

City of Wichita Falls City Council Agenda



Stephen Santellana, Mayor
Bobby Whiteley, Mayor Pro Tem/At Large
Michael Smith, District 1
Larry Nelson, District 2
Jeff Browning, District 3
Tim Brewer, District 4
Steve Jackson, District 5



Darron Leiker, City Manager
Kinley Heggland, City Attorney
Marie Balthrop, City Clerk

Notice Of Regular Meeting Of The Mayor And City Council Of The City Of Wichita Falls, Texas, To Be Held In The City Council Chambers, Memorial Auditorium, 1300 Seventh Street, Tuesday, June 6, 2023, Beginning At 8:30 A.M.

This meeting can be accessed and viewed at the following locations:

- 1. A livestream will be shown on the Spectrum/Time Warner Cable Channel 1300**
- 2. A livestream will be shown on the City's Facebook page (City of Wichita Falls, Texas Government) (www.facebook.com/cityofwichitafalls)**
- 3. A video of the meeting will be posted on the City's YouTube page (<https://www.youtube.com/cityofwichitafalls>)**

Item #

1. Call to Order
2. (a) Invocation: Ch (Col) Rolf Holmquist, Wing Chaplain, Sheppard AFB, U.S. Air Force
- (b) Pledge of Allegiance
PRESENTATION OF COLORS AND PLEDGE OF ALLEGIANCE - Rio del Fierro Composite Squadron, Civil Air Patrol, U.S. Air Force Auxiliary
3. Presentations
- (a) Employee of the Month – John Hawksley, IT/Facilities
- (b) Proclamation – Man Up & Mentor Month, Big Brothers Big Sisters

CONSENT AGENDA

4. Approval of minutes of the May 16, 2023 Regular Meeting of the Mayor and City Council.
5. Receive Minutes
 - (a) WFMPO Technical Advisory Committee, January 13, 2023
 - (b) Wichita Falls Park Board, February 23, 2023
 - (c) Civil Service Commission, March 9, 2023
 - (d) Wichita Falls-Wichita County Public Health Board, March 10, 2023
 - (e) Wichita Falls Park Board, March 23, 2023
 - (f) Landmark Commission, April 25, 2023

REGULAR AGENDA

6. Ordinances
 - (a) Ordinance making an appropriation to the Special Revenue Fund for the HIV Prevention Grant Program in the amount of \$138,272 received from the Department of State Health Services (DSHS), and authorizing the City Manager to execute contract accepting same
 - (b) Ordinance making an appropriation to the Special Revenue Fund for the Women, Infants, and Children (WIC) Grant Program in the amount of \$190,383.17 received from the Texas Health and Human Services Commission (HHSC), and authorizing the City Manager to execute contract accepting same
 - (c) Ordinance making an appropriation to the Special Revenue Fund for the Texas Epidemiology Capacity Expansion Grant Program in the amount of \$166,936 received from the Department of State Health Services (DSHS), and authorizing the City Manager to execute contract accepting same
 - (d) Ordinance amending Chapter 102 of the Code of Ordinances by creating Article IX – Golf Cart, providing for severability, and setting an effective date
 - (e) Ordinance canceling the regularly scheduled Council meeting on July 4, 2023

7. Public Hearing & Resolutions

- (a) Resolution authorizing the removal and replacement of one (1) 17.5 ton and one 20 ton rooftop unit located on the MPEC's Ray Clymer Exhibit Hall in the amount of \$53,544
- (b) Resolution authorizing the award of bid for the City's estimated annual requirement of Curb & Gutter ready mix and Class A to Diamond M Concrete in the amount of \$101,000.00; Class S and Flowable Fill to Blue Quill Trucking, LLC dba Falls Redimix, LLC in the amount of \$423,850.00; and Class C-C ready mix to OK Concrete Company in the amount of \$64,500.00
- (c) Conduct a public hearing to receive citizen comments and take action on a resolution for the proposed 2023 Fourth Year Annual Action Plan of the adopted Five Year 2020-2024 Public Housing Agency (PHA) Plan
 - i. Public Hearing
 - ii. Take Action
- (d) Resolution authorizing the City Manager to award bid and contract for the New Restroom and Cart Barn Canopy/Pavilion addition at Champions Course at Weeks Park to Cage Construction and Management Co. dba Gary Baker Construction, in the amount of \$412,792.00
- (e) Resolution authorizing the City Manager to execute all documents necessary to submit payment to ServiceMaster of Wichita Falls for water removal and dehumidification of the Wichita Falls – Wichita County Public Health District in the amount of \$390,749
- (f) Resolution approving the programs and expenditures of the Wichita Falls Economic Development Corporation (WFEDC/4A) by amending the budget to include an up to \$76,000 expenditure to the City of Wichita Falls to be used as 10% matching funds to update the Wichita Falls Regional Airport Master Plan

8. Other Council Matters

Announcements concerning items of community interest from members of the City Council. No action will be taken or discussed.

- 9. Comments from the public to members of the city council concerning items that are not on the city council agenda. People wishing to address the council should sign up prior to the start of the meeting. A three-minute time frame will be adhered to for those addressing their concerns. Since comments from citizens are not posted agenda items, the City Council is prohibited from deliberating or taking any action, other than a proposal to place the item on a future agenda. Staff may provide factual statements in response to inquiries or recite existing policy.

