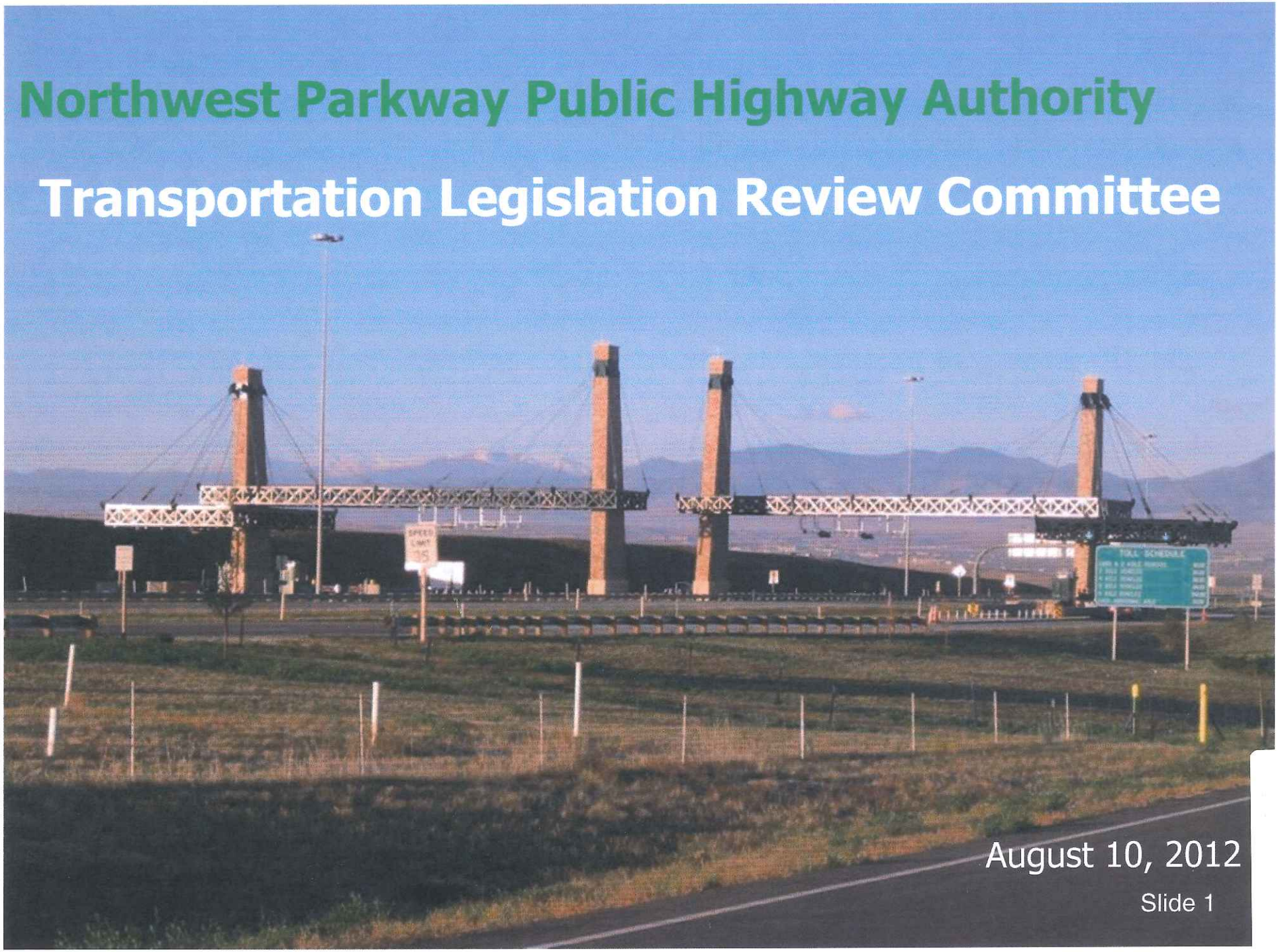
Northwest Parkway Public Highway Authority

