



Renderings courtesy of Santiago Calatrava



DENVER INTERNATIONAL AIRPORT
south terminal redevelopment program

FACTBOOK



Building the Future

South Terminal Redevelopment Program

As the fifth-busiest airport in North America and the 10th busiest in the world, Denver International Airport (DIA) is the foundation of Denver's role as a world-class city, an iconic symbol of our community's visionary ability to plan for the future.

From the beginning, the DIA vision was seen as a multi-generational investment. Today, more than a decade and a half later, we are benefitting greatly from that vision as DIA's annual economic impacts to the state is estimated at \$22 billion dollars while accounting for over half of the state's total aviation jobs. The \$500 million South Terminal Redevelopment Program marks the continuation of the original vision for Denver International Airport (DIA), one that included a world-class hotel and a train station to accommodate a rail line connecting DIA with downtown's Denver Union Station. Through the South Terminal Redevelopment Program investment, our community again demonstrates our belief in itself, the airport and the region's future.

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What is the South Terminal Redevelopment Program?



Denver International Airport's (DIA) South Terminal Redevelopment Program is the next step in enhancing our competitive standing as a world-leading airport and positioning DIA for continued growth.

DIA'S South Terminal Redevelopment Program is made up of three independent, yet physically integrated projects, which include design and construction of:

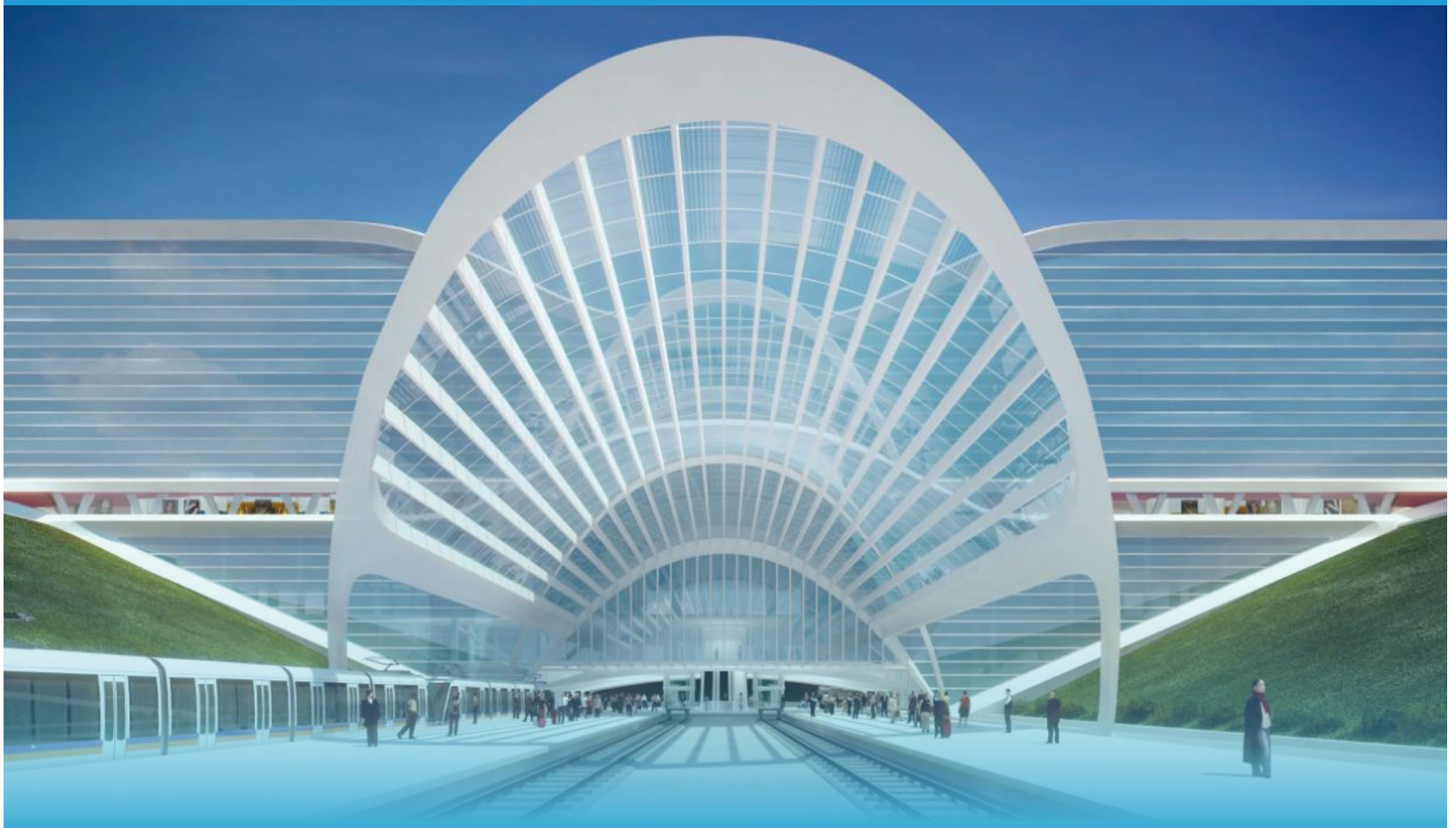
- 500-room hotel and conference center;
- Public Transit Center, including an RTD commuter rail station and improvements to the existing concourse baggage and train systems; and
- Open-air plaza, complete with new concessions and leasable space, connecting the development to the existing Jeppesen Terminal.