10. Executive Sessions

- (a) Executive Session in accordance with Texas Government Code §551.072, to deliberate the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the governmental body in negotiations with a third person.
- (b) Executive Session in accordance with Texas Government Code §551.071, consultation with attorney on matter involving pending or contemplated litigation or other matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act (including, but not limited to, legal issues related to a contract negotiation).
- (c) Executive Session in accordance with Texas Government Code §551.087, to discuss or deliberate the offer of a financial or other incentive, including modification to an existing agreement, for a business prospect that the City Council seeks to have, locate, stay, or expand in or near the territory of the City of Wichita Falls and with which the City and/or economic development corporations created by the City are conducting economic development negotiations (including, but not limited to, the WFEDC Airport Master Plan Project).

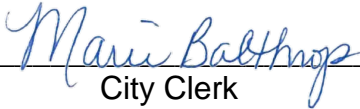
11. Adjourn

Spanish language interpreters, deaf interpreters, Braille copies or any other special needs will be provided to any person requesting a special service with at least 24 hours' notice. Please call the City Clerk's Office at 761-7409.

Every item on this agenda shall be considered a public hearing. Regardless of the agenda heading under which any item is listed, any word or phrase of any item listed on this agenda shall be considered a subject for consideration for purposes of the Texas Open Meetings Act and other relevant law, and City Council may deliberate and vote upon any such subject and resolutions related thereto. Resolutions, ordinances, and other actions concerning any word, phrase, or other subject may be voted upon, regardless of any language of limitation found in this agenda or any document referring to such action. Any penal ordinance, development regulation or charter provision of the City of Wichita Falls or item which is funded by the current or next proposed City of Wichita Falls budget, including, without limitation, any street, water pipe, sewer, drainage structure, department, employee, contract or real property interest of the City of Wichita Falls, may be discussed and deliberated, and the subject is hereby defined as such without further notice. Any item on this agenda may be discussed in executive session if authorized by Texas law regardless of whether any item is listed under "Executive Sessions" of this agenda, regardless of any past or current practice of the City Council. Executive sessions described generally hereunder may include consideration of any item otherwise listed on the agenda plus any subject specified in the executive session notice. Executive sessions described generally hereunder are closed meetings, may include consideration of any item otherwise listed on the agenda plus any subject specified in the executive session notice, and may include items under Texas Government Code Sections 551.071, 551.072, 551.073, 551.074, 551.076, 551.084, and/or 551.087.

CERTIFICATION

I certify that the above notice of meeting was posted on the bulletin board at Memorial Auditorium, Wichita Falls, Texas on the 31st day of May, 2023 at 3:45 o'clock p.m.



City Clerk

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Employee of the Month.

INITIATING DEPT: Human Resources

NAME: John Hawksley

DEPARTMENT: Building Maintenance

HIRE DATE: 6/23/2021

PRESENT POSITION: Facilities Manager

COMMENTARY: Presentation of the Employee of the Month Award (plaque, letter of appreciation, gift card, dinner for two, and a check for \$100).

☒ **Director of Human Resources**

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**



City of Wichita Falls
City Council Meeting
Minutes
May 16, 2023



Item 1 - Call to Order

The City Council of the City of Wichita Falls, Texas, met in regular session at 8:30 a.m. on the above date in the Council Chambers at Memorial Auditorium with the following members present.

Stephen Santellana	-	Mayor
Bobby Whiteley	-	Mayor Pro Tem/ At-Large
Tim Brewer	-	Councilors
Jeff Browning	-	
Steve Jackson	-	
Larry Nelson	-	
Michael Smith	-	
Darron Leiker	-	City Manager
Kinley Heggland	-	City Attorney
Marie Balthrop	-	City Clerk

Mayor Santellana called the meeting to order at 8:30 a.m.

Item 2a – Invocation

Pastor Ben Murray, City Hope Church, gave the invocation.

Item 2b – Pledge of Allegiance

Mayor Santellana led the Pledge of Allegiance.

Item 3a – Proclamation – Foster Care Month, 2INGage

8:32 a.m.

Mayor Santellana read a proclamation proclaiming the month of May as Foster Care Month in Wichita Falls and urged all citizens to recognize this observance.

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Item 3b- Presentation of Water Conservation Week, Public Works

8:35 a.m.

Mayor Santellana read a proclamation proclaiming May 15-21, 2023, as Water Conservation Week and called upon each citizen and business to help protect our precious resources by practicing water saving measures and become more aware of the need to save water.

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Item 3c- Wichita Falls Citizen's Academy Graduation

8:37 a.m.

Mayor Santellana discussed how the Citizen's Academy builds ambassadors for the City, and he presented a Key to the City to each graduate.

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Item 4-6 – Consent Items

8:44 a.m.

Darron Leiker, City Manager, gave a briefing on the items listed under the Consent Agenda.

Moved by Councilor Browning to approve the consent agenda.