Transportation Legislation Review Committee



August 10, 2012

Attachment F

Who Forms NWPPHA

- **Members:**

City & County of Broomfield

City of Lafayette

Weld County

- **Ex Officio & Associate Members:**

City of Arvada

Regional Transportation District

Interlocken Metro District

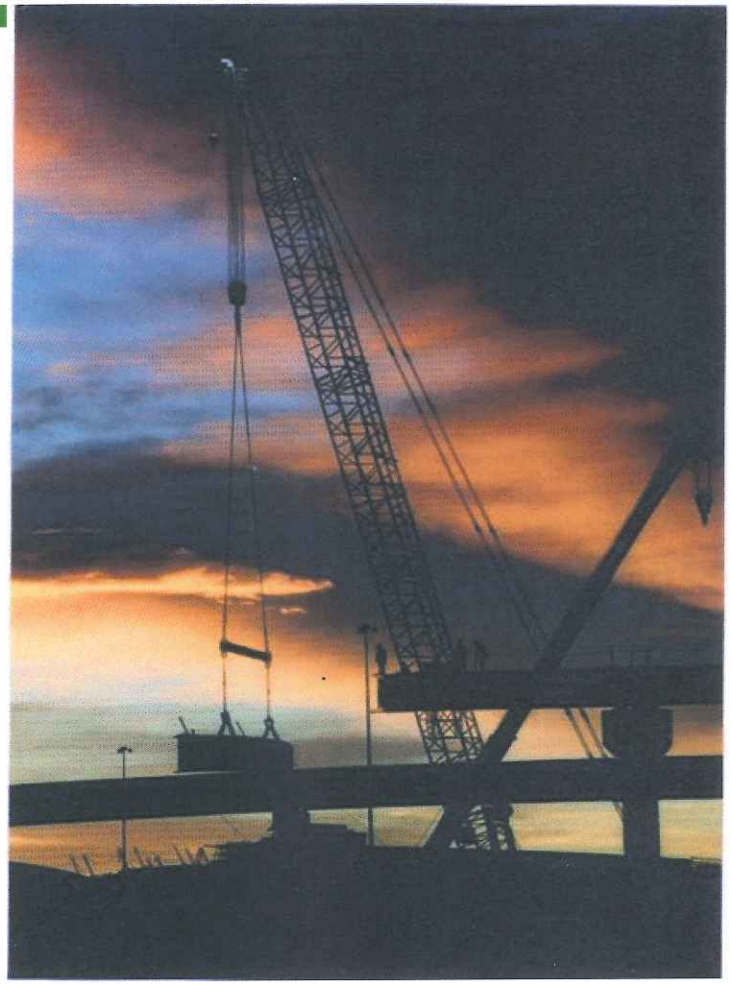
Jefferson County

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

Jul. 2001

Ground breaking

Nov. 2003

Ribbon cutting

Jan. 2004

Toll collection begins

Oct. 2005

Maintenance yard opens

Dec. 2005

Sheridan interchange opens

Brisa

Nov. 2007

Concession lease signed

Dec. 2009

New toll system and payment options

Jan. 2010

100% non-stop tolling (cashless)

May 2011

Solar Project

Aug. 2011

Sticker Tags

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.

