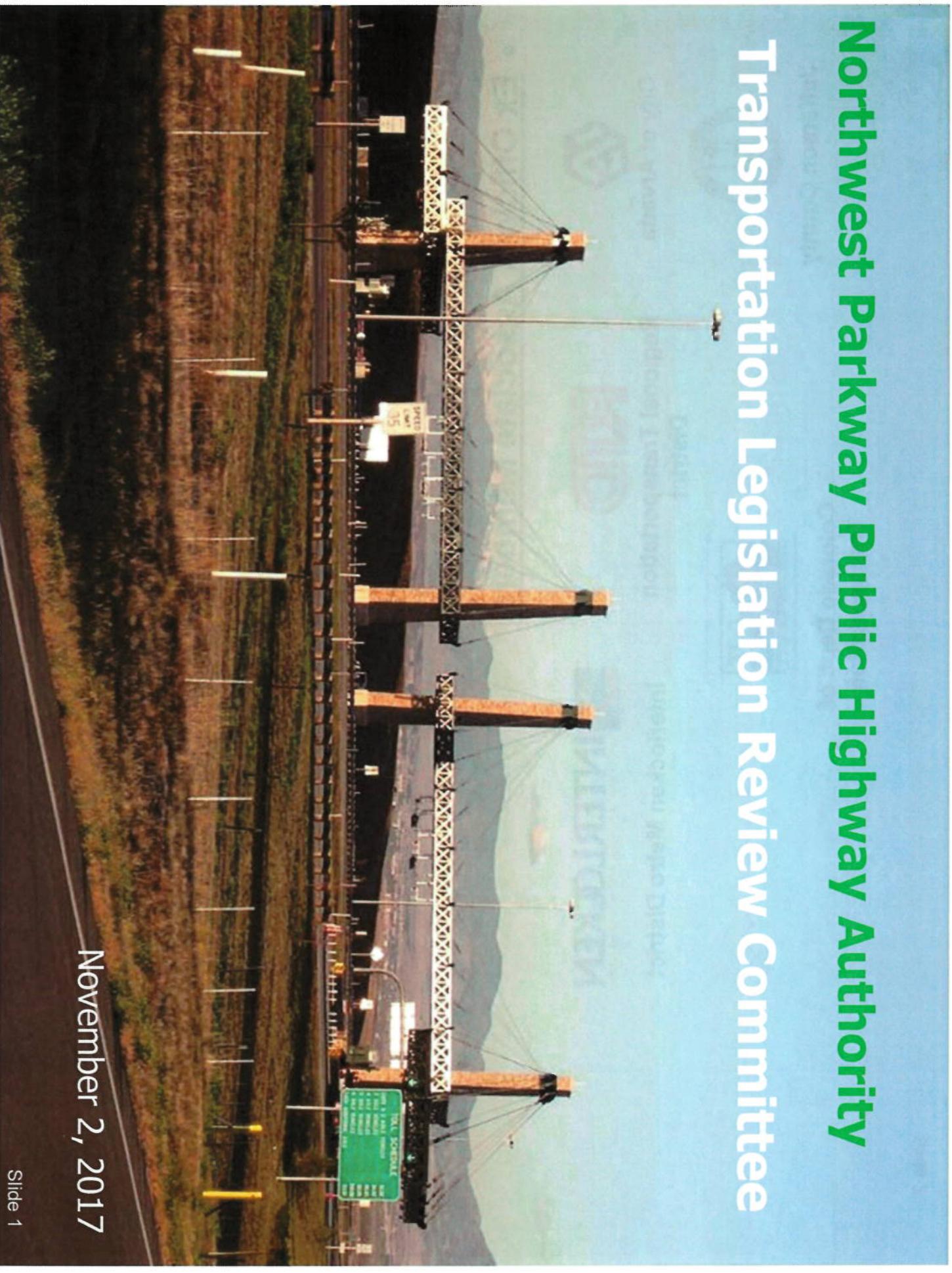


Northwest Parkway Public Highway Authority

Transportation Legislation Review Committee



November 2, 2017

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



Facility Overview

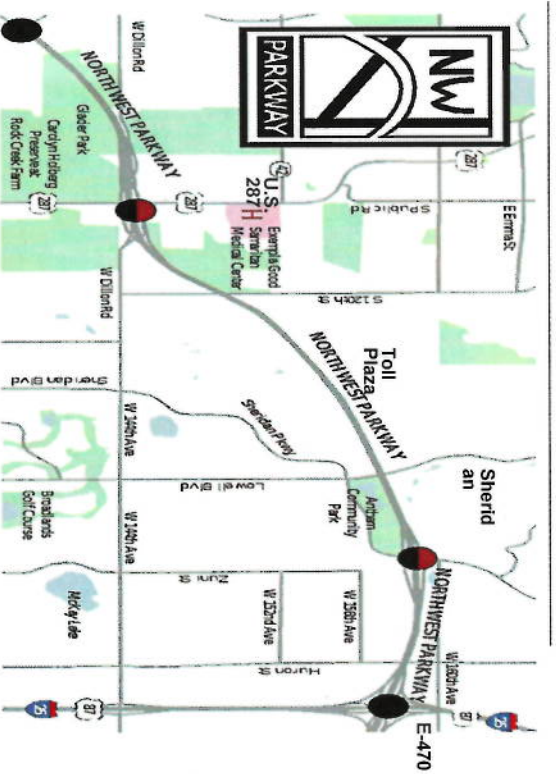


FACILITY DESCRIPTION

- NWP is a 9-mile, 75 mph four-lane limited access highway, connecting E-470 at I-25 in the north metro Denver area, with U.S. 36, in Broomfield, CO. It is part of the northwest section of Denver's beltway system

- The Northwest Parkway includes:
 - ✓ 23 bridge structures;
 - ✓ 3 interchanges (I-25/E-470, Sheridan, U.S.287);
 - ✓ 1 maintenance yard and 1 administrative building;
 - ✓ 7 solar sites (62 kW);
 - ✓ 3 toll points (AET)

ROAD MAP



 Toll Interchange
 No Toll Interchange

Timeline



- **Jun. 2001:** Construction of the Parkway starts, under a design / build contract by the Authority
- **Jan. 2004:** Toll collection commences
- **Nov. 2007:** Brisa enters into a concession and lease agreement to Finance, O&M the Parkway
- **Jan. 2010:** Converts to AETC (Non-stop tolling)
- **Mar. 2012** Speed limit raised to 75 mph - Convenience
- **Jul. 2015:** Switchable tag Interoperability
- **Mar. 2017:** Concession Transfer
- **Website redesign**



- **Nov. 2003:** Parkway opens to traffic
- **Oct. 2005:** Maintenance yard opens
- **Dec. 2005:** Sheridan interchange opens
- **Dec. 2009:** Parkway re-engineers its toll system, launching GO-PASS (powered by Brisa)
- **May 2011:** Pioneers in solar use - Sustainability
- **Aug. 2011:** 6C sticker tag - Interoperability
- **Aug. 2014:** Mainline Pavement resurfacing (\$4.5 mm)
- **Aug. 2016:** Launch of Active Traffic/ Incident Management solution - Atlas
- **Sep. 2016:** Interchanges - pavement resurfacing (\$1.5 mm)

