

DUS News Digest

July 23, 2010 to July 30, 2010

FasTracks' Eagle P3 project may save nearly \$2B.....	3
July 23, 2010	<i>Denver Business Journal</i>
Feds reaffirm \$304 loan commitment to Union Station.....	6
July 23, 2010	<i>Denver Business Journal</i>
Denver Union Station transit project gets \$300 million in federal loans.....	8
July 23, 2010	<i>KDVR-TV</i>
Union Station gets \$300 million in funding.....	9
July 23, 2010	<i>InDenverTimes.com</i>
Denver transit project gets \$300 million in loans.....	11
July 24, 2010	<i>Denver Post</i>
Bennet applauds \$300 million for Denver Union Station.....	12
July 24, 2010	<i>News Release by U.S. Senator Michael Bennet</i>
Denver Transit project gets \$300 million in loans.....	14
July 25, 2010	<i>KCNC-TV</i>
Denver Receives \$300 million from USDOT for Union Station project.....	15
July 26, 2010	<i>ProgressiveRailroading.com</i>
U.S. DOT confirms \$300 million for Denver Union Station redevelopment.....	16
July 26, 2010	<i>Railway Track and Structures</i>
FasTracks public art is just knit right for Union Station.....	18
July 26, 2010	<i>Westword</i>
Denver Transit gets \$300 Million in DOT Loans.....	20
July 26, 2010	<i>The Journal of Commerce Online</i>
DOT sets loans for Denver Union Station Project.....	21
July 26, 2010	<i>RailwayAge.com</i>
East Corridor Groundbreaking!.....	22
July 26, 2010	<i>Denver Infill Blog</i>
Union Station Update #27.....	24
July 26, 2010	<i>Denver Infill Blog</i>

Denver's Union Station project receives \$300M.....	25
July 27, 2010 <i>Metro Magazine</i>	
Denver International Airport: The Next Generation.....	26
July 29, 2010 <i>Denver Infill Blog</i>	
Architect intent on preserving allure of DIA's tent.....	29
July 30, 2010 <i>Denver Post</i>	

July 23, 2010

By Cathy Proctor, Denver Business Journal

The Regional Transportation District and Denver Transit Partners have found a way to save \$1.9 billion on the FasTracks Eagle P3 project.

The two entities are cutting the length of their 46-year contract, scheduled to end Dec. 31, 2056, to 34 years, ending Dec. 31, 2044; the RTD board approved this with a 13-0 vote (with two members absent) on July 20. RTD also will issue tax-exempt bonds on behalf of the private Denver Transit Partners team.

It won't solve all of RTD's financial problems regarding FasTracks, the sprawling construction project that will add 122 miles of passenger rail lines throughout Denver. FasTracks still has a gap of more than \$2 billion between expected revenues, including federal grant money, and FasTracks' estimated construction costs of about \$6.5 billion.

But every move to shave costs helps close the gap.

The Eagle project includes the mass transit line between downtown and DIA, a line out to Wheat Ridge, a portion of the Northwest line to Westminster and a maintenance facility.

RTD and Denver Transit Partners are expected to sign financial terms of the \$1.649 billion construction deal on Aug. 12. A groundbreaking is scheduled for Aug. 26 at Denver International Airport.

With Denver Transit Partners expected to pay for the project up front, the financial contract will outline how much RTD will pay the team to cover the cost of construction, operations and maintenance — and repay the money the team put into it.

Much like a homeowner will save money by refinancing a 30-year mortgage to a 15-year one, a shorter contract with Denver Transit Partners is expected to save RTD nearly \$1.9 billion — equivalent to \$817.5 million in 2010 dollars — while raising the district's annual payment to the team by just 0.4 percent a year, or a total of \$10.9 million during the contract, according to RTD officials.

To pay the team, RTD will use money from sales taxes and FasTracks bonds issued in 2006 and 2007. Federal funding also is expected to help, said Teresa Sedmak, RTD's manager of debt and investments.

Peter Rogoff, head of the Federal Transit Administration, said in February the agency intends to sign a Full Funding Grant Agreement by September 2011 to help pay for the Eagle project. The agency already has included \$80 million in its fiscal 2011 budget for the rail lines to DIA and Wheat Ridge.

RTD also plans to issue about \$404 million in tax-exempt “private activity bonds,” or PABs, in early August, Sedmak said. The district then will loan the money raised from bonds to Denver Transit Partners — and the latter, not RTD, will repay the bonds, Sedmak said.

The tax-exempt status — bond holders wouldn’t have to pay federal taxes on income from the bonds — means they’ll carry a lower interest rate, reducing the project’s cost, said Dee Wisor, a Denver-based attorney at Sherman & Howard LLC, which represents RTD on bond issues.