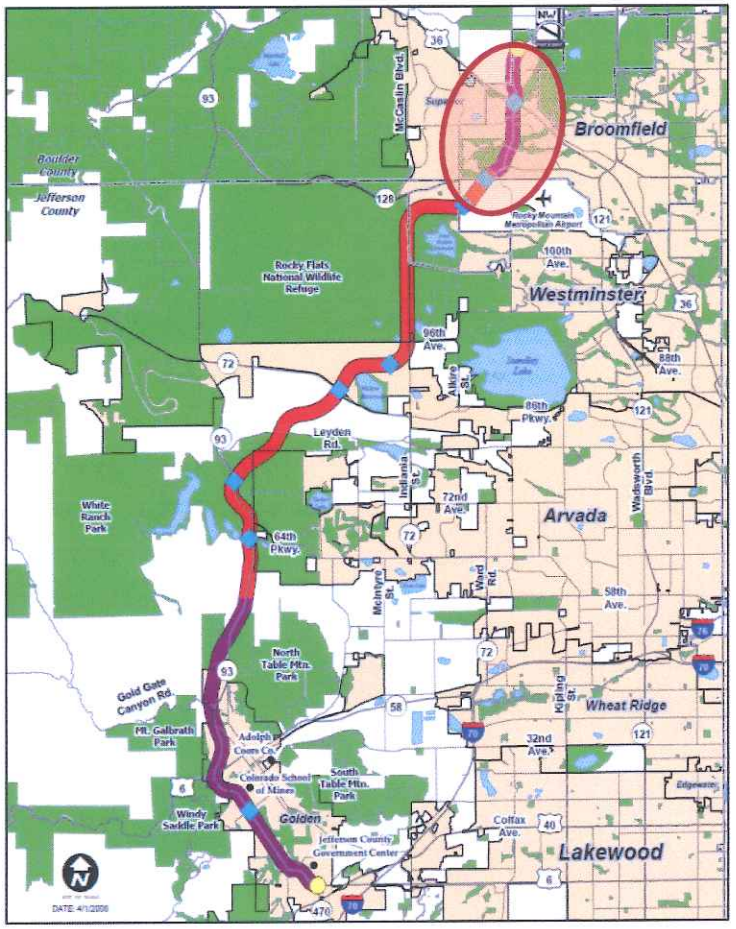
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred all capital assets to the Concessionaire in exchange for the defeasances of all outstanding bonds and reduction of a major portion of other long term liabilities ($503M)

- The Concessionaire must operate the Parkway in accordance with the terms of the Agreement and all applicable laws and must kept 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

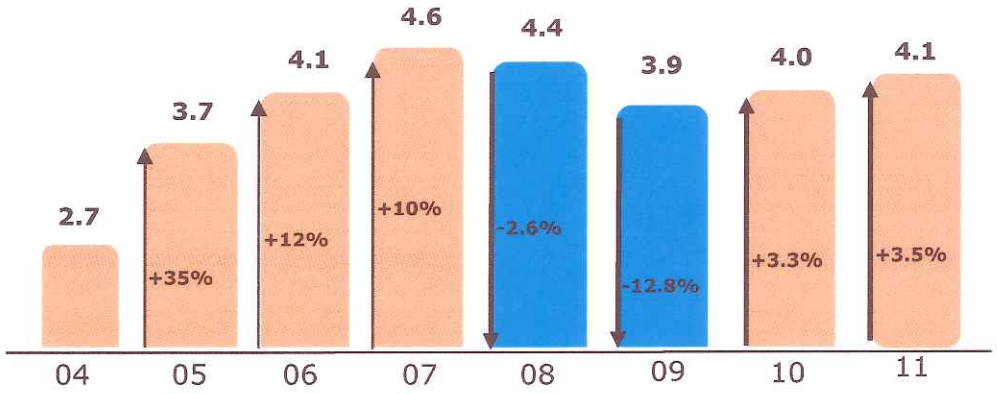
Expansion Possibilities

- 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:
  - ✓ 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 Evolution