These elements comprise an integrated program whose purpose drives broader airport objectives that include increased non-airline revenue, improved customer service and transportation options for passengers and

employees alike. DIA's South Terminal Redevelopment Program is an exciting and critically important new phase in DIA's quest to be the finest airport facility in the world, anticipating that it will:

- Enhance airport accessibility to and from metro Denver for employees and passengers.
- Provide accommodations for travelers via the new hotel, adding new, modern space for functions such as conferences, business meetings and for meeting/greeting friends and loved ones.
- Allow for community programming, new concessions and other consumer service opportunities at DIA that employees and airport patrons can enjoy.
- Raise DIA's revenues, as well as adding \$2 million a year to Denver's General Fund.
- Serve as a catalyst for economic growth in the Denver metro region, adding between 600 - 700 construction and design jobs and 250 permanent hotel jobs.

Public Transit Center



The train is not merely a mode of transportation; it is part of DIA's future and the next logical step in connectivity all along Colorado's Front Range.

Connecting DIA to downtown Denver will not only drastically increase the functionality of the airport for business travelers, but will provide a sustainable and affordable means of transportation to the airport for passengers and employees alike. The Public Transit Center houses RTD's East Corridor commuter rail station and also includes improvements to the existing concourse baggage and train systems.

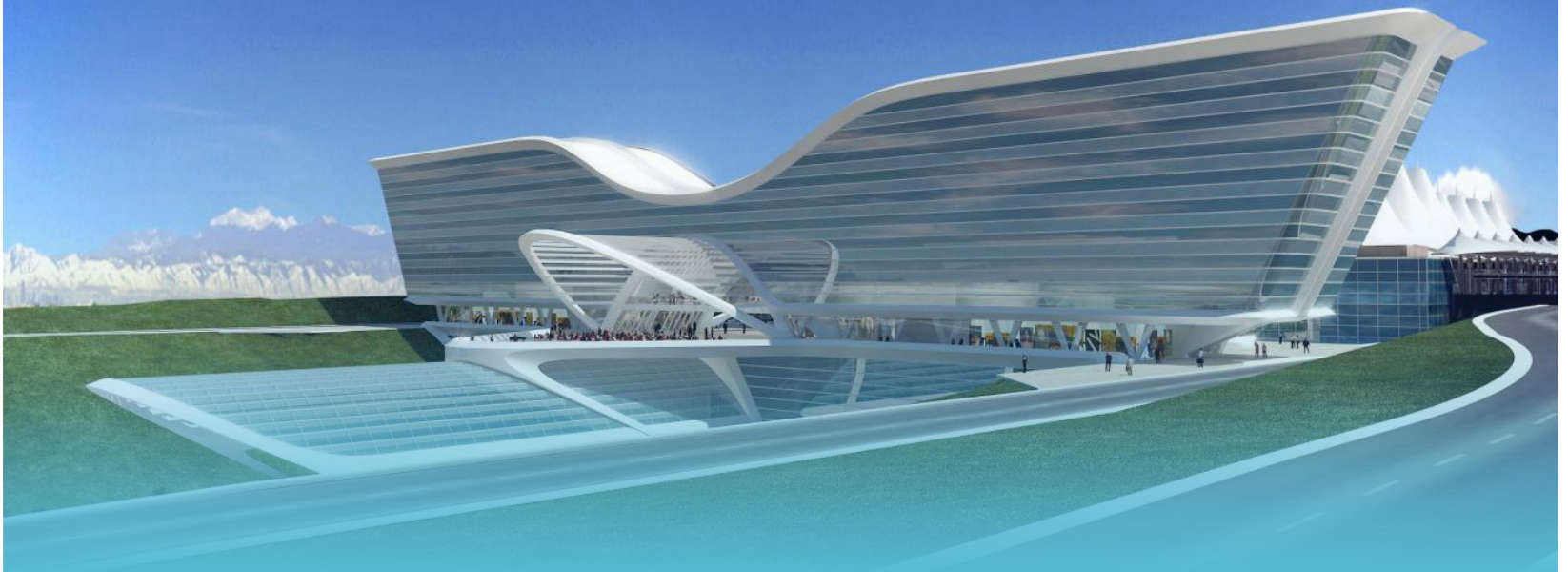
Departing every 15 minutes for the 30-minute ride, the train will extend into the hotel south of Jeppesen Terminal into a welcoming structure with an arch motif using steel ribs which form the canopy of the terminal station. The scheduled opening is late 2015/early 2016.

The Public Transit Center is designed with a focus on connectivity and planning for DIA's long-term growth. The

existing concourse passenger train and airport baggage systems will be extended underneath the Public Transit Center, increasing operational capacity for both systems. The Public Transit Center will also include passenger processing, check-in, baggage drop, security screening and oversized bag check.