Denver Transit Partners also will spend about \$55 million of its own money on the project. The rest of the money will come from RTD’s annual payment to the team, Sedmak said.

PABs are tax-exempt bonds issued through a public authority. The money then is loaned to a private entity to help pay for a project of public importance, such as a affordable housing or buildings at community hospitals. The private company — not the public authority — is responsible for repaying the bonds, Wisor said.

“It’s simply that they’re borrowing money tax-exempt, loaning that money to a private entity and the private entity is repaying the loan in amounts sufficient to repay the investors,” Wisor said. “The authority is really just a conduit between the private investors on the one hand, who are willing to buy the bonds, and the private entity, which needs the money for some capital project.”

In Colorado, the bonds — which used to be called industrial development bonds — have been used to help pay for a variety of projects, including construction at ski resorts, multifamily housing projects and buildings at private colleges, Wisor said.

Both Denver Transit Partners and the second team pursuing the Eagle Project, Mountain Air Transit Partners, suggested using PABs to help pay for construction, Sedmak said.

In 2005, Congress widened the projects eligible for PABs to include freight and highway works, as well as transportation projects that receive federal funding. The U.S. Department of Transportation got authority to approve up to \$15 billion in private activity bond sales across the country.

As of January 2010, the federal agency had approved about \$6.3 billion in PABs for seven projects, including \$589 million for new, high-occupancy-toll lanes around Washington, D.C., and \$400 million for new toll lanes on highways in Fort Worth, Texas.

RTD received approval for as much as \$1.1 billion in PABs in May, according to the agency, and its board approved issuing up to \$500 million — at an interest rate that must be lower than 8 percent — on July 13.

On July 20, RTD's board also gave the go-ahead to General Manager Phil Washington to finalize an agreement with Union Pacific Railroad. The agreement calls for RTD to spend up to \$84 million to buy railroad land needed for the Eagle project and the West corridor, as well as paying the railroad's relocation costs for moving tracks and equipment.

July 23, 2010

By Kathleen Lavine, *Denver Business Journal*

Behind Union Station, a hole has been excavated that's about 26 feet deep. View Larger Federal transportation officials Friday reaffirmed a February announcement that the Denver Union Station redevelopment project is getting \$300 million in government loans.

The U.S. Department of Transportation initially announced Feb. 5 that it will loan \$151.6 million to the project under the Transportation Infrastructure Finance and Innovation Act and \$152.1 million loan under the Railroad Rehabilitation and Improvement Financing Program.

The loans will provide more than half of the funding for the half-billion-dollar project, which seeks to transform the historic Denver railway terminal on the north edge of downtown into a multi-use transportation hub that will serve Denver's new FasTracks rail and bus network.

Denver Union Station already has received \$28.4 million in funds under the federal stimulus program, formally known as the American Recovery and Reinvestment Act.

"This project epitomizes the importance of livability principles to promote transportation mobility and strong communities," U.S. Transportation Secretary Ray LaHood said Friday in a statement. "Not only will Union Station be the centerpiece for the Denver region's multi-modal transportation system, it will serve as a magnet and anchor for residential, retail and commercial development."

The loans are being provided to the Denver Union Station Project Authority, a nonprofit entity formed by the city of Denver in July 2008. The authority is a partnership between the city, the Regional Transportation District (RTD), the Colorado Department of Transportation and the Denver Union Station Metropolitan District.

Construction started in February and is slated for completion by summer 2014.

When done, Union Station will sport a 1,100-foot-long underground regional bus facility with room for 22 buses. Two light-rail tracks will be relocated from immediately behind the station to near the Millennium Bridge that connects the 16th Street Mall with the Central Platte Valley neighborhoods.

The mall shuttle will be extended to the light-rail tracks, and eight tracks of commuter rail lines with five platforms will be built.

More than 100 people already are working at the site, and some 300 are expected to be working there by next summer, according to Kiewit Western Co., the contractor in charge of the project's key \$350 million design-build contract.

July 23, 2010

By Associated Press, KDVR-TV

DENVER (AP) — Federal officials have signed off on \$300 million in loans to help transform Denver's Union Station into a regional transportation hub.

U.S. Transportation Secretary Ray LaHood announced the closing on the loans Friday. The loans are being awarded to the Denver Union Station Project Authority, a non-profit formed by the city through a partnership with the Regional Transportation District and other agencies.

The \$480 million project will include a 22-bay underground bus facility, light rail station, commuter rail station and extension of the downtown mall shuttle bus service. Work began last year and the transit portions are expected to be complete in 2014.