NWPKY Traffic Evolution



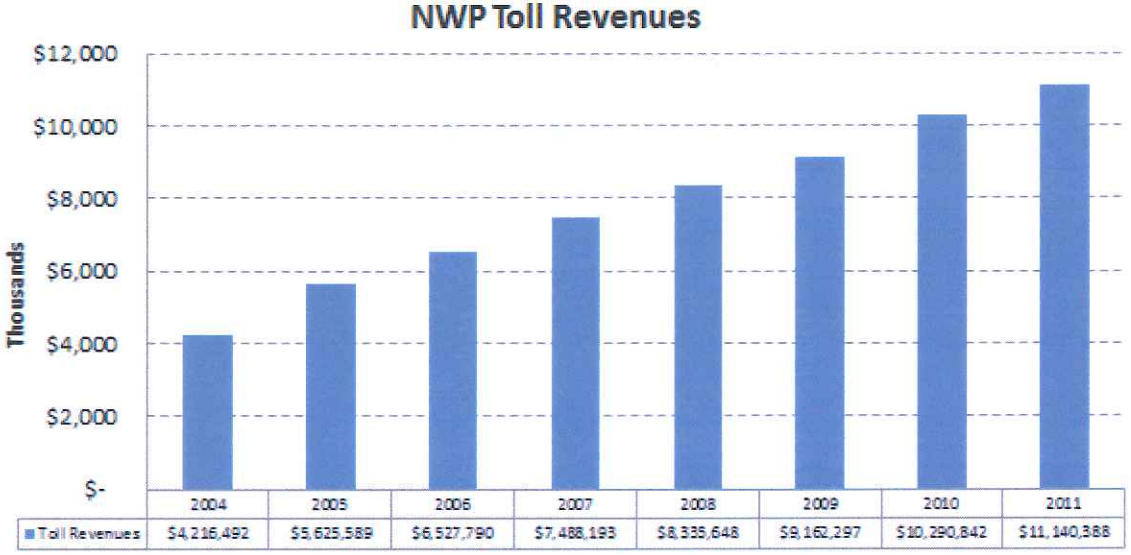
Transactions in Millions

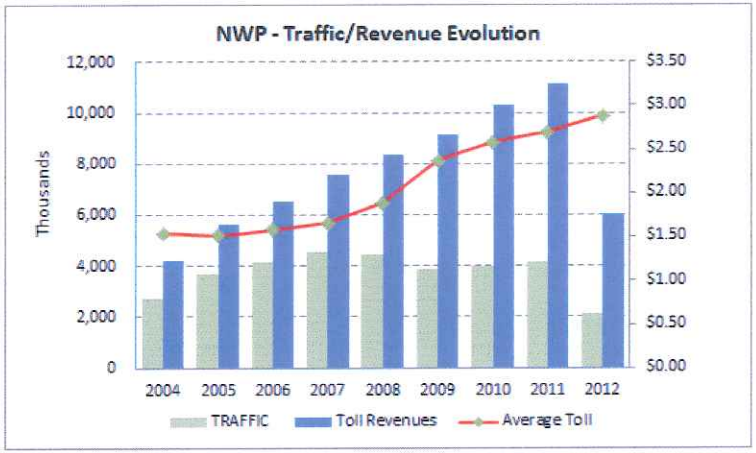
	Transactions								
	2004	2005	2006	2007	2008	2009	2010	2011	2012
Jan	176,760	253,248	310,452	347,848	370,346	301,966	295,076	323,537	320,867
Feb	173,986	238,159	291,066	326,425	364,600	279,241	278,018	286,891	308,821
Mar	204,786	295,319	334,305	372,657	388,925	309,749	325,852	336,701	351,783
Apr	203,202	287,589	325,716	359,621	375,850	316,132	315,287	324,556	347,931
May	216,231	312,953	354,462	392,179	386,816	323,389	339,239	354,566	383,304
Jun	222,801	320,187	364,762	384,509	367,962	341,708	344,311	352,162	374,633
Jul	238,606	319,481	345,755	387,367	375,204	338,709	350,320	357,911	-
Aug	257,146	347,301	383,460	421,588	380,865	356,281	367,862	375,396	-
Sep	248,293	321,097	349,108	375,866	356,953	322,130	339,526	351,801	-
Oct	257,697	328,591	369,938	413,958	379,388	328,155	360,268	369,715	-
Nov	251,312	327,254	355,771	387,658	330,708	312,926	330,603	344,922	-
Dec	286,417	354,545	354,895	386,686	358,833	335,794	345,323	352,902	-
Total	**2,737,237**	**3,705,724**	**4,139,690**	**4,556,362**	**4,436,450**	**3,866,180**	**3,991,685**	**4,131,060**	**2,087,339**

2012 - Not final.
Unaudited data.

