



DALLAS/FORT WORTH INTERNATIONAL AIRPORT
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April 8, 2013

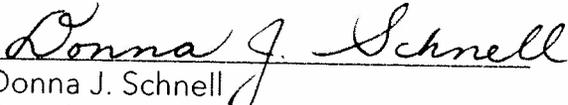
STATE OF TEXAS §

COUNTY OF DALLAS §

COUNTY OF TARRANT §

I, Donna J. Schnell, Board Secretary of the Dallas-Fort Worth International Airport Board, do hereby certify that the attached is a true and correct copy of Resolution No. 2013-04-120, approved by the Dallas-Fort Worth International Airport Board of Directors at its Board Meeting held on April 4, 2013.

WITNESS MY HAND AND SEAL OF THE DALLAS-FORT WORTH INTERNATIONAL AIRPORT BOARD, this the 8th of April 2013.


Donna J. Schnell
Board Secretary



**DALLAS FORT WORTH INTERNATIONAL AIRPORT BOARD
OFFICIAL BOARD ACTION/RESOLUTION**

Date 04/04/2013	Committee Concessions/Commercial Development	Subject Land Conveyances Between DFW Airport and Dallas Area Rapid Transit Related to I-3 Public Mass Transit Improvements	Resolution # 2013-04-120
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Action

That the Chief Executive Officer or designee be authorized to recommend that the City Councils of Dallas and Fort Worth: (1) convey 67.6+/- acres of perpetual easements to Dallas Area Rapid Transit for I-3 public mass transit improvements and (2) accept conveyance of two perpetual roadway/utility easements from Dallas Area Rapid Transit allowing DFW Airport to cross the Cotton Belt railway at two sites on-Airport.

Description

- DFW Airport is continuing its partnership with Dallas Area Rapid Transit (DART) to bring light rail service to the Airport, through the extension of DART's Orange Line from Belt Line Station to DFW Airport Station, also known as the I-3 Section.
- For the I-3 extension, DART requires 67.6+/- acres of Airport land, in perpetual easement, from the eastern portion of the Airport, through the Northeast Air Cargo area, and then running roughly parallel along International Pkwy. to the DFW Airport Station just west of Terminal A.
- DART improvements on this land will include track and guide way, utilities and drainage structures.
- DFW Airport Station, a \$36+/- million project, is being paid for and constructed by DFW Airport.
- Under a compensation agreement, DART will convey to DFW Airport perpetual easements allowing the Airport to cross the Cotton Belt railway at two on-Airport sites with roadway and utility infrastructure.

Justification

- The consideration is based on a market value appraisal of \$11.1+/- million and being allocated as \$7.4+/- million for the easements, \$1.8+/- million for rental payments associated with the license agreements on I-2 and I-3, \$1.7+/- million in damages and \$160,000 credit for DART's granting of two rail crossings on the Cotton Belt rail line.
- The appraisal also indicated that \$1,411,899 was owed by DART to DFW tenants, including value of tenant improvements lost from DART's taking, tenant damages and tenant costs to cure. DART has addressed these items directly with the impacted tenants.
- An independent review of the appraisal noted the compensation values were adequately supported.

D/S/M/WBE Information

- N/A - Not subject to the Board's D/S/M/WBE Program policies.

Schedule/Term

N/A

Contract #	Agreement #	Purchase Order #	Action Amount	Revised Amount
			\$0	\$0
For Information contact	Fund	Project #	External Funding Source	Amount
John Terrell 3-4655	N/A			\$0

Justification (continued)

- The Cotton Belt crossings to be conveyed to DFW Airport allow DFW to maximize land use on land impacted by the Cotton Belt railway.
- DFW Airport Station will allow the traveling public to take advantage of existing rail services throughout the metroplex to connect to the Airport's Central Terminal Area.

Additional Information

- This project builds on the completed I-2 Section of the DART rail project, approved by Resolution No. 2012-03-099 on March 1, 2012, which extended the Orange Line on-Airport to Belt Line Station.
- This Official Board Action supports the Airport's FY2013 strategic initiatives related to DART rail.
- The I-3 public mass transit improvements will be constructed and maintained at DART's sole cost and expense.
- DART plans for the I-3 Section of the Orange Line to commence revenue service in December, 2014.