NWPPH Authority
Concessionaire



Northwest Parkway Concession



Fundamentals

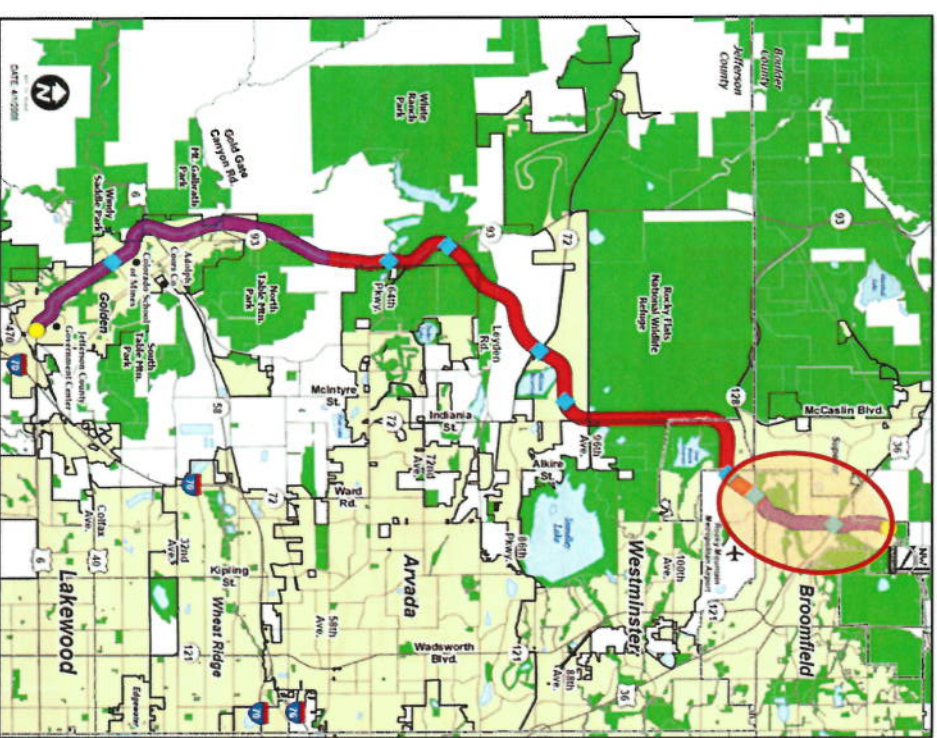
- Concession Lease Agreement was signed with Brisa (doing business as Northwest Parkway LLC) on November 21, 2007. At the end of the 99 year term, the Parkway operation reverts back to the Authority.
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred control of all capital 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

