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DENVER INTERNATIONAL AIRPORT CHOOSES NOT TO MOVE FORWARD WITH SIGNATURE RAIL BRIDGE

FISCAL RESPONSIBILITY REMAINS A TOP PRIORITY

DENVER, CO — April 26, 2011 — Denver International Airport announced today that it will not move forward with building a signature bridge over Peña Boulevard for a FasTracks commuter train. The bridge, designed by renowned Architect Santiago Calatrava, was intended to serve as a visual and symbolic gateway for travelers coming to and from Denver via the airport.

While RTD is obligated to build a basic bridge, DIA has the right to pay for betterment; however, DIA leadership has determined that the premium for building the signature bridge is not in the best interest of the airport.

“From the day we announced the South Terminal Redevelopment Program we’ve pledged only to move forward with projects that make good financial sense,” said Kim Day, Manager of Aviation at Denver International Airport. “Mr. Calatrava designed a stunning gateway element that would’ve been the envy of other cities and airports around the world. However, our first and foremost responsibility is to maintain the fiscal strength of this airport, and investing \$20 million in this structure is just not the best use of our capital.”

The airport estimated the cost for building the signature bridge would have been \$22 million. RTD identified \$1.4 million as their cost for a standard elevated rail bridge crossing Peña Boulevard. This would have represented their contribution toward DIA’s signature bridge.

“We worked over the past few months with our design team and RTD to reconcile costs and their contribution for the bridge,” Day said. “At the end of the day, this was simply not a sufficient offset for us to pursue building the bridge.”

Recently, DIA leadership announced the development of a 10-year financial strategy for the airport that includes a \$500 million budget for the South Terminal Redevelopment Program and an additional \$500 million for other capital improvement projects over the next five years.

“One of our top strategic priorities is the development of new revenue sources at the airport,” said Patrick Heck, Chief Financial Officer for Denver International Airport. “While our South Terminal Redevelopment Program has revenue-generating projects built in, such as a terminal hotel and new concession space, the signature bridge will not generate any revenue for the airport. This is indicative of the airport’s commitment to reduce spending and make prudent financial decisions.”

The South Terminal Redevelopment Program includes the construction of a train station to connect the airport to downtown Denver, a public plaza and a 500-room Westin hotel and conference center connected to Jeppesen Terminal.

“Denver International Airport is one of the most envied facilities in the industry,” Day said. “With the addition of rail connection to our city core and a brand new terminal hotel, we will truly be competitive with major international airports worldwide.

“While I am personally disappointed, I am committed to fiscal responsibility for this project,” Day added. “We will be vigilant on costs and we will bring this project in on budget.”

No taxpayer or General Fund dollars are used for projects at Denver International Airport, including those that are part of the South Terminal Redevelopment Program.

Denver International Airport is the 10th-busiest airport in the world and the fifth-busiest airport in the United States. With more than 50 million passengers traveling through the airport each year, DIA is one of the busiest airline hubs in the world’s largest aviation market. DIA is the primary economic engine of the state of Colorado, generating more than \$22 billion for the region annually. For more information, visit www.flydenver.com. Check out the Airport's YouTube channel by visiting <http://www.youtube.com/user/DenversAirport> and become our fan on www.facebook.com/denverinternationalairport.

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