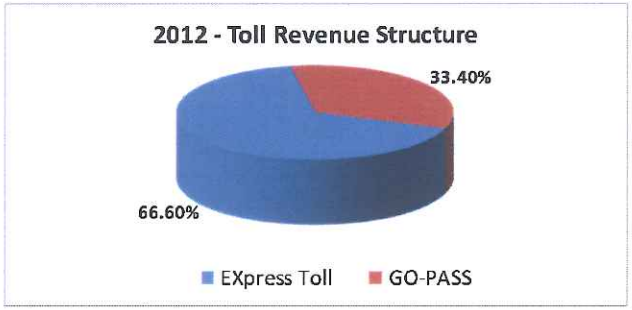
Steady traffic recovery still far below projections

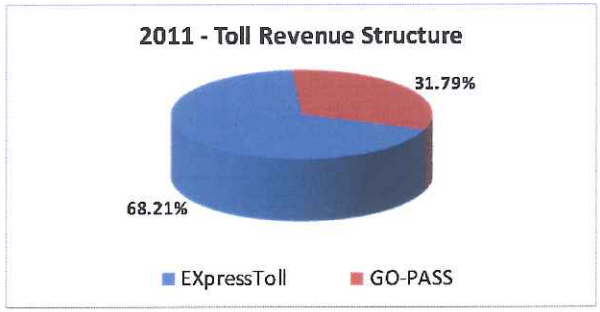
Toll Revenues

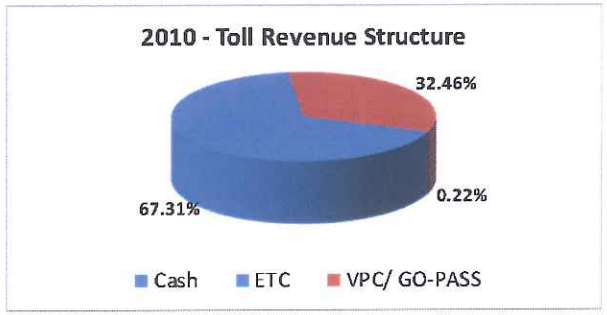




2012 – Unaudited, not final.
Source: Concessionaire







In spite of traffic slowdown toll revenues grew sustained on toll rate increases

Toll Rates

NWPKY TOLL RATES:

Mainline
- 2 Axles _____ $3.30
- Per Each Additional Axle _____ $3.30

Ramps (Sheridan and US287 interchanges)
- All Axles _____ $1.00 *

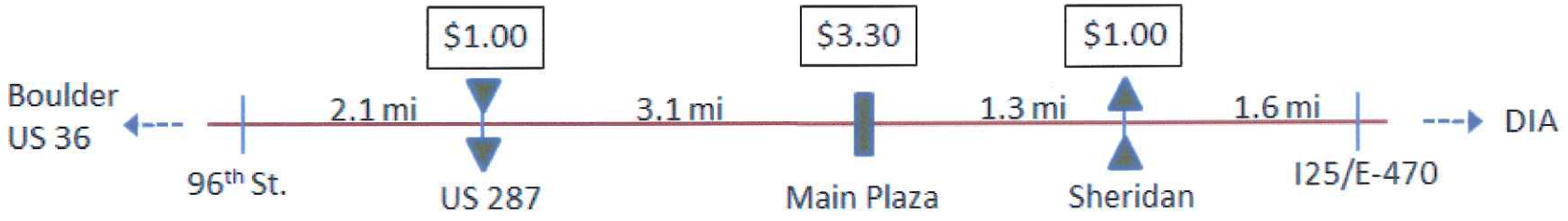
* - *GO-PASS* Auto-bill and EXpressToll accounts benefit of a 5% discount at the ramps

Notes:
- Presently tolls are not being charged based on axle at the ramp locations.
- Additional fees may apply depending on payment option.