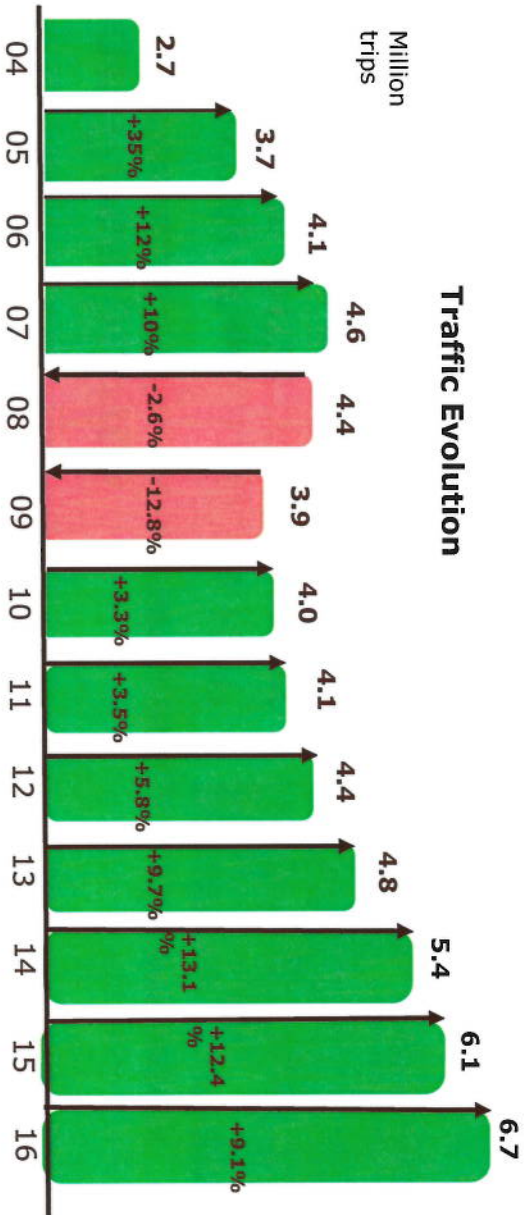
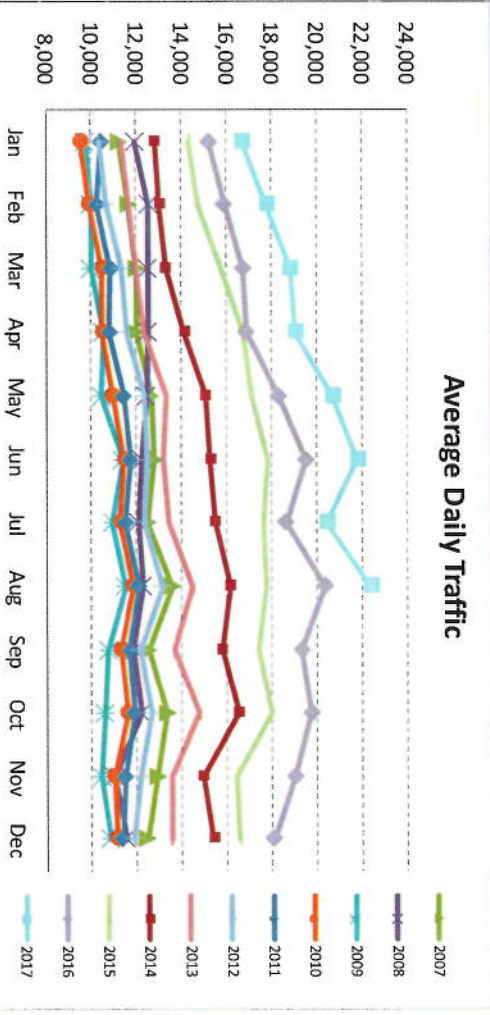
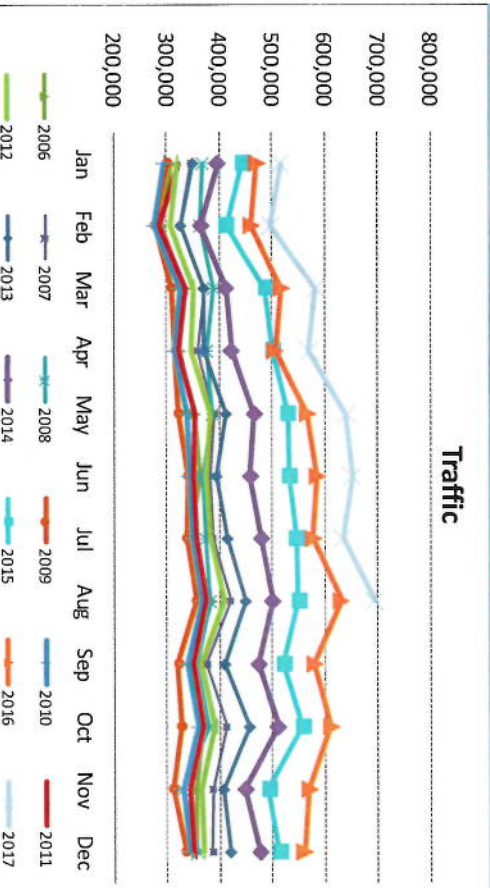