Other funding includes federal stimulus dollars and tax revenue.

July 23, 2010

By John Rebchook, InDenverTimes.com

Image via Wikipedia
Denver Union Station has received more than \$300 million in federal loans to move forward on a transit plan that is expected to create thousands of jobs and pump billions of dollars into the economy.

The Denver Union Station Project Authority and the U.S. Department of Transportation today announced the closing on a \$145.6 million Transportation Infrastructure Finance and Innovation Act loan and a \$155 million loan under the Railroad Rehabilitation and Improvement Financing Program for Denver Union Station. Denver Union Station is the centerpiece of the Regional Transportation District's FasTracks transit expansion program and will serve as a multimodal transportation hub for the region.

\$3 billion economic impact

"We are delighted the Department of Transportation found a creative way to use different loan programs to help fund the Denver Union Station redevelopment," said Denver Mayor John Hickenlooper. "This project will generate thousands of jobs and put more than \$3 billion into our state's economy over the next decade. We are grateful to the Department of Transportation for helping us invest in Colorado's future and improving transportation options for everyone who lives in and around the metro area."

The loan closings guarantee the completion of the public transportation infrastructure of the redevelopment including a 22 bay underground bus facility, a light rail station for current and future light rail routes, a commuter rail station that will serve Amtrak and the East, Gold, North Metro and Northwest Rail commuter rail lines, extension of the 16th Street Mall Shuttle and public plazas to integrate transit service with adjacent neighborhoods.

"Remarkable achievement"

"The DUS project is the most important economic development initiative for the City of Denver and the State of Colorado. It has taken commitment and determination from very dedicated Board members, city and RTD leadership, staff and other stakeholders for this project to move forward and it has been worth every step," said DUSPA Board President Elbra Wedgeworth. "This is a remarkable achievement for DUSPA and our partners."

The DUS project represents the first time the two federal loan programs have worked together to fund a major infrastructure project. By working with the DOT, the interest rates on the loans are slightly below 4%, well below what could have been secured in the tax-exempt capital markets.

“This transaction has had many loan structuring challenges due to the prospective nature of the tax-increment revenues,” said Claude Pumilia, Denver’s chief financial officer. “We met this challenge by tailoring debt service to our future revenues and using the cash flow to create additional reserves to act as a safeguard, while still meeting the loan repayment criteria.”

In addition to the federal loans, funding for project includes money from state and federal grants and allocations from the FasTracks program.

“Critical step”

“Today’s announcement ensures Denver Union Station will be ready when our new transit corridors are completed,” said RTD Chairman Lee Kemp. “This is a critical step in helping deliver the voter-approved FasTracks program that will greatly improve mobility around our region.”

Early construction work including utilities relocation and excavation of the regional bus facility has been underway since 2009. The RTD Board approved bridge funding to DUSPA to allow DUS construction to advance while the project awaited approval of the federal loans.

The DUSPA was formed by the City and County of Denver in July 2009 to serve as the financing and contracting entity for the transportation improvements at DUS, through a partnership with RTD, the city, the Colorado Department of Transportation, the Denver Regional Council of Governments and the DUS Metropolitan District.

July 24, 2010

By The Associated Press, Denver Post

DENVER—Federal officials have signed off on \$300 million in loans to help transform Denver's Union Station into a regional transportation hub.

U.S. Transportation Secretary Ray LaHood announced the closing on the loans Friday. The loans are being awarded to the Denver Union Station Project Authority, a non-profit formed by the city through a partnership with the Regional Transportation District and other agencies.

The \$480 million project will include a 22-bay underground bus facility, light rail station, commuter rail station and extension of the downtown mall shuttle bus service. Work began last year and the transit portions are expected to be complete in 2014.

Other funding includes federal stimulus dollars and tax revenue.

Bennet Applauds \$300 Million for Denver Union Station Redevelopment: Project Will Reduce Traffic Congestion, Enhance Community Livability, and Turn Lower Downtown Into Regional Transportation Hub

Page 12

July 24, 2010

News Release by U.S. Senator Michael Bennet

Washington, DC – Michael Bennet, U.S. Senator for Colorado, welcomed today’s announcement from Transportation Secretary Ray LaHood that Denver Union Station will receive \$300 million in federal funding for a redevelopment project. Bennet telephoned LaHood to express support for the funding earlier this year.