Hotel & Conference Center



Included in the plans for the original construction of DIA, the hotel will now enable DIA's full vision to be reality.

The Westin airport hotel will propel DIA to an elite group of airports. Shared among them is the ability to provide the 21st century passenger with what he or she is looking for in the travel experience – meeting rooms, a spa, a gym, and most of all, convenience.

Once completed, the new hotel and retail space will potentially add up to \$2 million in annual tax revenues to Denver's General Fund and more than 250 permanent jobs.

The hotel sits at the south end of Jeppesen Terminal and above the new RTD train station. The design uses compressed arches to create a natural counterpoint to Terminal's iconic tented roof. Amenities include 500 guest rooms, a grand lobby with views to the mountains

and runways and a 31,000 square foot conference center for meetings, banquets, conventions and trade shows. The hotel will also include a full-service restaurant, full gym and indoor pool. The hotel is projected to open end 2014/early 2015.



Plaza



Part of becoming an internationally-recognized airport is providing the space that allows for activities that build and enhance community both for the airport and surrounding area.

The roof of the Public Transit Center will become an extension of Jeppesen Terminal's Great Hall and will feature a large open-air plaza partially covered by steel and glass canopies, complete with new concessions and leasable space.

Overall, the plaza will be a “place of energy” where passengers and visitors can find repose, entertainment and other non-airport functions. It is viewed as the crossroads of pedestrian circulation between Jeppesen Terminal, the hotel, the Public Transit Center and the future South Terminal. Activities such as “meet and greet,” shopping, dining and attending special events and attractions are envisioned on the plaza. With the convenience of the airport being just a short train ride away, the plaza will be another component that will draw non-travelers to enjoy visits to DIA.