Additional Attachments: **Y**

BE IT RESOLVED BY THE DALLAS-FORT WORTH INTERNATIONAL AIRPORT BOARD

That the Chief Executive Officer or designee be authorized to recommend that the City Councils of Dallas and Fort Worth: (1) convey 67.6+/- acres of perpetual easements to Dallas Area Rapid Transit for I-3 public mass transit improvements and (2) accept conveyance of two perpetual roadway/utility easements from Dallas Area Rapid Transit allowing DFW Airport to cross the Cotton Belt railway at two sites on-Airport.

Approved as to Form by


Rodriguez, Elaine
General Counsel
Mar 26, 2013 8:47 am

Approved as to Funding by


Underwood, Max
VP Finance
Finance
Mar 26, 2013 11:28 am

Approved as to M/WBE by


Lee, Tamela
VP Business Diversity & Dev
Business Diversity and
Development
Mar 25, 2013 1:34 pm

SIGNATURE REQUIRED FOR APPROVAL

Approved by


Department Head
Commercial Development
Mar 25, 2013 10:15 am


Chief Executive Officer

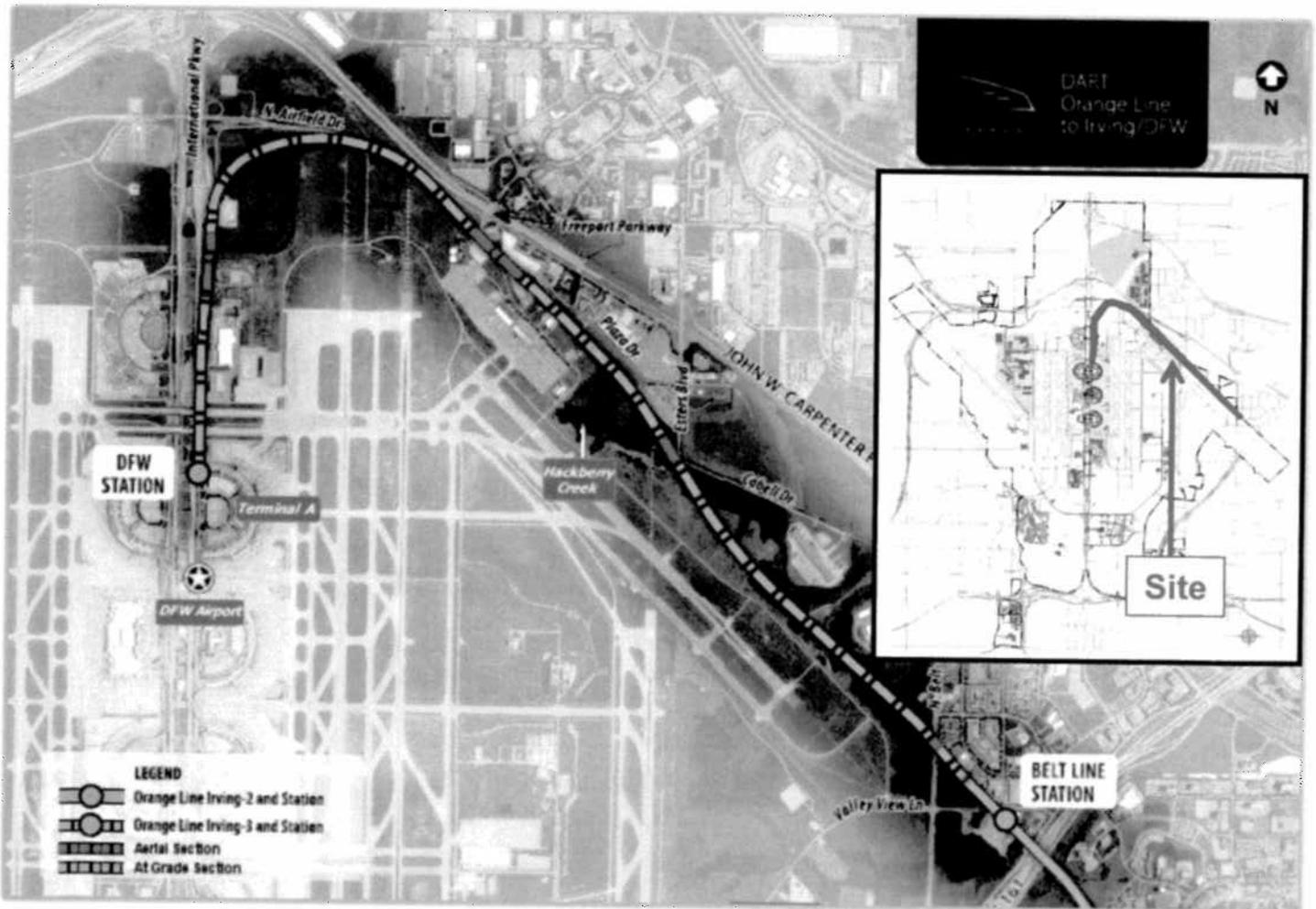
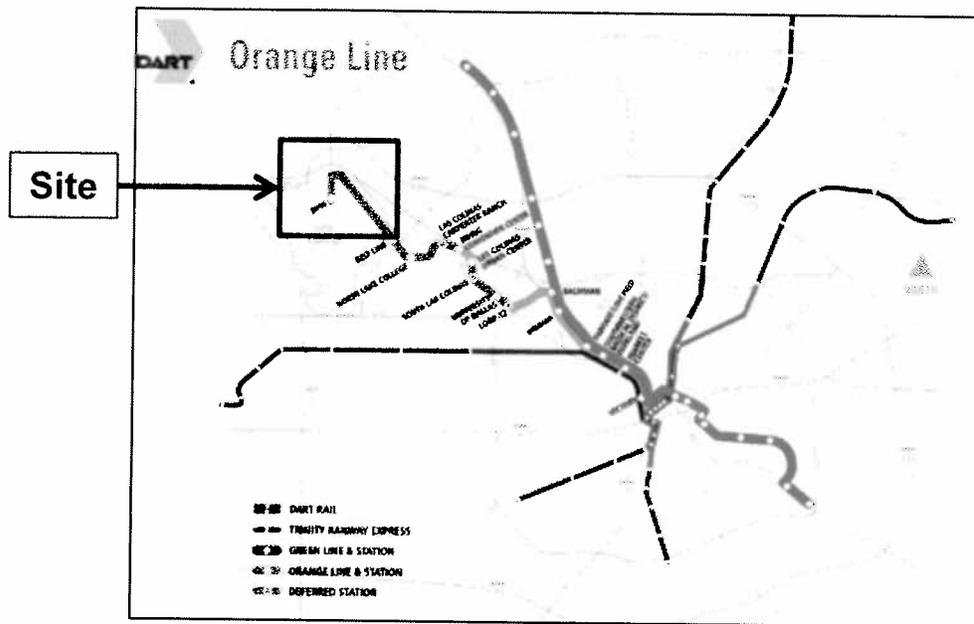
Apr 4, 2013 2:11 pm

