

Northwest Parkway Public Highway Authority

Transportation Legislation Review Committee



October 3, 2023

Who Forms NWPPHA

- **Members:**



City & County of Broomfield



City of Lafayette

- **Ex Officio & Associate Members:**



City of Arvada



Regional Transportation District



Interlocken Metro District



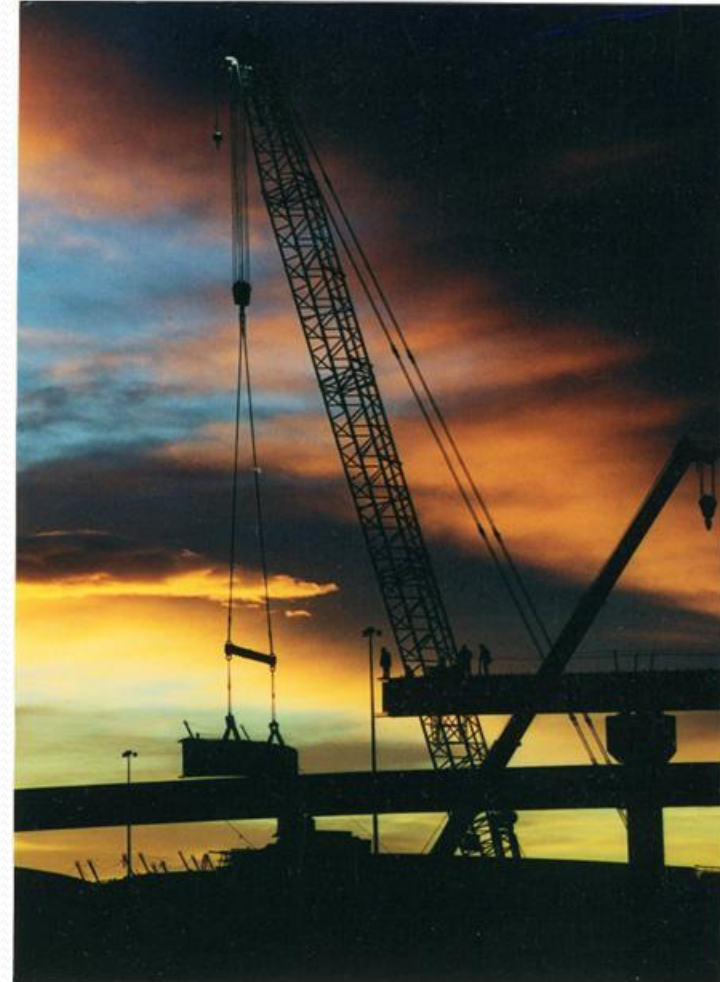
Jefferson County



Colorado Dept. of Transportation