Motion seconded by Councilor Smith and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

Item 4 – Approval of Minutes of the May 02, 2023, Regular Meeting of the Mayor and City Council

Item 5 – Resolution 50-2023

Resolution authorizing the City Manager to award bid and contract for the Health Department Reception Renovation Project to AOC Environmental, Inc., in the amount of \$127,600.00

Item 6 – Receive Minutes

(a) Lake Wichita Revitalization Committee, April 11, 2023

(b) Planning and Zoning Commission, April 12, 2023

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Item 7a – Ordinance 23-2023

8:45 a.m.

Ordinance appropriating a total of \$2,000,000 of American Rescue Plan (ARPA) Funding for reconstruction of street/sidewalk lighting in Downtown Wichita Falls.

Moved by Councilor Brewer to approve Ordinance 23-2023.

Motion seconded by Councilor Browning and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

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Mayor Santellana moved to item 8b

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Item 8b – Resolution 52-2023

8:51 a.m.

Resolution authorizing the purchase of a Chevrolet Service Truck for the Fleet Maintenance Division through the Sourcewell Purchasing Cooperative from Viking-Cives Midwest, Inc. in the amount of \$189,461.29

Moved by Councilor Browning to approve Resolution 52-2023.

Motion seconded by Councilor Smith and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

Mayor Santellana returned to item 7b

Item 7b – Ordinance 24-2023

8:51 a.m.

Ordinance appropriating a total of \$90,790.00 of American Rescue Plan (ARPA) Contingency Funding to the City's General Fund for the additional costs for the renovation of two restrooms located at the Health District

Moved by Councilor Brewer to approve Ordinance 24-2023.

Motion seconded by Councilor Smith and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

Item 8a – Resolution 51-2023

8:57 a.m.

Resolution authorizing the City Manager to award bid and contract for the Health Department Restroom Renovation Project to AOC Environmental, Inc., in the amount of \$185,190.00.

Moved by Councilor Brewer to approve Resolution 51-2023.

Motion seconded by Councilor Jackson and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

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Item 8c – Resolution 53-2023

9:01 a.m.

Resolution authorizing the City Manager to execute Amendment No. 2 to the Professional Services Agreement for Engineering Services for the Quail Creek Drainage Improvements Phase I in the amount of \$67,788.81.

Moved by Councilor Brewer to approve Resolution 53-2023.

Motion seconded by Councilor Browning and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

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Item 8d – Resolution 54-2023

9:04 a.m.

Resolution authorizing the City Manager to award bid and contract for the 2023 Concrete Street Rehabilitation Project to Freeman Paving, LLC in the amount of \$1,848,299.00.

Moved by Councilor Browning to approve Resolution 54-2023.

Motion seconded by Councilor Smith and carried by the following vote.

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

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Item 8e – Resolution 55-2023

9:06 a.m.

Resolution authorizing the City Manager to apply for the Department of Justice, FY 2023 Patrick Leahy Bulletproof Vest Partnership Grant in the amount up to \$13,700.00.

Moved by Councilor Brewer to approve Resolution 55-2023.

Motion seconded by Councilor Nelson and carried by the following vote.

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

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Item 8f – Resolution 56-2023

9:07 a.m.

Resolution approving an agreement under the Meet and Confer process to allow for the creation and maintenance of eligibility lists for lateral positions in the Police Department and to waive the age requirements for the lateral position.

Moved by Councilor Browning to approve Resolution 56-2023.

Motion seconded by Councilor Nelson and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

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Item 8g – Resolution 57-2023

9:14 a.m.

Discussion and possible action on a resolution authorizing the City Manager to approve a request from the Museum of North Texas History to donate by Gift Agreement, artifacts from the holdings of the abandoned Railroad Museum.

Moved by Councilor Browning to approve Resolution 57-2023.

Motion seconded by Councilor Smith.

Paul Menzies, Assistant City Manager, reminded the Council that this item only pertains to the small artifacts from the abandoned Railroad Museum and does not include any railcars. Approval of this Resolution would remove the artifacts from the elements and put them on public display at the Museum of North Texas History.

Councilor Brewer asked what would happen to the items if the Council votes no on this item and it was stated the items would remain where they are. There was brief discussion regarding the need to protect the items from the elements.

Councilor Jackson stated that he hopes after the discussion the Council votes to allow the items to stay with the Railroad Museum.

Councilor Smith stated that the Museum of North Texas History has devoted many hours to inventory these items, and the Board, which he is a member of, desires to preserve these small items to be presented for public display. He stated he hopes for a vote to proceed with this item.

Alyssa Johnston, 2307 Speedway Ave., newly elected Railroad Museum Board President, addressed the Council and expressed the groups desire to revitalize the Railroad Museum, to form a non-profit, and to preserve the artifacts. She stated she understands the agenda item, that they do not want to ruffle feathers, and they want the items to be well preserved and available for public viewing. The Board requests time to formally form a non-profit to move forward with revitalizing the Railroad Museum, and to partner with the Museum of North Texas History to ensure proper preservation and public viewing. The Board proposes that they be allowed to lease the Railroad Museum location for 7 months, with a soft opening planned for July 4, 2023, and full opening planned by mid-August. Their short-term goals are to ensure safety and structural integrity of the existing rolling stock, to open within 4-6 months, to rehabilitate and revitalize the museum, to use volunteers to cleanup and maintain the grounds, to ensure security and safety of the cars, to fundraise and begin grant application process, and to promote and market through their identified strategy plan. They have prepared a business plan, but the plan depends on working with the City to move forward, and they want to open as soon as safely possible.