The redevelopment project is an intermodal 50-acre public-private development undertaking located in lower downtown Denver. The loans will finance the transportation component which includes an underground bus terminal with 22 bays, a station for existing and planned light rail routes and a commuter rail station that will also serve Amtrak. Specific projects include extension of the 16th Street Mall and the Shuttle service; accommodation of the Downtown Circulator service; and pedestrian improvements as well as improved street and replacement parking and utility infrastructure. Integration of these services will provide travelers seamless connections, and access to public spaces.

Since 2000, downtown Denver has averaged 6.6 percent annual growth. The project will have an immediate positive benefit on the economy and it is estimated that the Denver Union Station public sector investments will create more than 7,000 new jobs during construction. Completion of construction is expected to take four years.

“This is a transforming moment for Denver, the Front Range and all of Colorado,” Bennet said. “Every day, thousands of Front Range Residents come through Union Station to get to work or see a Rockies game, but the new station will have an even greater reach as a state-of-the-art hub for the growing transportation network that will connect cities and towns across the West, spurring economic development and helping local businesses extend their customer and employee base.

“This project will also create thousands of jobs and multiply options for public transportation, easing congestion and pollution. Many local leaders across the Front Range have worked hard to get this project off the ground, and this funding will ensure that their vision for Union Station goes forward as planned.”

The funds are part of a historic innovative financing arrangement utilizing Department of Transportation’s (DOT) Railroad Rehabilitation and Improvement Financing (RRIF) Program and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. This is a unique financing structure and the first time the Department has combined credit assistance from both programs.

The loan funding is being awarded to the Denver Union Station Project Authority (DUSPA), a non-profit, public benefit entity formed by the city in July 2008, through a partnership with the Regional Transportation District (RTD), City and County of Denver, Colorado Department of Transportation, Denver Regional Council of Governments, and Denver Union Station Metropolitan District.

Together the TIFIA and RRIF loans constitute approximately 62 percent of all funding sources for the project. Under the financing plan, an RTD bond as well as tax increment financing pledged to DUSPA will be used to repay the debt. RTD will assist with the construction management of the transportation improvements and will own and operate the facilities after the construction period.

The TIFIA and RRIF loan programs can help advance qualified projects that otherwise might be difficult to finance because of the size, complexity, or uncertainty over the timing of project cash flows.

July 25, 2010

KCNC-TV



Denver Union Station

Federal officials have signed off on \$300 million in loans to help transform Denver's Union Station into a regional transportation hub.

U.S. Transportation Secretary Ray LaHood announced the closing on the loans Friday. The loans are being awarded to the Denver Union Station Project Authority, a non-profit formed by the city through a partnership with the Regional Transportation District and other agencies.

The \$480 million project will include a 22-bay underground bus facility, light rail station, commuter rail station and extension of the downtown mall shuttle bus service. Work began last year and the transit portions are expected to be complete in 2014.

Other funding includes federal stimulus dollars and tax revenue.

July 26, 2010

ProgressiveRailroading.com

On Friday, the U.S. Department of Transportation (USDOT) announced that the Denver Union Station redevelopment project will receive more than \$300 million in federal loans through a financing arrangement involving the Railroad Rehabilitation and Improvement Financing and Transportation Infrastructure Finance and Innovation Act programs.

The station redevelopment project includes a 50-acre, public-private mixed-use development. The loans will finance new intermodal transportation facilities, including a light-rail terminal featuring three tracks and two platforms for existing and planned routes, and an intercity and commuter-rail facility featuring eight passenger tracks, platforms, and service and storage improvements.

The station redevelopment is part of the Regional Transportation District of Denver's FasTracks program, which also calls for building 122 miles of commuter- and light-rail lines, constructing 18 miles of bus rapid-transit lines and adding 21,000 new parking spaces.

July 26, 2010

Railway Track and Structures

U.S. Transportation Secretary Ray LaHood said that the Denver Union Station project will receive just over \$300 million in federal loans through an unprecedented and historic innovative financing arrangement using the Department of Transportation's Railroad Rehabilitation and Improvement Financing (RRIF) Program and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. The project is funded with a unique financing structure and for the first time combines credit assistance from both programs.

The loans are being awarded to the Denver Union Station Project Authority, a non-profit, public benefit entity formed by the city in July 2008, through a partnership with the Regional Transportation District, City and County of Denver, Colorado Department of Transportation, Denver Regional Council of Governments and Denver Union Station Metropolitan District.

"This project epitomizes the importance of livability principles to promote transportation mobility and strong communities," said Secretary LaHood. "Not only will Union Station be the centerpiece for the Denver region's multi-modal transportation system, it will serve as a magnet and anchor for residential, retail and commercial development."