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 neighboring streets



Facility Overview

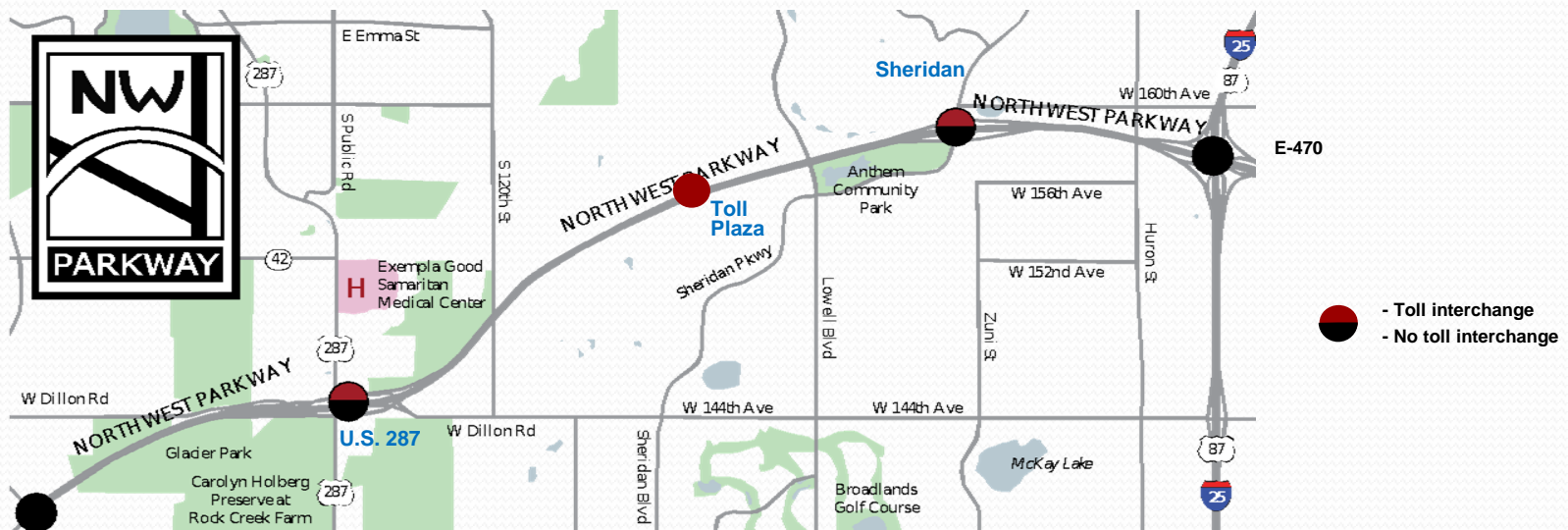


DESCRIPTION

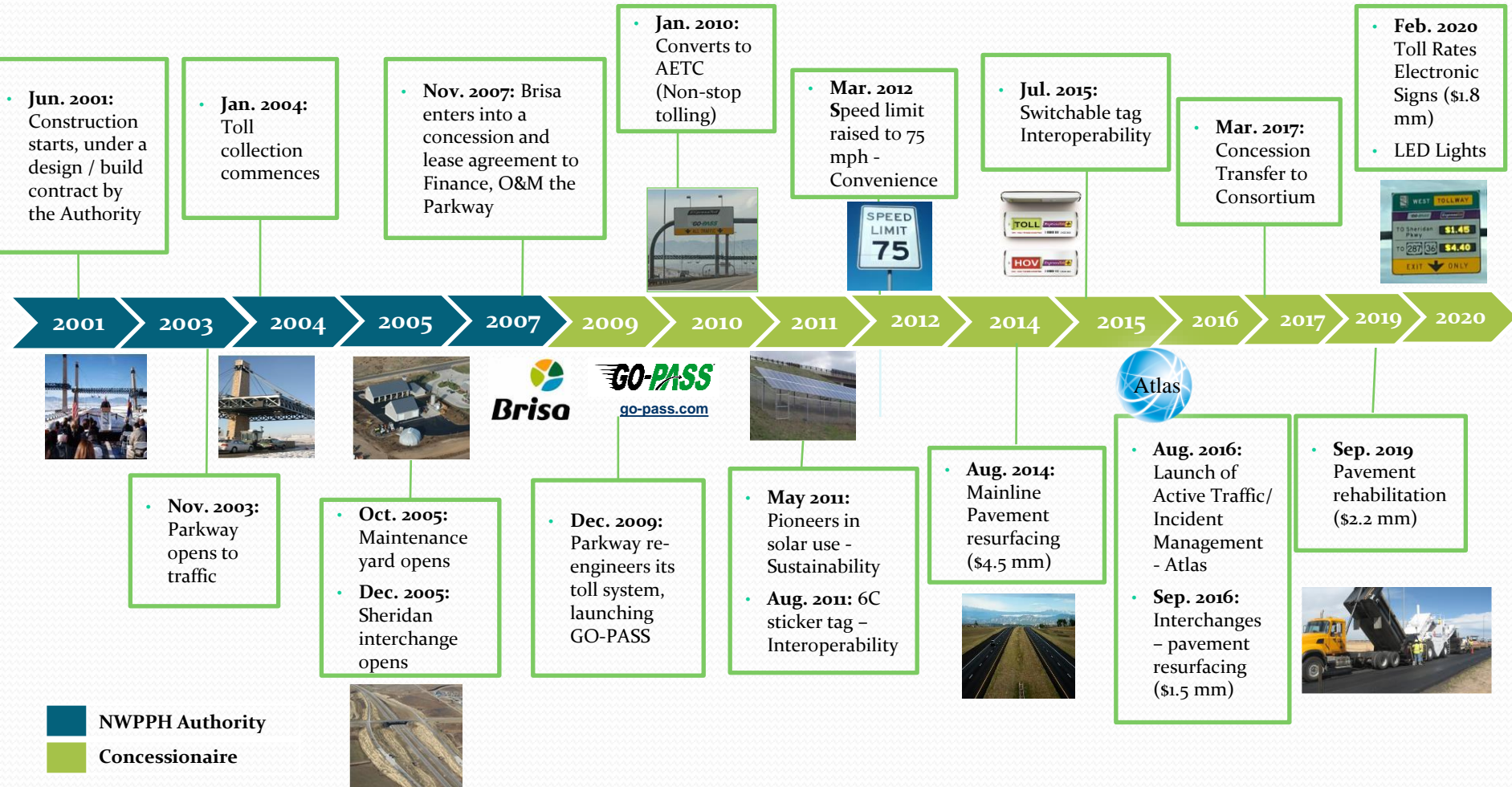
NWP is an 8.5-mile, 75 mph four-lane limited access highway, connecting E-470 at I-25 in the north metro Denver area, with U.S. 36, in Broomfield. It is the northwest section of Denver's partial beltway. Comprising of:

- ✓ 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 (All Electronic Tolling – no stopping)

ROAD MAP



Milestones



NWPPH Authority
 Concessionaire

Northwest Parkway Concession



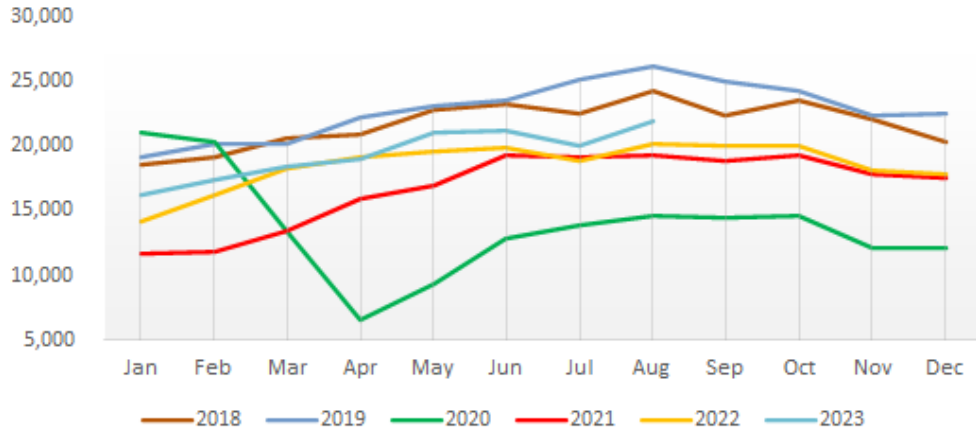
Fundamentals

- On November 21, 2007, the NWPPHA entered into a Concession Lease Agreement with Brisa (as Northwest Parkway LLC). On March 9, 2017, Brisa sold 100% of its interests to a Consortium (NWP HoldCo LLC) for \$744M.
- At the end of the 99-year lease term, the Parkway operation reverts 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.