▲ - Toll Point

\+ - Interchange

$X.XX - Base Rate (2 axle)



Notices of pending toll changes were given to the Authority and the Public as required per the CLA

All Electronic Tolling

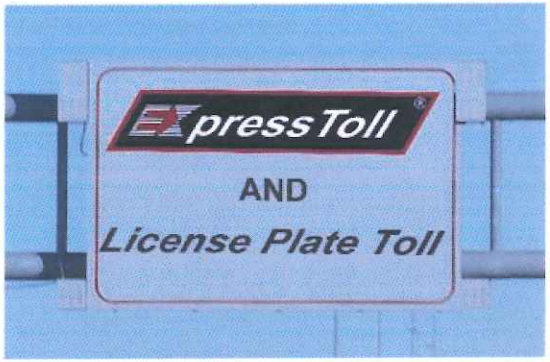
On January 1, 2010 the NWP stopped collecting cash at the toll booths, extending the non-stop convenience to all and offering new alternative payment options (*GO-PASS*) besides EXpressToll.

NWP:

***GO-PASS* bill payments can be made:**

- On-line: @ 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

E-470:



Cashless. No pre-registration is required, road accessible to all

Oversight

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

The 2011 Annual Inspection reported only minor deficiencies noted ***an overall improved conformity to the safety condition of the entire facility.***

Noteworthy statistics from the 2011 annual report:

- ✓ Out of the 78 categories reviewed and scored, 100% were rated at a top-level score of 5.
- ✓ No category 1 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"

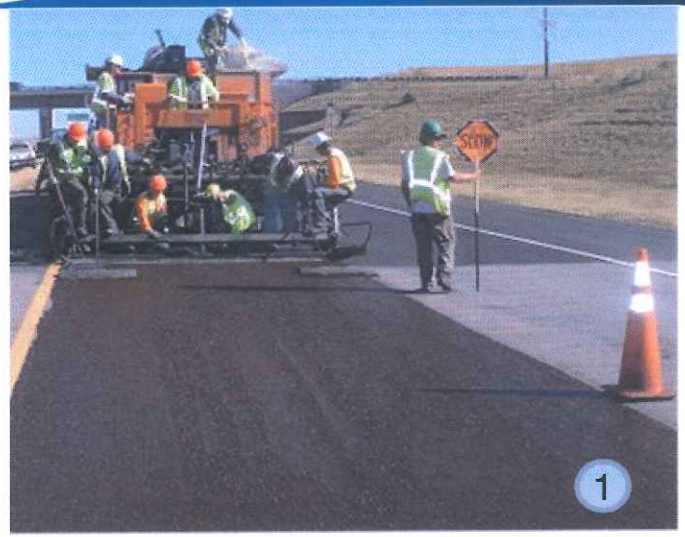
Category 1 defect definition: is a defect that presents an immediate hazard to users.

Recent reports shows the road to be fit and fully functional

Maintenance

Examples of preventive and corrective road maintenance action plans that are implemented on an annual basis, as needed:

1) Micro-surfacing resurfaced areas for beta testing of new products and techniques
2) Road leveling and joint lifting (foam injection)
3) Roto-milling and asphalt resurfacing



Continual preventative and proactive maintenance is practiced to mitigate more extensive corrective overhauls of pavement infrastructure

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 comprises 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.