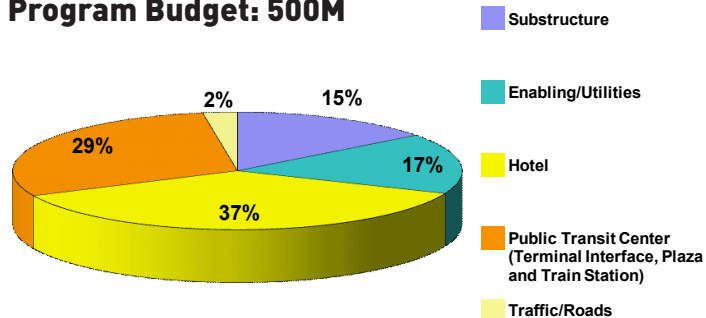


Program Budget

The program budget and financial strategy will allow DIA to maintain our competitive position relative to other airports, while delivering a world leading airport system.

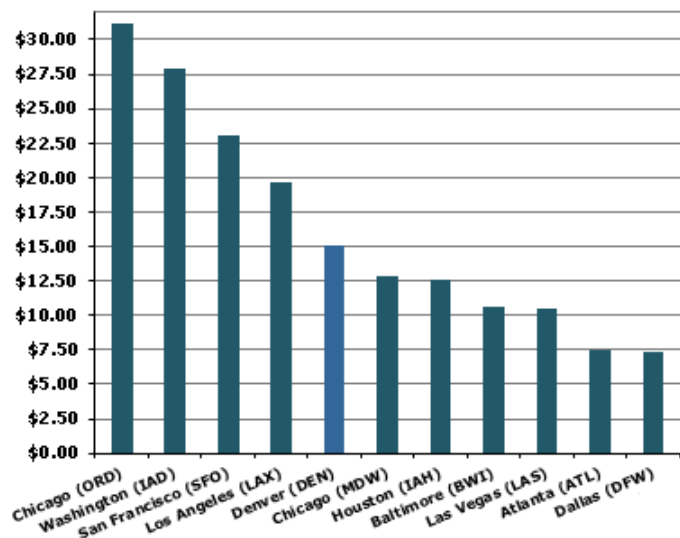
The budget for DIA's South Terminal Redevelopment Program is \$500 million. Because many of the costs associated with the South Terminal are not rate-based back to the airlines operating at DIA, there will be minimal impact on carrier costs. The project will be paid for with non-airline revenues and DIA plans to issue General Airport Revue Bonds (GARBs) to fund program construction.

Program Budget: 500M



DIA Cost Per Enplaned Passenger, 2018 Competitive Set

Source: Airport internal data, 2018



While DIA is not funded by taxpayer dollars, we are still a public enterprise that is "owned" by the public who has a significant sense of pride and ownership of the airport. To that end, DIA is focused on delivering a world leading airport with a competitive cost structure that enhances our airport, drives additional air service and enhances DIA as a regional economic engine.

Program Team

DIA's South Terminal Redevelopment Program Team is a group of highly experienced firms and individuals including:

PARSONS

Parsons Transportation Group, an engineering and construction firm with significant experience delivering landmark design-build projects, is serving as the program manager.



Mortenson Construction, a construction firm whose purpose is to build structures and facilities for the advancement of modern society, is the Hotel Construction Manager/General Contractor (CM/GC).

HNTB

HNTB, an organization that excels in the delivery of infrastructure, is responsible for program planning and design.



Kiewit

Kiewit Building Group, a 125 year old construction firm who has delivered billions of dollars in projects and morphed into one of the largest and most respected construction and mining organizations in North America, is the Enabling CM/GC.



AndersonMasonDale, an architecture firm located in Denver who has provided a full range of services for clients for over 35 years, is the Architect of Record for the Public Transit Center.



