
<b>Total (30 yr.)</b>	<b>2,540.2</b>	<b>3.325</b>	<b>3.837</b>

## Reduction of Greenhouse Gas emissions

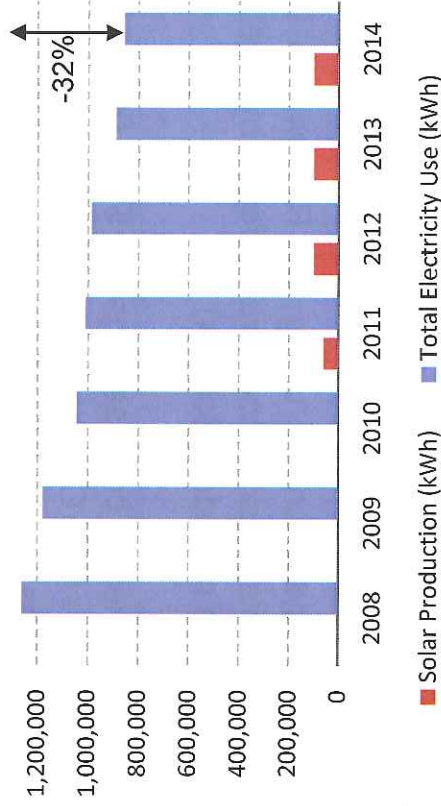
# Solar Program Update



NWP LLC reduced its annual electricity consumption by 32% between 2008-2014

The NWP solar project yielded an estimate accumulated cost savings of about \$40,721 YTD

## Electricity Used/ Produced



## Energy Cost Savings



- ✓ NWP was pioneer in taking the leap and embrace renewable energy to offset its carbon footprint in 2011
- ✓ Thus far the 7 NWP solar sites have produced almost 422,600 kWh. The equivalent of about 355 tons of CO2 emissions.

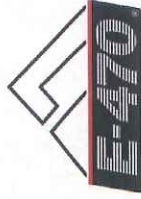
**An example of operational excellency and sustainability**



# Mobility



- Following NWPPHA Resolution (11-08), the LLC hired Stantec Consulting Services, to perform a feasibility speed limit study to increase the maximum speed limit to 75 mph. Later reviewed and approved by the City and County of Broomfield.
- On 3/5/12 the new speed limits were posted, in line with E-470 and I-25 maximum speed limits of 75 mph.



**Increased Mobility and Convenience**



Thank You