Skip Waters, 3419 Westminster Ave., Dallas, TX, addressed the Council on behalf of the National Railway Historical Society as current President of the North Texas Chapter. He is also the Chapter Development Chairman for the National Railroad Historical Society. He was contacted about creating a new local chapter and this item is on the state agenda for vote on May 21, 2023. They have resources to assist the local organization to bring the museum back to life. He discussed the great attendance of the planning meetings, several individuals independently working on this project, and how everyone has come together to form a board and elect officers. Rail enthusiasts still come to Wichita Falls to see the equipment and want to see the museum. He requested that the Council consider giving the group the opportunity to revitalize the museum, and he feels partnering with another organization is beneficial, and sees that as a positive.

Jan Saville, 2017 Berkeley Drive, owner of the World's Littlest Skyscraper, addressed the Council and presented several full guestbooks with names of individuals that have visited her building. She is located very close to the Railroad Museum and many visitors are disappointed when they hear the museum is closed. She asked the Council to envision

what a valuable addition this museum can be to the City. She discussed attractions in other towns such as the Stockyards in Fort Worth with the daily gunfight attraction, and suggested that similar things can be done in Wichita Falls at the Railroad Museum, such as a stagecoach and train robbery reenactment, or reenactment of an oil field gusher. She discussed having the museum open in time for the ribbon cutting of the new hotel and convention center, as this is a chance to increase tourism with family friendly entertainment downtown. They are seeking recognition of the organization, renewal of the lease, and preservation of the artifacts.

Ann Arnold, Executive Director of the Wichita Falls Alliance for Arts and Culture, 1005 9th Street, stated that they are excited about the groups that have spoken and they look forward to working with them. The Wichita Falls Alliance for Arts and Culture is the local arts agency that serves and partners with the City. She stated that preservation of our history and heritage is vital and they are thrilled to support this group and share their expertise and resources. Museums preserve history and make sure items are properly cared for and the Museum of North Texas History has the training to preserve and care for these items. She recommended the items be placed with the museum while this group moves forward.

Jerry Weems, 2630 Northshore Dr., addressed the Council and stated he was disappointed that the museum was closed when he went to visit. He hopes the City keeps the artifacts and allows the group to move forward.

Mayor Santellana stated that he feels like everyone is in agreement with wanting to preserve the artifacts and to support the newly formed group as much as possible.

John Christhoff, 1013 Turtle Creek Road, discussed the history of the Railroad Museum and how citizens of Wichita Falls raised money to move the 304 railcar to its current location. He discussed the enthusiasm of the community and the business plan to move forward, and asked the City consider leasing the current museum location to the newly formed board. He stated the heritage and the preservation of the heritage of Wichita Falls is important, and discussed education programs previously provided.

Annie Jackson, 1027 Crescent Lane, addressed the Mayor regarding a conversation they had regarding the contentious hotel and convention center project, and the database used to see what other cities offer. She discussed her experience with other corporations and teambuilding efforts between human resources departments for teambuilding. She asked the Council to consider how the Railroad Museum could be used for teambuilding events, and discussed the importance of preserving our history. She discussed various items at the Railroad Museum that are important to our heritage, and possible school trips that could be restarted. She asked that the Council promote and support a working venture between the two Museums to promote our City, tourism, and heritage.

Ms. Johnston asked what the next steps are to move forward. Mr. Leiker stated that the original proposal was to turn over the artifacts, and sell a portion of the existing rail stock

for funding for renovation. Mr. Leiker suggested that the Council stand down on selling any of the railcar stock, allow the group to continue to move forward, and allow the Museum of North Texas History to preserve the artifacts in the interim. Discussion was held regarding the steps needed to move forward.

Steve Goen, 1519 Sweetbriar Dr., addressed the Council and discussed the history of the museum, memories he has of the railroad, and memorabilia he owns. He stated he is considered the leading railroad historian in the United States, and he has written twelve books which are available in our public library. He discussed his involvement in previous efforts to save railcars, the history of the museum, the artifacts he has purchased with his own funds, and previous efforts to add to the museum. He is not concerned about the artifacts going to the Museum of North Texas History since he has a larger personal collection, but he is concerned about the grounds and the railcars.

Becky Trammel, 307 Morning Drive #11, Burkburnett, and Nadine McKown, Executive Director of the Museum of North Texas History, 720 Indiana, addressed the Council. Ms. Trammel clarified that the Museum of North Texas History will not obtain or sell the rolling stock, and she suggested that the Council table this item as they cannot be a storage facility for a potential future museum. Mr. Hegglund stated the item has been tabled before and needs to be voted on today. Ms. Trammel stated they will take the items under the terms in the agreement, and agrees to partner with the new group like they do with other groups once they become a lawful 501(c)3, have secure facilities, and become a member of the community.

Councilor Smith called for a vote.

Motion seconded by Councilor Brewer and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Nelson, Smith, and Whiteley

Nays: Councilor Jackson

The main motion carried by the following vote:

Ayes: Mayor Santellana, Councilors Browning, Smith, and Whiteley

Nays: Councilors Brewer, Jackson, and Nelson.