The redevelopment project is a 50-acre public-private mixed-use development located in lower downtown Denver. The loans will finance new intermodal transportation facilities which include an underground bus terminal with 22 bays, a light-rail terminal consisting of three tracks and two platforms for existing and planned routes and an intercity and commuter rail facility consisting of eight passenger tracks, platforms and service and storage improvements. Also included are the extension of the 16th Street Mall and the Shuttle service, accommodation of the Downtown Circulator service, as well as pedestrian improvements and improved street and replacement parking and utility infrastructure. Integration of these services will provide travelers seamless connections and access to public spaces.

Since 2000, downtown Denver has averaged 6.6 percent annual growth. The project will have an immediate positive benefit on the economy and it is estimated that the Denver Union Station public sector investments will create over 7,000 new jobs during construction. Completion of construction is expected to take four years.

Together the TIFIA and RRIF loans constitute approximately 58 percent of all funding sources for the project. Under the financing plan, an RTD bond as well as tax increment revenues pledged to DUSPA will be used to repay the debt. RTD will assist with the construction management of the transportation improvements and will own and operate the facilities after the construction period. The TIFIA and RRIF loan programs can

help advance qualified projects that otherwise might be difficult to finance because of the size, complexity or uncertainty over the timing of project cash flows.

FasTracks public art is just knit right for Union Station:

Page 18

July 26, 2010

By Kenny Be, Westword

The study of neighbors through lawn decoration

Now you don't have to drive all the way out to DIA to look at loopy public art. A quick trip to the FasTracks construction zone behind Union Station will have you slapping your head and screaming, "Knot again!" Behold the two-block long expanse of construction fence festooned with a crocheted-link afghan of billowy blooms that puts even the most prolific high-strung grandma to shame...



Union Station: Train-yard flowers, yarning to be free.

The crocheted garden of large-scaled wildflowers buzzing with insects is a public art collaboration between the Ladies Fancywork Society and sound artist Jim Green, and was commissioned by the Denver Office of Cultural Affairs and the Central Platte Valley Metropolitan District. And a better choice could not have been made.

The use of yarn in a construction fence is the perfect way to "spin" the construction story of a light rail project. With each skein, the City of Denver and RTD can "tie" the past romance of the rails to the future of commuter transit while "stringing" taxpayers along about the final costs and "hooking" them with the bill. Thus, it is only fitting that the knitters of the Ladies Fancywork Society and noise-maker Jim Green help make us nostalgic for the sweaters that Nana never made, and the honey bees that we hardly ever see.

Denver Transit Gets \$300 Million in DOT Loans: First loan package to combine rail program with federal highway lending

Page 20

July 26, 2010

John D. Boyd, The Journal of Commerce Online

The Department of Transportation gave final approval to an innovative \$300 million loan package to help Denver remake its Union Station passenger rail center into a light rail and bus hub.

That funding, at low interest rates that match federal borrowing costs, not only give the project a financing boost but give the DOT its first ever example of combining low-cost loan programs operated separately by the Federal Highway Administration and Federal Railroad Administration.

While the loans are aimed at a large passenger rail program for Denver commuters and tourists, the project affects some freight operators. It is part of a long-term plan under which Denver has been purchasing rights-of-way use under long-term deals from freight railroads Union Pacific and BNSF, and which is designed to ease congestion on highways shared by commercial trucks around the largest commercial center in the Rocky Mountain region.

July 26, 2010

Railway Age.com

Transportation Secretary Ray LaHood announced the award of just over \$300 million in federal loans to the Denver Union Station project, which will include a light rail terminal consisting of three tracks and two platforms for existing and planned routes and an intercity and regional rail facility with eight passenger tracks and platform.

The DOT announcement said the loans will be made through “an unprecedented and historic innovative financing arrangement using the Department of Transportation’s Railroad Rehabilitation and Improvement Financing (RRIF) Program and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.” The project for the first time combines loans from both programs.

The loans are being awarded to the Denver Union Station Project Authority (DUSPA), a non-profit, public benefit entity formed by the city in July 2008, through a partnership with the Regional Transportation District (RTD), City and County of Denver, Colorado Department of Transportation, Denver Regional Council of Governments, and Denver Union Station Metropolitan District.

Together the TIFIA and RRIF loans constitute approximately 58% of all funding sources for the project. An RTD bond as well as tax increment revenues pledged to DUSPA will be used to repay the debt.

July 26, 2010

By Ryan Mulligan, Denver Infill Blog

Great news from FasTracks – the East Corridor, traveling from Denver Union Station to DIA will host a ground breaking ceremony August 26!