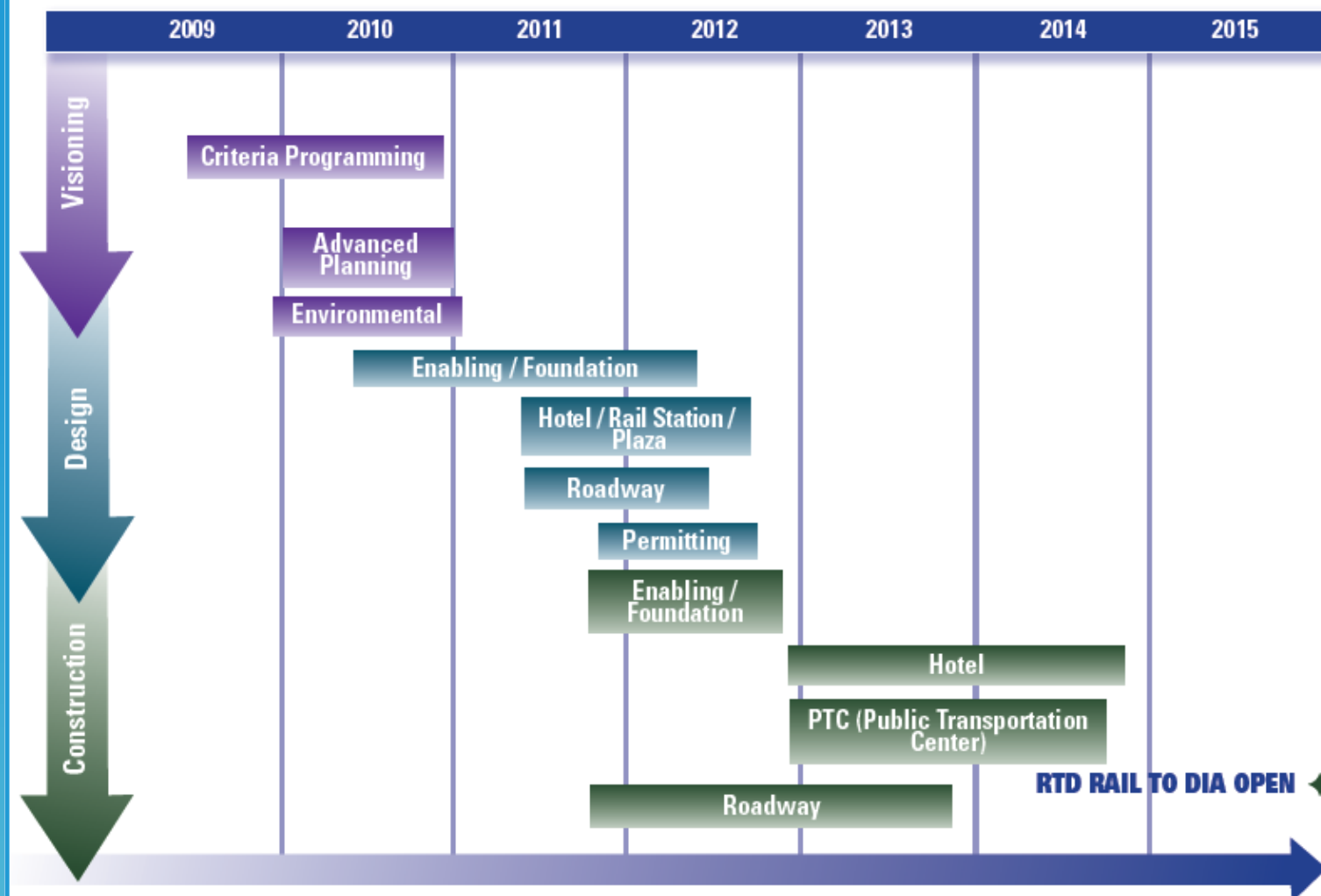
South Terminal Expansion Partners (STEP)

Joint venture of Saunders Construction, one of the most respected commercial builders in the Rocky Mountain region, and Hunt Constructions Group, a well know construction firm who has been in business over 65 years, with Strategic Alliance Partners: DRG Construction, Shrewsbury & Associates and Sky Blue Builders), is the Consolidated Foundations and Public Transit Center CM/GC.

Gensler

Gensler, an architecture firm known for delivering high-performance structures designed for the people who use them, run them and fund them, is the Architect of Record for the Hotel.

Schedule



DIA'S South Terminal Redevelopment Program Team will collaborate with our diverse community of stakeholders and our diverse business community to deliver a sustainable, world-class hotel, plaza and transit center connecting DIA to downtown Denver.