There was brief discussion about a possible conflict of interest with Councilor Smith serving on the board of the Museum of North Texas History, and Mr. Hegglund stated there is no legal conflict, and every Councilor is required to vote.

Item 8h – Resolution 58-2023

10:14 a.m.

Resolution confirming the appointment of a Fire Chief for the City of Wichita Falls.

Moved by Councilor Browning to approve Resolution 58-2023.

Motion seconded by Councilor Smith.

Mr. Leiker discussed the requirements for Fire Chief, the application review, and the interview process. He recommended that Deputy Chief Donald Hughes be appointed as Fire Chief, and discussed his service and qualifications.

Moved by Councilor Brewer to amend the main motion to add Donald Hughes in the blank on the Resolution.

Motion seconded by Councilor Smith and carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

The main motion as amended carried by the following vote:

Ayes: Mayor Santellana, Councilors Brewer, Browning, Jackson, Nelson, Smith, and Whiteley

Nays: None

Item 9a – Presentation on the City’s new public-facing GIS interactive map – Terry Floyd

10:19 a.m.

Terry Floyd, Director of Development Services, gave a presentation on the new public facing GIS interactive map and provided a live demonstration. The map can be accessed from the City’s Development Services homepage on the website, and individuals can check their zoning and other property information. He discussed plans for additional public facing information that will be added in the future.

Item 9b – Announcements concerning items of community interest from members of the City Council. No action will be taken or discussed.

10:23 a.m.

Councilor Whiteley stated he was confused about the response from the Railroad Museum supporters after the vote since what he heard is that both sides agreed to preserve the small artifacts until the new group is up and running. He discussed the need for communication to avoid misconceptions, and he thanked Councilor Jackson for bringing up the Railroad Museum and moving that forward. He congratulated the Police Department for their efforts to get officers hired and discussed the need to increase pay for police and fire in order to compete with other agencies, and this will be discussed more during the upcoming budget meetings. He congratulated Chief Hughes on his appointment as Fire Chief.

Councilor Browning congratulated Chief Hughes for his appointment as Fire Chief and thanked Terry Floyd for his concise and informative presentation.

Councilor Smith congratulated Chief Hughes, and he thanked everyone for attending today.

Councilor Brewer discussed the Fire Fighter's Association Banquet and the Police Officer's Memorial service which were both great events. He also congratulated Councilor Jackson for getting things moving forward with the Railroad Museum.

Councilor Jackson congratulated Chief Hughes and thanked Chief Borrego for his efforts to continue to hire more officers, and obtain additional bulletproof vests. He recommended that the City move forward with a yearly lease agreement with the Railroad Museum board for \$1.00 per year. This will be a great addition to downtown and there has been a tremendous outpour of interest.

Mayor Santellana congratulated Chief Hughes for his appointment. He enjoys seeing individuals that are interested in running for office attending meetings, and he encouraged anyone interested to reach out with any questions they have. He congratulated the Citizens Academy graduates and discussed the benefits of the program which makes ambassadors for the City. He thanked other Council members for stepping up to attend events he is unable to attend due to the high number of events he has been invited to. He recognized the emotions regarding the Railroad Museum item but it looks like we are moving in the right direction moving while the current items are being preserved. He feels like there is some confusion about the action taken today and he will reach out to members of the group to discuss the action taken.

Councilor Jackson asked about an estimated date when the convention center will open, and it was stated it would open around end of July or August. He said he feels the Railroad Museum will be a great attraction for visitors, and suggested eventually getting a trolley.

Mayor Santellana gave a shout out to our City Manager intern Henry Anderson who is interested in local government and will be attending a graduate program at Texas A&M next semester.

Item 10 – Comments from the Public to Members of the City Council Concerning Items That Are Not on the City Council Agenda

10:37 a.m.

There were no comments from citizens.

Item 11 – Executive Sessions

City Council adjourned into Executive Session at 10:37 a.m. in accordance with Texas Government Code §551.087, and §551.072.

City Council reconvened at 11:06 a.m.

Mayor Santellana reconvened in open session and announced that no votes or polls were taken.

Item 12 –Adjourn

Mayor Santellana adjourned the meeting at 11:07 am.

PASSED AND APPROVED this 6th day of June 2023.

Stephen Santellana, Mayor

ATTEST:

Marie Balthrop, TRMC, MMC
City Clerk

WICHITA FALLS METROPOLITAN PLANNING ORGANIZATION

Technical Advisory Committee

Minutes

Friday, January 13, 2023

Voting Members Present:

Lin Barnett, Wichita Falls MPO, MPO Director, TAC Chairperson
Blane Boswell, City of Wichita Falls, City Engineer
Callan Coltharp, TxDOT, Area Engineer
David Rohmer, TxDOT, Director of Operations
Larry Wilkinson, City of Wichita Falls, Traffic Superintendent
Karen Montgomery-Gagne, City of Wichita Falls, Planning Administrator
Monty Brown, TxDOT, Director of Construction
Shaun Barnes, TxDOT, Proxy for Scot Reaves, Director of TP&D
Terry Floyd, Director of Development Services

MPO Staff:

Jaimie Lee, Wichita Falls MPO, Senior Transportation Planner

I. Welcome & Introduction

Mr. Barnett, TAC chairperson, called the meeting to order at 9:32 a.m. and welcomed everyone in attendance.