The 22.8-mile corridor is currently in Final Design and will be built as the first phase (along with the Commuter Rail Maintenance Facility) of the Eagle P3 project. The

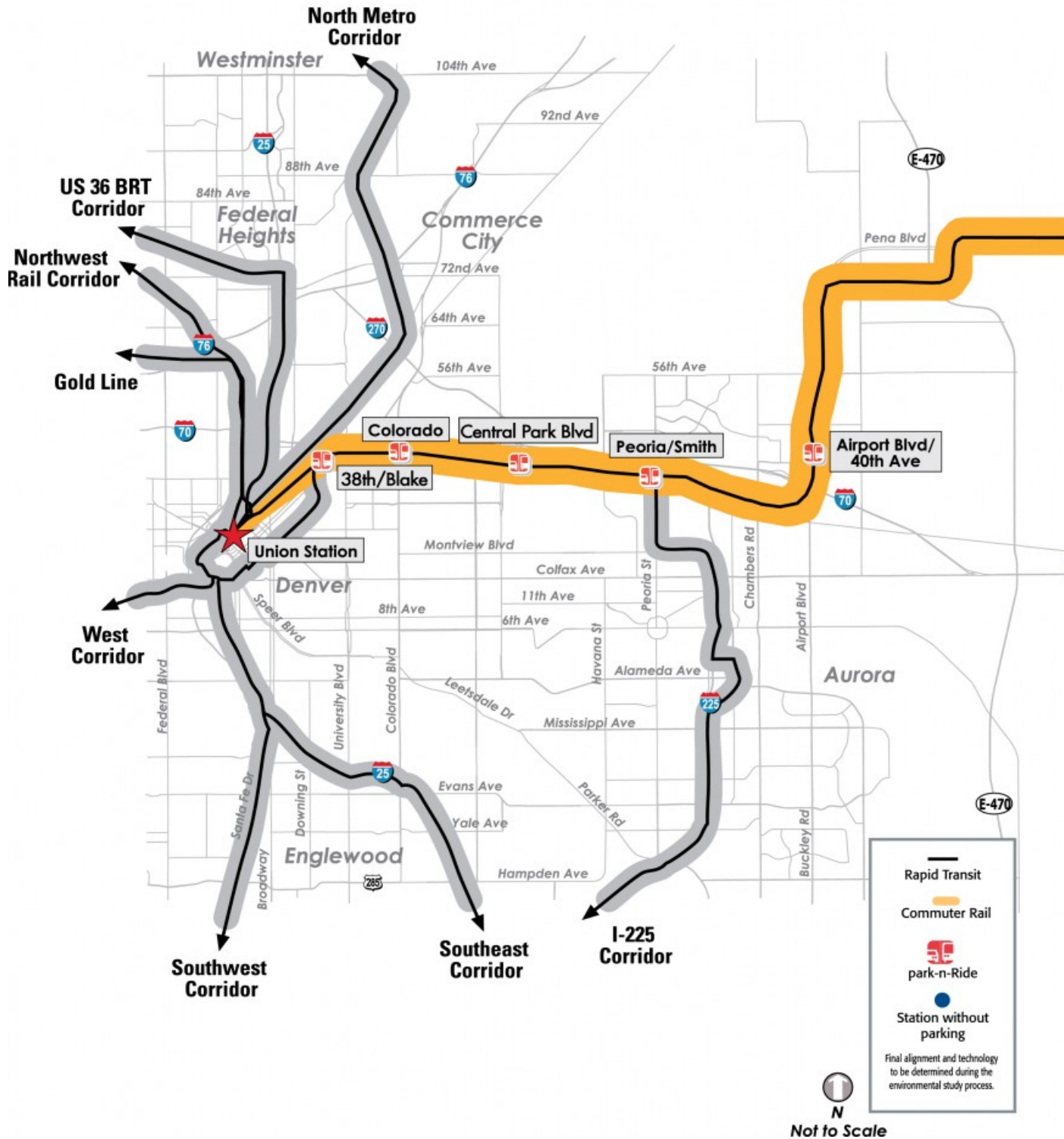
corridor will have stations at Union Station, 38th/Blake, Colorado (just north of 40th near the intersection with Smith Road), Central Park (behind Wal-Mart at Quebec Square), Peoria/Smith, and 40th/Airport. RTD has recommended that Electric Multiple Units (EMU) commuter rail transit be used on the corridor.

Also, Santiago Calvatrava will be in Denver Thursday to unveil his proposed design for a bridge and station and accompanying hotel at DIA!

The next month looks to be huge for transit in Denver! More info to come later this week.

See map on the next page.

East Corridor



July 26, 2010

By Rick Anstey, Denver Infill Blog

Here is the most recent Union Station urban design submission to the planning board.