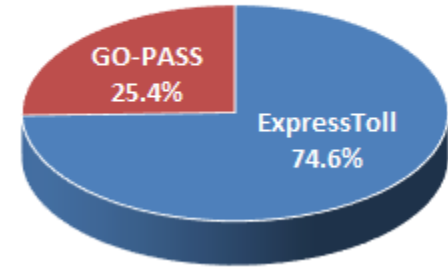
Traffic



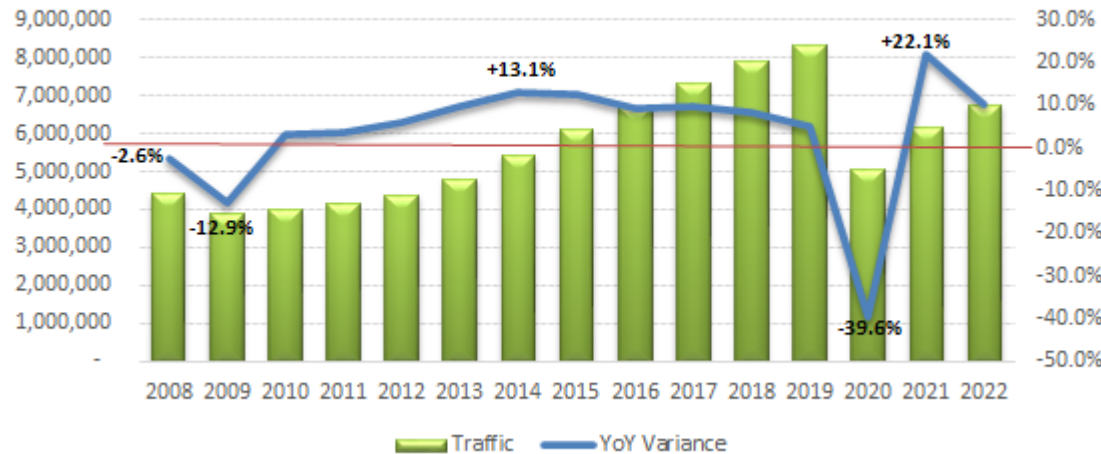
Average Daily Traffic



2023 Transactions by Payment Type

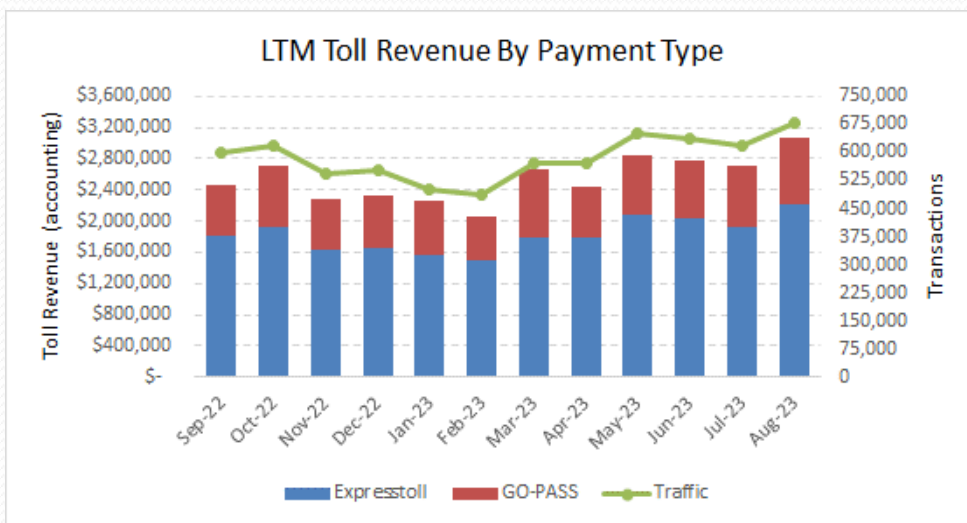
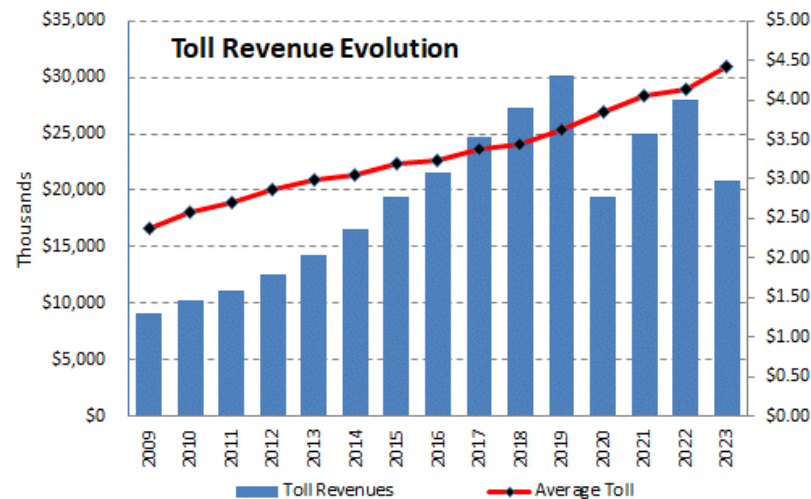
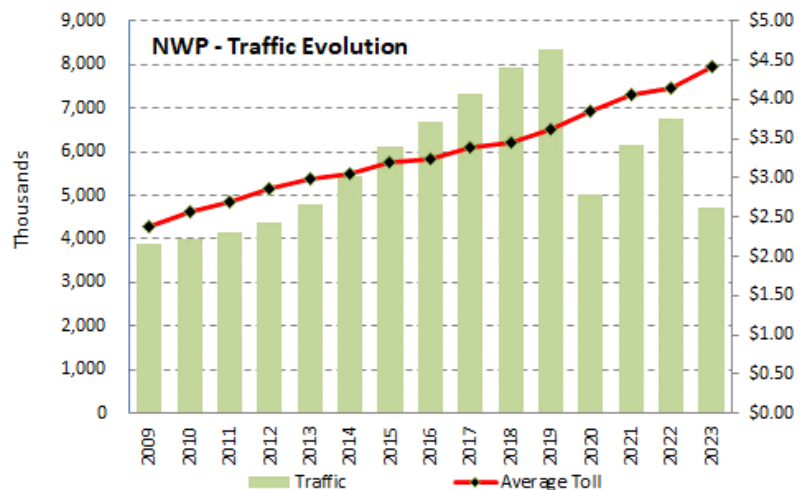