Expansion Possibilities

- 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 History

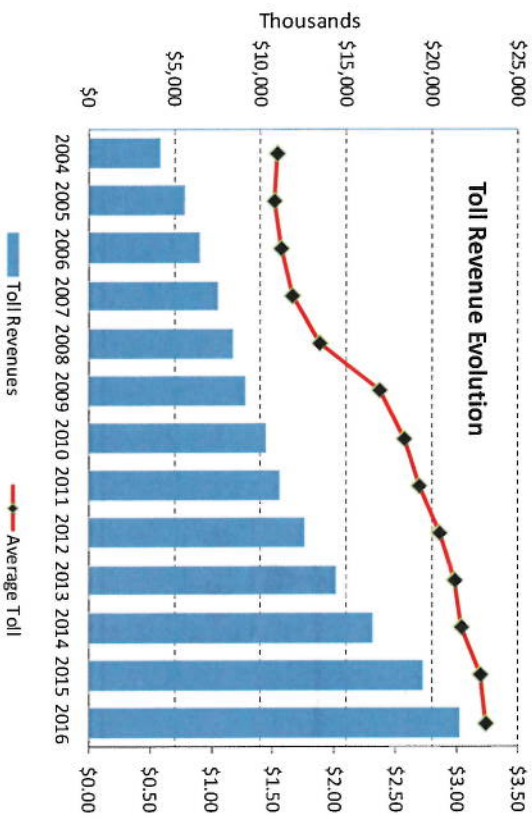
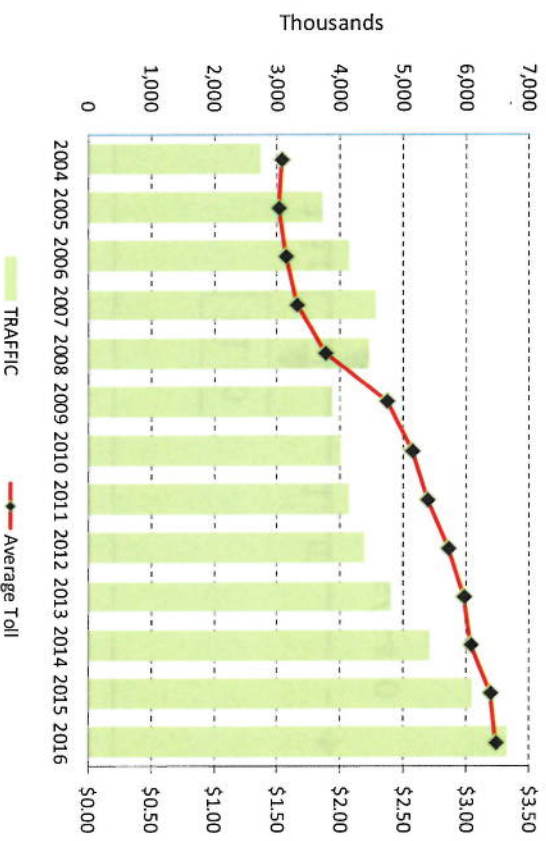


New all-time traffic record over past four months

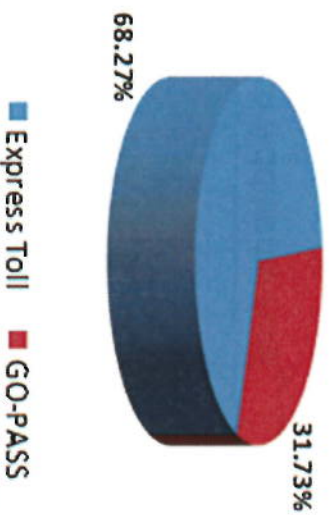
Toll Revenues



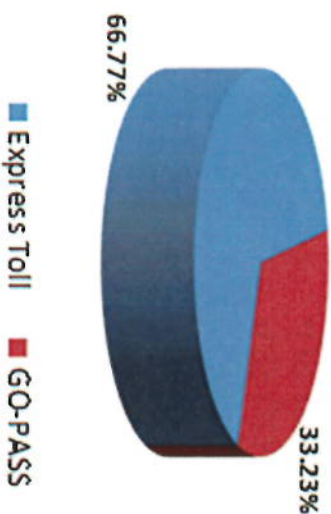
NWP - Traffic Evolution



2017 - Toll Revenue Structure



2016 - Toll Revenue Structure



Steady Toll Revenues Growth

Toll Rates - 2018



NWPKY TOLL RATES:

Mainline

- 2 Axles _____ \$3.90
- Per Each Additional Axle _____ \$3.90

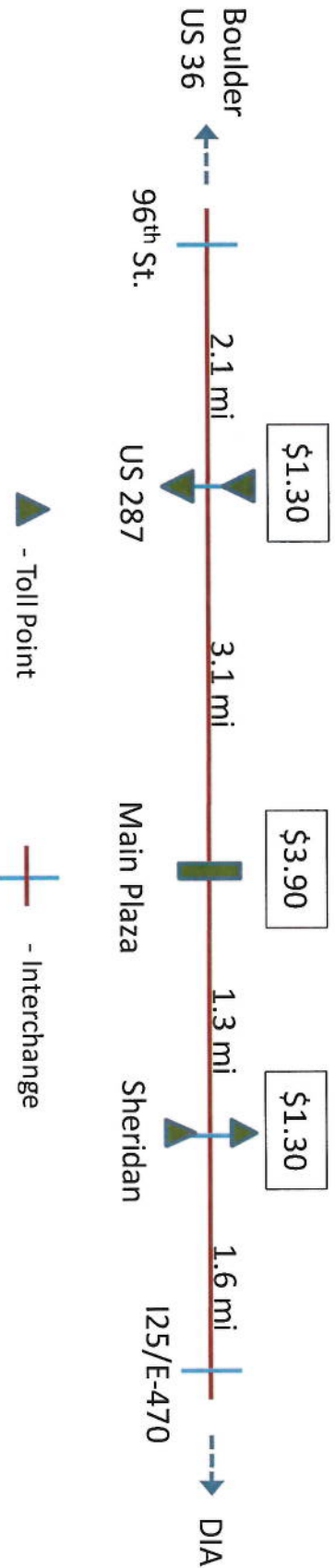
Ramps (Sheridan and US287 interchanges)

- 2 Axles _____ \$1.30
- Per Each Additional Axle _____ \$1.30

Annual toll rate increase is indexed to the maximum of:

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

Note: 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



Since Jan. 1, 2010 we stopped collecting cash at the toll booths, extending the non-stop convenience to all and offering additional alternative payment options (GO-PASS) in addition to ExpressToll.

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

Active* GO-PASS accounts		GO-PASS Bills (2016)		
Type	Accounts	Vehicles	Mailed	E-mailed
Auto-Bill	4,170	15,201	3,416	15,202
Regular	426,694	683,238	933,333	29,849

* - "Active" means with 1 or more transaction in the last 3 months



TO PAY YOUR BILL

Quick Pay!

No need to login, fill in your account and bill numbers and click below to proceed to online payment!

Bill Number

Pay Bill

Manage Account

Email/Username

Password

Login

Forgot password?

Create Website login to manage your account online



No pre-registration required. Road accessible to all vehicles. Multiple payment options. Interoperable.

Oversight



2017 Annual Inspection took place in August and mid September, 2017, the Annual Independent Engineer (Stantec) inspection reports "**an overall conformity to the safety condition of the entire facility.**" The 79 inspected categories averaged a score of **4.91** out of 5.00. Stantec also inspected the 23 structures of the Northwest Parkway LLC, the report indicates that structures of the Parkway are in "**Good to Satisfactory Condition.**"