II. Public Comment on Agenda and Non-Agenda Items

Mr. Barnett asked for any public comments on agenda and non-agenda items. Receiving none, the committee moved on to the next agenda item.

III. Review and Approval of the October 6, 2022 Technical Advisory Committee's (TAC) Meeting Minutes

Mr. Barnett asked for any comments or corrections to the October 6, 2022 TAC meeting minutes. Receiving none, he asked for a motion to approve the minutes. Mr. Rohmer made the motion to approve. Ms. Gagne seconded the motion, which passed unanimously.

IV. Review and Comment Regarding the October 25, 2022 Transportation Policy Committee's (TPC's) Meeting Minutes – No Action Required

Mr. Barnett asked for comments on the October 25, 2022 TPC meeting minutes. Receiving none, the committee moved on to the next agenda item.

V. Review and Recommendation to the Policy Board to Approve Resolutions #1, #2, #3, and #4 That Will Update the TxDOT Performance Measures Adopted by WFMPO

Mr. Barnett directed the committee's attention to Resolution #1-2023. He stated this resolution continues support for the performance measures and targets set in Resolution #1-2022 that were adopted by the Policy Board in January 2022. Mr. Barnett stated this resolution sets the Safety Performance (PM1) targets for 2023.

Mr. Barnett directed the committee's attention to Resolution #2-2023. He stated this resolution continues support for the performance measures and targets set in Resolution #2-2022 that was adopted by the Policy Board in January 2022. Mr. Barnett stated this resolution sets the 2023 performance measures and targets for the Transit Asset Management/State of Good Repair plan for the Wichita Falls Transit System (WFTS).

Mr. Barnett directed the committee's attention to Resolution #3-2023. He stated this resolution adopts TxDOT's performance measures and targets for Infrastructure Condition (PM2) from 2019-2023. Mr. Barnett stated PM2, Infrastructure Condition, sets measures and targets for Interstate, Non-Interstate and National Highway System (NHS) bridge pavements. He stated this measure rates pavements on good and poor condition.

Mr. Barnett directed the committee's attention to Resolution #4-2023. He stated this resolution adopts TxDOT's performance measures and targets for System Performance/Freight (PM3) from 2019-2023. He stated PM3 System Performance/Freight, sets measures and targets for Person-Miles Travelled on Reliable Interstate & Non-Interstate facilities, and on the Truck Travel Time Reliability (TTTR) Index.

Mr. Barnett asked for any comments or questions regarding the resolutions. Receiving none, he asked for a motion to forward the resolutions to the Policy Board for their review and approval. Ms. Gagne made the motion to approve. Mr. Wilkinson seconded the motion, which passed unanimously.

VI. Review and Recommendation to the Policy Board to Approve to Adopt the 2023 Prioritized Project List for WFMPD Use in 2023.

Mr. Barnett briefly discussed the updates to the 2023 Prioritized Project List (PPL). He stated WFMPD staff has completed all of the TAC committee recommended changes, revisions, and updates to the 2023 Prioritized Project List. The TAC committee recommended removing one project from the PPL that is set to let. Mr. Barnett asked for any other comments or questions regarding the 2023 Prioritized Project List. Receiving none, he asked for a motion to forward the 2023 Prioritized Project List to the Policy Board for their review and adoption. Mr. Coltharp made the motion to approve. Mr. Wilkinson seconded the motion, which passed unanimously.

VII. Other Business:

a. Discussion & Overview of Progress on Local Transportation Projects – City and TxDOT staff (Quarterly Review)

City: Mr. Boswell reported Taft Blvd. widening was 90% complete. 2022 Asphalt St. Rehab was 100% complete. The Business Park Streets and Drainage Project is 70% complete. 2022 Concrete St. Rehab project was 10% complete.

TxDOT: Mr. Coltharp reported FM 369 bridge improvement along Southwest Parkway at Holliday Creek is nearing completion. Future projects include FM 369 districtwide seal coat, BU 287J widen roadway, FM 369 mill at gutters, and SH 79 install median barrier.

b. **MPO Quarterly Financial Report (4th Quarter FY 2022 – July, August, September)**

Mr. Barnett reported on the 4th quarter expenses for the MPO. He stated that the MPO had spent 90% of its total allocation for FY 2022. Mr. Barnett asked for any comments or questions on the fourth quarter financial report. He received none.

c. **Grouped TxDOT CSJ Projects Report**

Ms. Lee reported on the 4th quarter grouped CSJ projects report. Ms. Lee discussed the changes to the projects over the quarter.

d. **Other Items**

There were no other items for business

VIII. Meeting Adjournment

The meeting adjourned at 10:13 a.m.



Irvan F. "Lin" Barnett Jr.
MPO Transportation Planning Director
Wichita Falls MPO

**Wichita Falls Park Board Meeting
February 23, 2023**

**W.F. Recreation Center
600 11th Street Room 205
Time: 1:30pm**

Presiding: Jim Heiman

**Members Present: Alan Donaldson, Dorcas Chasteen, Sandy Fleming,
Patrick Hearn, Jessica Traw, Thomas Taylor, Josh
Phillips, Simeon Hendrix, Michael Battaglino**

Members Absent: Larri Jean Jacoby

City Council Representative: Steve Jackson

**Other: Scott McGee,
Scott Powell (filled in for Terry Points (Staff Liaison)
Blake Jurecek**

1 CALL TO ORDER:

Jim Heiman called the meeting to order at 1:30 p.m.