Northwest Parkway Traffic (trips)



Post-Pandemic Traffic Trailing at 2017 Level

Traffic & Toll Revenue



COVID had a significant impact to traffic and revenue.

Traffic Demand risk entirely bore by the Concessionaire.

Toll Rates



NWPKY TOLL RATES:

Mainline

- 2 Axles _____ \$5.20
- Per Each Additional Axle _____ \$5.20

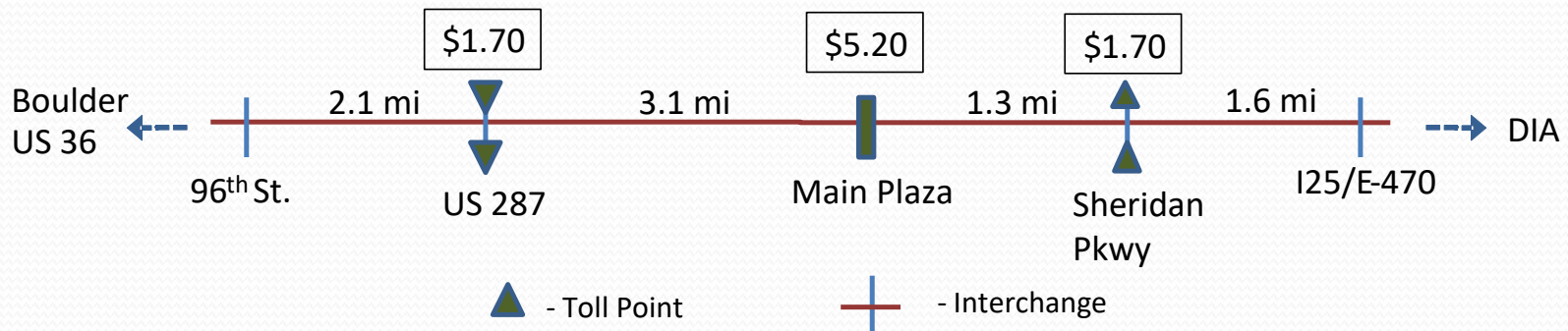
Ramps (Sheridan and US287 interchanges)

- 2 Axles _____ \$1.70
- Per Each Additional Axle _____ \$2.35

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 regulated by the Concession Agreement and overseen by the NWPPHA

Oversight



2022 Annual Inspection conducted in August through September by the Independent Engineer (Stantec Consulting Services).

“The scope of inspection for 2022 was to inspect the infrastructure, safety, and tolling facilities within the limits of the NWP. All items were inspected in accordance with the Colorado Department of Transportation Maintenance and Specification Standards (M & S Standards).

The 86 inspected items averaged a score of **4.88 out of 5.00**. With No Category 1 defects, and 16 Category 2 defects.

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

Monthly inspections throughout the year also have reflected the same consistent overall results and good asset condition!