Anne Hayes, who is Chairperson of Union Station Advocates and Vice President and Project Manager for Westfield Development Company, was kind enough to send it to me. It focuses on three elements of the redevelopment plan:

1. The canopy connector between the train hall and Union Station.
2. The pedestrian bridge that connects Lodo with Central Platte Valley over the Amtrak and commuter rail tracks (formerly known as Kinetic Plaza).
3. The grand staircase at Wynkoop Plaza.

While the design of the canopy connector seems to be acceptable to all or most parties, the updated design of the pedestrian bridge appears to be causing some heartburn. In fact, at its April 28 meeting, the planning board sent the design team back to the drawing board. The original design called for a grand public space with public art and plenty of room for tables where it connected to a proposed adjacent building on the Central Platte Valley side on the tracks. With that building now in question, the new bridge design is far more utilitarian and has lost all of its public space features. See pages 8 and 9 in the link above for renderings of the current bridge design. The August 4 planning board meeting should bring the bridge issue to an interesting conclusion.

July 27, 2010

Metro Magazine

Denver's Union Station project will receive a bit more than \$300 million in federal loans through an unprecedented and historic innovative financing arrangement using the U.S. Department of Transportation's (U.S. DOT) Railroad Rehabilitation and Improvement Financing (RRIF) Program and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.

The project is funded with a unique financing structure and for the first time combines credit assistance from both programs.

The loans are being awarded to the Denver Union Station Project Authority (DUSPA), a non-profit, public benefit entity formed by the city in July 2008, through a partnership with the Regional Transportation District (RTD), City and County of Denver, Colorado Department of Transportation, Denver Regional Council of Governments and Denver Union Station Metropolitan District.

The redevelopment project is a 50-acre public-private mixed-use development located in lower downtown Denver. The loans will finance new intermodal transportation facilities, which include an underground bus terminal with 22 bays; a light rail terminal consisting of three tracks and two platforms for existing and planned routes; and an intercity and commuter rail facility consisting of eight passenger tracks, platforms, and service and storage improvements.

Also included are the extension of the 16th Street Mall and the Shuttle service, accommodation of the Downtown Circulator service, as well as pedestrian improvements and improved street and replacement parking and utility infrastructure. Integration of these services will provide travelers seamless connections and access to public spaces.

Together the TIFIA and RRIF loans constitute approximately 58 percent of all funding sources for the project. Under the financing plan, an RTD bond as well as tax increment revenues pledged to DUSPA will be used to repay the debt. RTD will assist with the construction management of the transportation improvements and will own and operate the facilities after the construction period.

July 29, 2010

By Ken Schroepfel, Denver Infill Blog

It was the mid-1980s and I had just moved to Denver when the whole “let’s build a new airport” debate was really ramping up. I was excited by the boldness of the plan and was impressed by Denver and its young Mayor Peña, that they had the audacity to pursue such a grand vision. I volunteered for the pro-airport campaign and, after construction started, would drive out to this observation deck off of Tower Road to take photos of the airport’s progress (foreshadowings of DenverInfill it turns out). Building DIA has proved to be perhaps the most important, strategic, decision Denver has ever made. Today, we are blessed with an airport that is modern, efficient, attractive, and widely regarded as one of the best airports anywhere, and one that offers expansion capabilities that are virtually unparalleled and the envy of our peers.

And then there’s FasTracks, another one of the most important, strategic decisions Denver has ever made.

Now we find ourselves at a point in time when these two monumental civic ventures come together. Denver International Airport, meet FasTrack. Curt Fentress, meet Santiago Calatrava.





This is the concept for the East Corridor FasTracks transit station at DIA, with a 500-room Westin Hotel on top and an extension of the airport terminal in between. What it also represents is a great step forward for our city and its infrastructure to a world-class level. Image this, along with what's taking place at Union Station, as the gateways welcoming the world to Denver. Quite profound, if you ask me, and something that I'm happy and proud to support as a Denver citizen.

For more information, check out the cool video animation and all the details about the new South Terminal Redevelopment program at DIA at the airport website.

July 30, 2010

By Jeffrey Leib, The Denver Post

Architect intent on preserving allure of DIA's tent
Design of south project joins wings with DIA terminal, with some departures
Jul 29:

Calatrava unveils DIA plans
Jul 28:

DIA south terminal designs to be unveiled Thursday
Spanish architect Santiago Calatrava said his designs for the first phase of Denver International Airport's south terminal redevelopment will complement the airport's best-known architectural element — its terminal with the white-tented roof.

The DIA tent delivers an important image all over the world, Calatrava said, adding that he was conscious of preserving and protecting the airport's existing architecture and view corridors as he designed the south terminal complex.