DIA's South Terminal Redevelopment Team plans to deliver the programs elements on schedule and within budget while upholding the highest standards of safety and quality. Specifically:

- Construction on DIA's South Terminal Redevelopment Program began in October 2011.
- The hotel is on track to open in late 2014/early 2015

- The Public Transit Center will be turned over to RTD for commissioning by the end of 2014 for a potential opening in late 2015/early 2016.

The schedule is structured in three phases:

- 1. Visioning** –includes defining purpose and need, evaluation criteria, advance planning, budget development and stakeholder input;
- 2. Design** – includes schematic and final design, budget refinement and stakeholder input; and
- 3. Construction** – includes construction and stakeholder outreach.

Economic Development



The South Terminal Redevelopment Program will serve as a catalyst for economic growth in the Denver metro region by providing local business opportunities and attracting new business to the area.

Overall, when combined with RTD's East Corridor rail link, the program will be a boost to the region's economy. Specifically, the South Terminal Redevelopment Program will add between 600 - 700 design and construction jobs, as well as 250 permanent hotel jobs once completed. Following completion, the new hotel and retail space as part of the South Terminal Redevelopment Program are expected to add up to \$2 million in annual tax revenues to Denver's General Fund.

DIA is also committed to increasing local and diverse business participation, not only on the South Terminal Redevelopment Program, but all airport projects. DIA's

South Terminal Redevelopment Program procurement approach is designed to maximize firm capacity building and sustainability, including enhanced prime opportunities and experience, building substantive partnerships, increasing visibility of firms to primes and DIA and resulting in higher participation goals.



Diversity Program

DIA's vision is to ensure that minority and local businesses have equal or greater opportunities in building DIA's future, as they did in its foundation.

DIA is committed to optimizing opportunities to go beyond where Minority/Women-owned Businesses (M/WBE) are often utilized (almost exclusively as subcontractors); and encourages proposers to consider the benefits of strategic partnerships such as joint ventures or consortiums. In addition to contract opportunities, DIA's South Terminal Redevelopment Program is committed to supporting local businesses through educational programs, prime engagement, and business and workforce development. The overall goal of DIA's South Terminal Redevelopment Diversity Program is to:

- Exceed the established Minority/Women Business Enterprise (M/WBE) utilization goals by creating meaningful, sustainable contracting opportunities.

M/WBE Utilization Goals

- The Parsons Transportation Group's has a 15 percent M/WBE participation goal for its \$160 million program management contract.

- Utilities and Enabling Construction Manager/General Contractor (CM/GC) Kiewit Building Group has a 20 percent M/WBE participation goal for its \$50 million contract.
- Hotel CM/GC Mortenson Construction has 21 percent M/WBE participation goal for its \$150 million contract.
- Consolidated Foundations CM/GC South Terminal Expansion Partners (STEP), comprised of Saunders Construction and Hunt Construction Group, has a 20 percent goal for its \$125 million contract.



Environmental Impacts



The South Terminal Redevelopment Program Environmental Assessment, which investigates, analyzes and discloses the potential impacts of the program, did not identify any significant environmental impacts.

Following the National Environmental Policy Act of 1969 (NEPA), an Environmental Assessment (EA) is a document prepared for proposed federally-funded program like the South Terminal Redevelopment Program. The EA investigated all of the required environmental resource categories to determine the beneficial and adverse impacts of the South Terminal Redevelopment Program. Mitigation strategies were recommended for areas determined to be impacted either by construction activities or the project. Resources that require permitting and or mitigation strategies include:

- **Fish, Wildlife and Plants** – Construction may only begin outside of burrowing owl nesting season. Division of Wildlife guidelines must be followed and site surveys will be conducted prior to nesting season each year of construction.

- **Water Quality** – All applicable stormwater management plans and permits must be obtained.
- **Wetlands and Waters of the U.S.** – The Proposed Action would impact wetlands and Waters of the U.S. All impacts must be mitigated and approved by the U.S. Army Corps of Engineers.