Inspections shows the road is Safe, Fully functional and Compliant

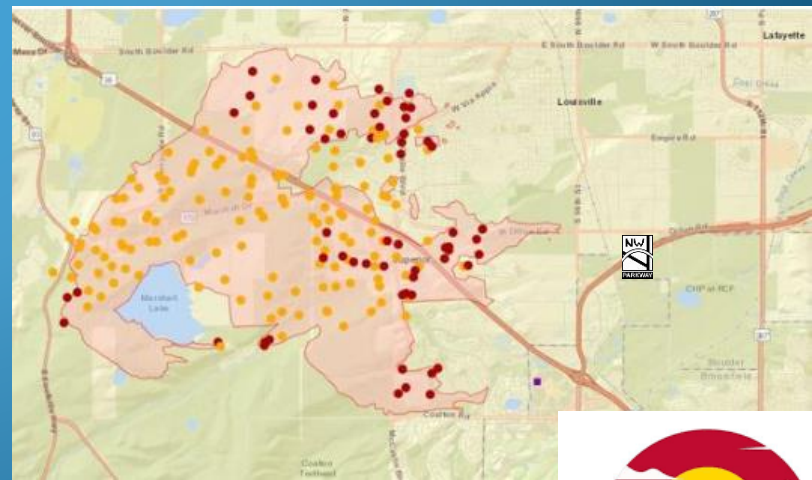
Marshall Fire Toll Relief Fund

NWP LLC setup a **\$100,000** Relief Fund to help the victims of the Marshall Fire to offset tolls on the Parkway throughout 2022, so they focus on rebuilding their homes. As of the end of the program:

- ✓ 237 households approved/ 405 vehicles
- ✓ \$50k toll rebates paid/ 12,410 trips

Remaining balance was donated to local non-profits aiding all victims of the fire.

Very positive feedback from the local community and customers!



"This rebate is such a tangible, practical way to assist fire families so, again, thank you."

"It really means a lot to have this kind of support and relief during this time."

"I want to thank you for this initiative - as we have had to get temporary housing further away in Erie, the Northwest Parkway is an option we can really use more often thanks to your financial help."

"Thank you for this opportunity for us fire victims."

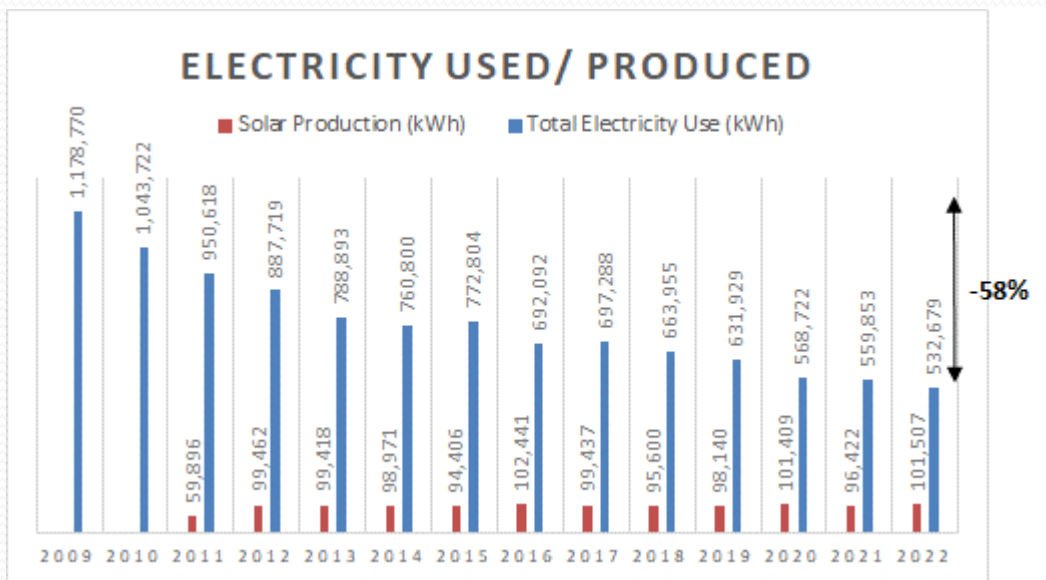
"This is an amazing program for fire victims and will help my family a lot. Really appreciate it!!!"



Sustainability – Solar Program

NWP reduced its electricity usage by 58% over the past 13 years.

NWP solar project, so far, accounted for an estimated cost savings of over \$18k.



- ✓ NWP was pioneer adopting renewable energy, offsetting its carbon footprint since 2011
- ✓ 7 solar sites (63 kW) have produced over 1M kWh, equivalent to 790 tons of CO2 emissions

“Brightening” NWP’s Operational Performance

Thank You