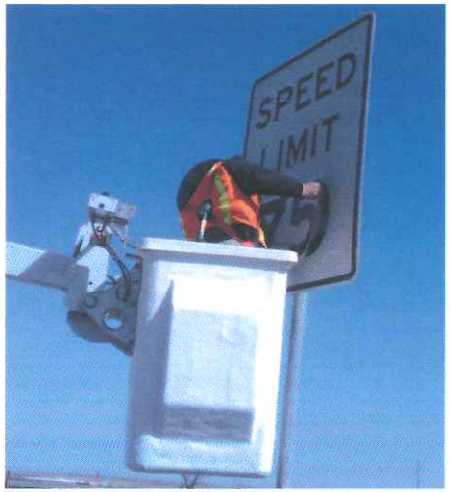
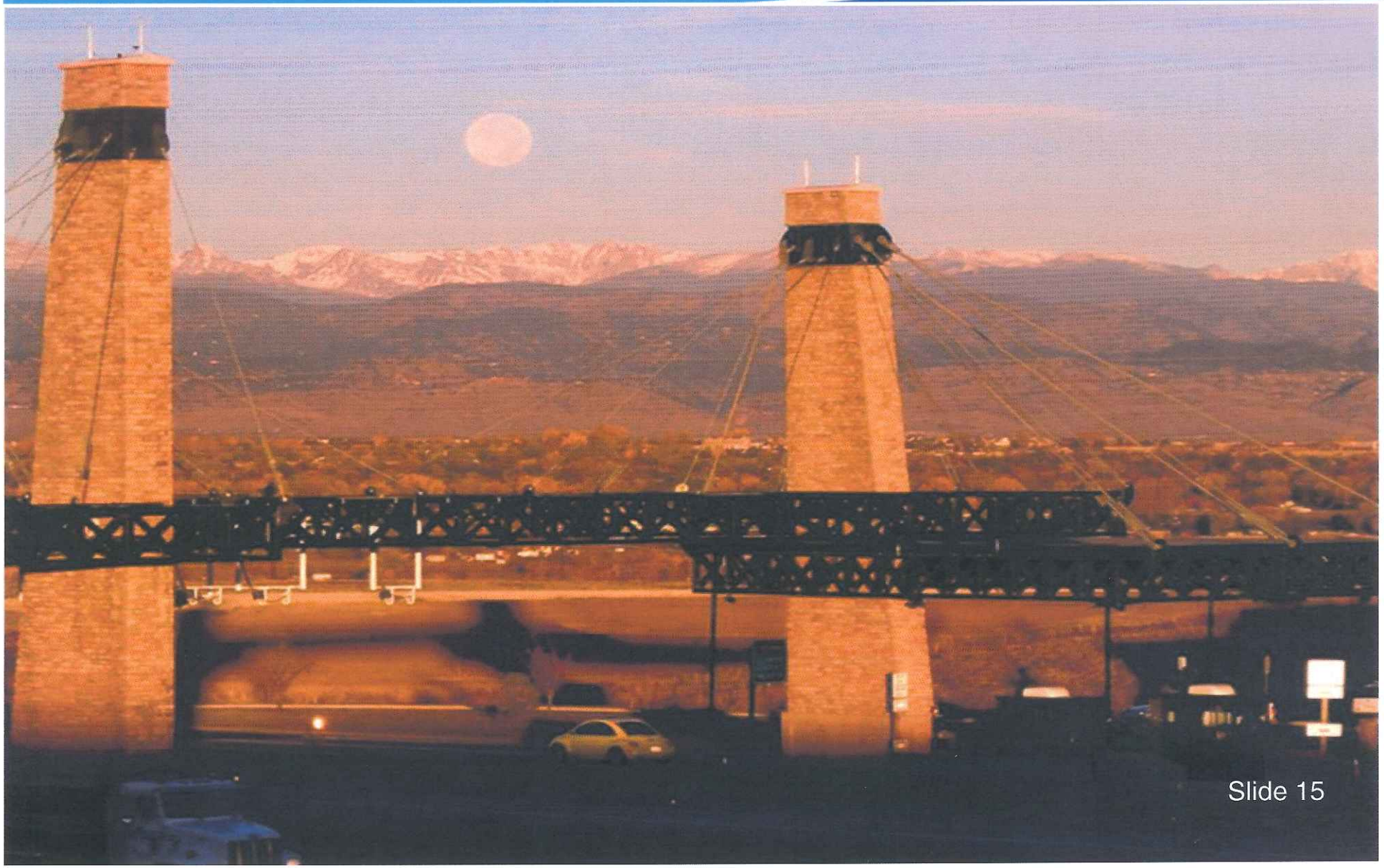
Estimated Environmental Benefits			
Unit: Tons	Carbon Dioxide (CO_2)	Sulfer Oxides (SOx)	Nitrogen Oxides (NOx)
Year 1	91.0	0.119	0.137
Year 5	89.2	0.117	0.135
Year 10	87.0	0.114	0.131
Year 15	84.8	0.111	0.128
Year 20	82.7	0.108	0.125
Year 25	80.7	0.106	0.122
Year 30	78.7	0.103	0.119
Total (30 yr.)	**2,540.2**	**3.325**	**3.837**

Reduction of Greenhouse Gas emissions

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.



Thank You