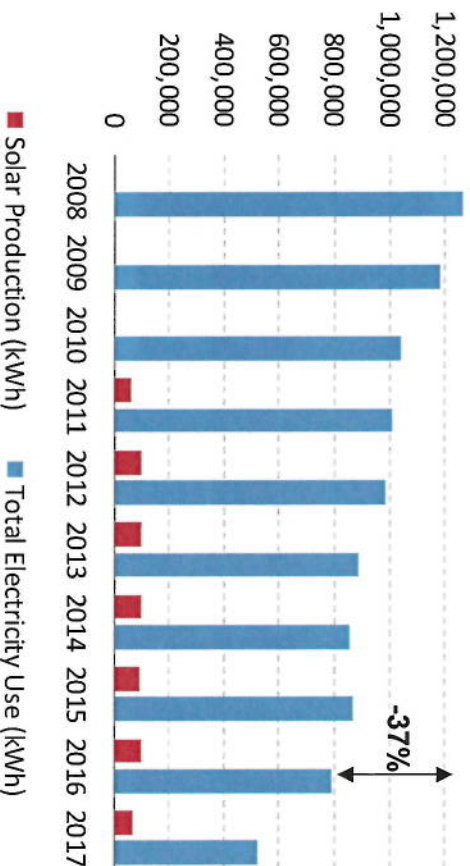


Solar Program Update



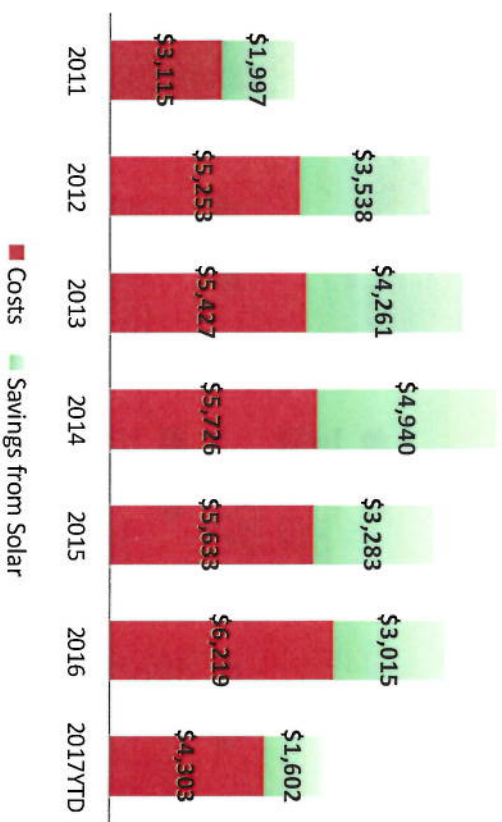
NWP reduced its annual electricity usage by 37% between 2008-2016

Electricity Used/ Produced



NWP solar project, so far, resulted in an estimated cost savings of \$22,637

Energy Cost Savings



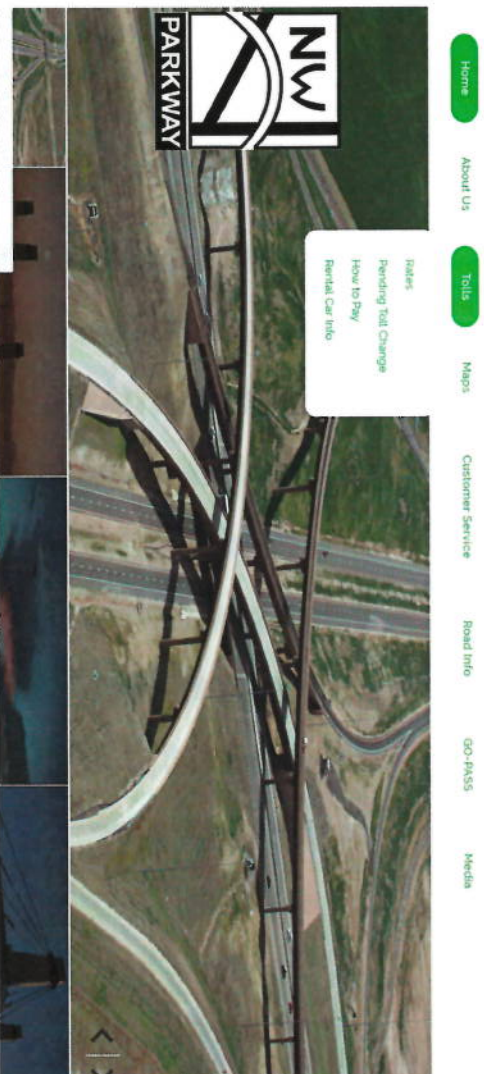
- ✓ NWP was pioneer adopting renewable energy to offset its carbon footprint in 2011
- ✓ Through August, the seven solar sites have produced 623,603 kWh. Equivalent to about 562 tons of CO2 emissions.

“Brightening” NWP’s Operational Performance

New Website



Full makeover of Northwest Parkway website



- New design
- New and updated contents
- Easier to navigate
- Smartphone compatible



DIF
DIF is a leading independent construction and real estate management company. We offer investors many options to invest in the highway industry.

[Learn more](#)

Infrared/HICL
As a leading global infrastructure manager, Infrared is a leader in the construction and real estate industry. We offer investors many options to invest in the highway industry.

[Learn more](#)

Northeast Capital Partners
Northeast Capital Partners is an investment management firm that provides a wide range of services to its clients. We offer investors many options to invest in the highway industry.

[Learn more](#)

HICL
HICL, an infrastructure company, is a leading global infrastructure manager. We offer investors many options to invest in the highway industry.

[Learn more](#)



Welcome
to Northwest Parkway

The Northwest Parkway is a 25-year part-time toll road connecting 8,429 vehicles to the northbound shoulder.

Thank You