"We have given our best to create a dialogue between the two buildings in a complementary basis to respect the iconic view of the tent," Calatrava said of the interplay between his structures and the existing terminal, which was designed by Denver

Extras

View more images of the proposed terminal design.
architect Curt Fentress.

The south terminal project's first phase, which is expected to cost as much as \$650 million, includes a commuter-rail station, a public plaza that links with the existing terminal, and a 500-room Westin hotel.

Calatrava said the way the plaza's canopy enters the area under the terminal tent "without touching it is a real declaration of respect" for Fentress' design.

On Thursday, Fentress' office said he had no comment at this time on Calatrava's designs.

DIA manager Kim Day said the airport later will consider a second phase of the south terminal project, costing up to \$250 million, that could include a reshuffling of existing functions in the terminal's Great Hall, including a move of security checkpoints to new locations on the sixth level where airline ticket counters currently reside.

On Thursday, Calatrava met with local government and business leaders and he used pencil and water colors to sketch the inspiration for his designs.

"The tipping point for this project is having incredible functionality with great design," said Visit Denver president Richard Scharf, after seeing Calatrava's presentation.



Spanish architect Santiago Calatrava showed off his designs for DIA's south terminal makeover on Thursday.

Ever sensitive to the budget crisis gripping Denver and other local governments, DIA's Day told the gathering that "no general fund money or city tax dollars will be used on this project."

She said the airport will develop a plan of finance to pay for the project's first phase and take it to the Denver City Council by early fall.

Airlines at DIA have expressed some concern in the past about possible excessive spending on capital projects by the airport that could drive up the carriers' rates and charges.

"We assure the airlines that we will not do anything that negatively impacts our airline partners," Day said.



Spanish architect, artist and engineer Santiago Calatrava today presented his designs for Denver International Airport's south terminal development project. They include a commuter-rail bridge over Pena Boulevard for the FasTracks train to DIA, a train station at the terminal, and a twin-tower hotel and public plaza above the train station platform. (

After viewing Calatrava's presentation, Southwest Airlines Properties Manager Steve Hubbell said, "We obviously are very concerned about the potential costs of these projects."

"We need to have a better understanding of how this is going to impact the rates and charges," Hubbell said, adding that DIA "is working with the airlines" to determine the project's financial implications.

"They are being transparent; they are being collaborative," Hubbell said of DIA officials.

Day said the south terminal project includes at least 100,000 square feet of retail and other concession space that — along with the hotel — will generate revenue and help offset the cost of the project.

Calatrava's design calls for the hotel-train station-plaza complex to dominate the view of the terminal from the south, but those traveling to DIA will retain a view of the terminal tent through a low, saddle-like space between the hotel's twin towers.

The south terminal project also includes a commuter-rail bridge over Peña Boulevard just east of the E-470 interchange that will accommodate the \$1.2 billion East Corridor train from Union Station to the airport. Train service is expected to start in 2016.

An animation prepared by Calatrava's firm shows the commuter-rail bridge as a graceful, cable-supported arc that will serve as a gateway for travelers driving to the airport.

DIA still must determine if it can afford the Calatrava-designed commuter-rail bridge.

The airport has proposed "enhancing" RTD's design for the bridge and paying the difference between the "base price" the Regional Transportation District will budget for the bridge and what it would cost to build it according to Calatrava's design.

RTD recently selected a consortium of private companies to build the East Corridor train under a public-private partnership.

On Aug. 12, RTD and the firms will be able to identify the amount of money they have for the rail bridge after they complete financial terms of the public-private partnership, said RTD spokeswoman Pauletta Tonilas.

DIA will have until Jan. 31 to decide whether it can afford to pay the difference between the base price for the bridge and the amount needed to realize Calatrava's design, said Day, DIA's manager. When an early Calatrava design came in around \$60 million, airport officials said they could not afford that price.

The 59-year-old Calatrava, whose specializes in the design of bridges and train stations, is one of the most prolific engineer-architect-designers in the world.

He has designed the new World Trade Center transportation station in New York City where the twin trade towers stood before the 9/11 attacks.

He also has designed train stations in Liege, Belgium and Lyon, France, among other locations, and numerous bridges around the world, including spans in Buenos Aires; Jerusalem; Seville, Spain; and Orleans, France.



Spanish architect, artist and engineer Santiago Calatrava today presented his designs for Denver International Airport's south terminal development project. They include a commuter-rail bridge over Pena Boulevard for the FasTracks train to DIA, a train station at the terminal, and a twin-tower hotel and public plaza above the train station platform.