Date

Detail Information Sheet

- Perpetual easements to be conveyed to DART shall be conveyed subject to:
 - Completion of a compensation agreement between DART and DFW Airport.
 - The consideration is based on a market value appraisal of \$11.1+/- million and being allocated as \$7.4+/- million for the easements, \$1.8+/- million for rental payments associated with the license agreements on I-2 and I-3, \$1.7+/- million in damages and \$160,000 credit for DART's granting of two rail crossings on the Cotton Belt rail line.
 - DFW perpetual easements across DART's Cotton Belt railway shall include:
 - DFW Easement A – for a public four-lane divided grade-separated roadway. DART shall convey Easement A to DFW Airport once the Airport has determined the precise location and makes a request to DART. DFW Airport shall construct the crossing at its expense, to DART's standards.
 - DFW Easement B – for a restricted-access two-lane emergency use at-grade roadway. DART shall provide Easement B simultaneously with conveyance of I-3 related easements from DFW Airport to DART. DFW Airport shall construct the crossing at its expense, to DART's standards.
 - DFW shall be permitted to install sub-grade utilities beneath DFW perpetual easements described above, to serve not only the roadway crossings, but also to serve parcels of DFW Airport land that are separated by the railway.
 - Requisite approval by Federal Aviation Administration (FAA).
 - DART providing satisfactory evidence that it has compensated, or entered into binding agreements to compensate, all DFW tenants for any termination of (partial or total), or any encroachments upon, their leasehold estates, licenses or other compensable property interests at DFW Airport.
- The conveyances to DART will reserve all mineral interests in the land and an aviation easement as required for aviation purposes.
- DART I-3 Section light rail operation within DFW Airport boundaries will be pursuant to the previously agreed upon Operating Agreement between DART and DFW Airport, the same agreement currently regulating operation of the DART I-2 Section on-Airport.

DART I-3 Section of Orange Line at DFW Airport



DFW Cotton Belt Rail Crossings