2 APPROVAL OF MINUTES:

The minutes from January 26, 2023 were put before the Board for approval. Josh Phillips made the motion to approve the minutes and Sandy Fleming seconded the motion.

AMENDED MINUTES:

February 23, 2023 a motion was made to add "The Board Approved 5 Goals/Objectives for the 2023-2024" (See Attached)
Michael Battaglino approved the added amendment and Josh Phillips second the motion.

3. DEPARTMENTAL REPORT:

A. Recreation: Scott McGee

- See Attached Recreation Report

B. Parks: Terry Points

- See Attached Parks Report

C. Lake Wichita Revitalization Committee:

- Veterans memorial plaza, construction is underway
- Memorial Day May 29 is tentatively the date for grand opening, hoping that Congressman Rodney Jackson will attend.

D. Circle Trail Update:

- See Attached

E. Parks Review Update:

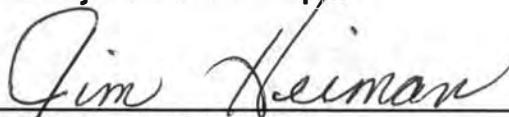
- See Attached
- Tom Taylor made the recommendation to approve the \$4,800 street to pavillion sidewalk at Lions Park. Alan Donaldson seconded the motion.
- The CWF Park Board priority list were put before the Board for approval. Tom Taylor made the motion to aprove and Michael Battaglino seconded the motion.

F. Other Business, Announcements, Comments:

- A vote for Chair Officiers were put before the Board for approval. Jim Heiman was voted to remain First Chair and Tom Taylor remain Second Chair. Alan Donaldson made the 1st motion to approve and Dorcas Chasteen second the motion.

Meeting was adjourned at 2:46pm

Signature:



Jim Heiman (First Chair)

Recreation Report 02/23/2023

50 Plus Zone daily numbers for the week at 245.

Annual Zone Valentines Dinner held 2/14 with 110 people attending.

Recreation Classes at 40 for the month of February.

Summer Camp Staff Jobs posted.

Upcoming in March, Fishing Rodeo, March Movie Madness and Easter Egg Hunt.

Canes Chicken has returned to be a sponsor at all of the Recreation Holiday events.

Athletics Basketball league playoffs are this week.

Registration for Spring Softball and Volleyball continue. Seasons begin week of 3/20.

Turf project-nearing completion. First tournament on turf scheduled for March 25-26.

There are 12 tournaments scheduled through the first week in July.

As of now, there are 6 tournaments in the works for the Fall season.

Jobs posted for Lucy Pool Staff.

Estimates are in on pool repairs and refurbish to meet current code requirements. That work will begin in April.

Spring Tennis tournaments are underway. There are eight tournaments schedule through April.

Cleanup of the Weeks Tennis Center has begun.

Resurface to create eight pickleball courts at Weeks should be done by end of March depending on weather.

Permanent post and nets will take longer but will have portable nets until then.

There will be a meeting of pickleball players at the Weeks Center, March 1, 2023 at 5:30 pm.

Rotary Park small shelters to get underway next week. Rotary Club's funding this project. Rotary, another zip line is being looked at. Research on the Gravity Rail was disappointing. Hamilton Shelter and sidewalks construction will start soon.

We are constructing a CDBG funded restroom for O'Reilly Park.

Poligon Shelter is ordered for Scotland Berm. CDBG.

Electrical Bids for Scotland North Shelter are coming in.

Graffiti's getting bad. Wichita Bluffs, Edgemere, Sunset Terrace and Cityview have all been tagged.

Crews have been sandblasting graffiti. Also, playgrounds and basketball courts for re-painting.

I met with Lions Club President, Ryan Donaldson at the park to discuss future projects. Great visit.

The large Pagoda in Lucy Park was burnt down early Monday morning. Sad Day!!

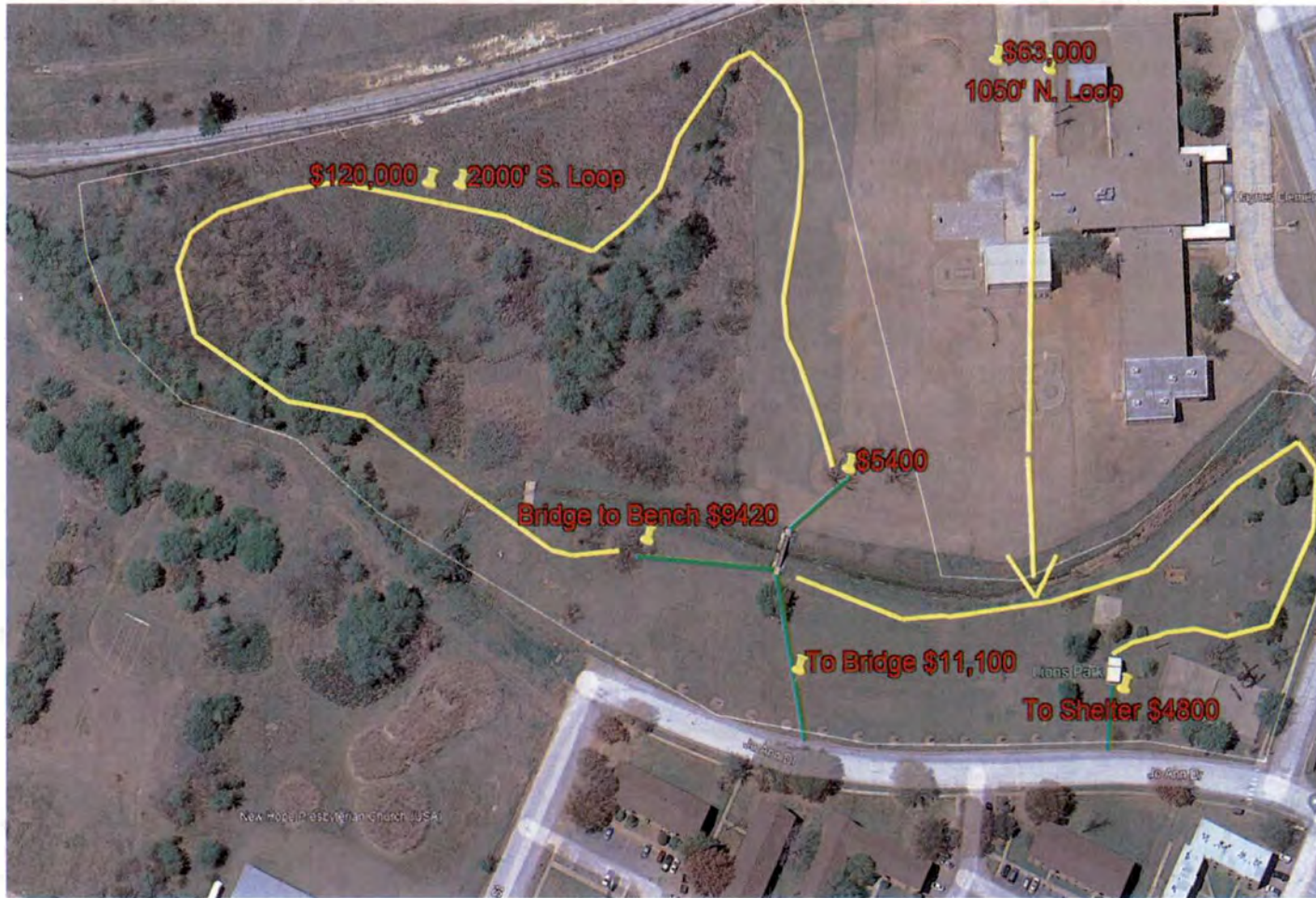


Questions from Jim

1. Can we have a firm estimate of what the specs and costs would be to put in a sidewalk at Lions park from the curb to the pavilion? This is needed for the board to reach out to the Lions club and others for donations (materials, labor and money) to finalize this project. Tom feels that he may have some volunteer/donations available to get this project done. It would be a good first step for the board to show it can help get projects done.

2. As we were driving around Lucy Park recently my wife asked what plan we have to replace the beautiful large, old trees in the park. I said I know we used to have a 'tree farm' located at the park but I am no longer sure what the city's plans are. Could you update the board on a 10 -20 year plan for tree replacement. The past 10 years have shown what bad weather, droughts and ice, can do to our older trees. Also as we drove on the west side of the park, near the Camp Fire property, we noticed the 'garden beds' were not used very much this past year. What are those beds used for?

#1 LIONS PARK



Based on current 2023 bid prices, 5' sidewalks are running about \$60 a linear foot. A loop sidewalk would be a nice addition to the park. I have divided it into different areas and shown current cost.

A new small playground w/border and surfacing is about \$60,000.

#2 Trees and Beds

Let's address the "garden beds" near the Camp Fire property first. In the past we used those beds to trial various flowers. In recent years we have used them to plant any extra flowers that we have left after the 2 major color change plantings that we do in May and October. Each season we experience about a 10% loss of flowers due to theft. If we have the right flowers in the reserve beds, we can transplant them back and fill in the gaps left by the flower thieves.

Regarding tree replacement. There could be a need to establish a new tree nursery to take care of replacement trees and to supply trees only to new project areas. It's really the only affordable way to do it, especially since the price of nursery trees has skyrocketed in the last few years.

In 2022 we paid \$150 each for some 1" caliper trees about 4 ft tall. Normally we would never try to plant a tree that was less than 2" in caliper. 2" inch trees are scarce in the nursery trade right now due to the great demand for replacement trees all across Texas. A 3" caliper tree could easily cost \$500 or more. Plus there is not a very wide selection of tree species and varieties available.

When we were heavily into growing our own trees and transplanting them ourselves we calculated that it only cost us about \$10 per tree from liner to planted 2" caliper tree. We planted over 14,000 trees out of our nurseries from 1995 to 2013. To purchase that many trees, even wholesale, would cost over 4 million dollars.

IF WE WANTED TO START UP A NEW NURSERY

Long term, we probably do need to start another tree nursery. They could have trees ready to transplant in 3 to 5 years. If the nursery produces more trees than are needed in any one year, the extras could be dug and auctioned off to local vendors.

Money, Machines and Manpower

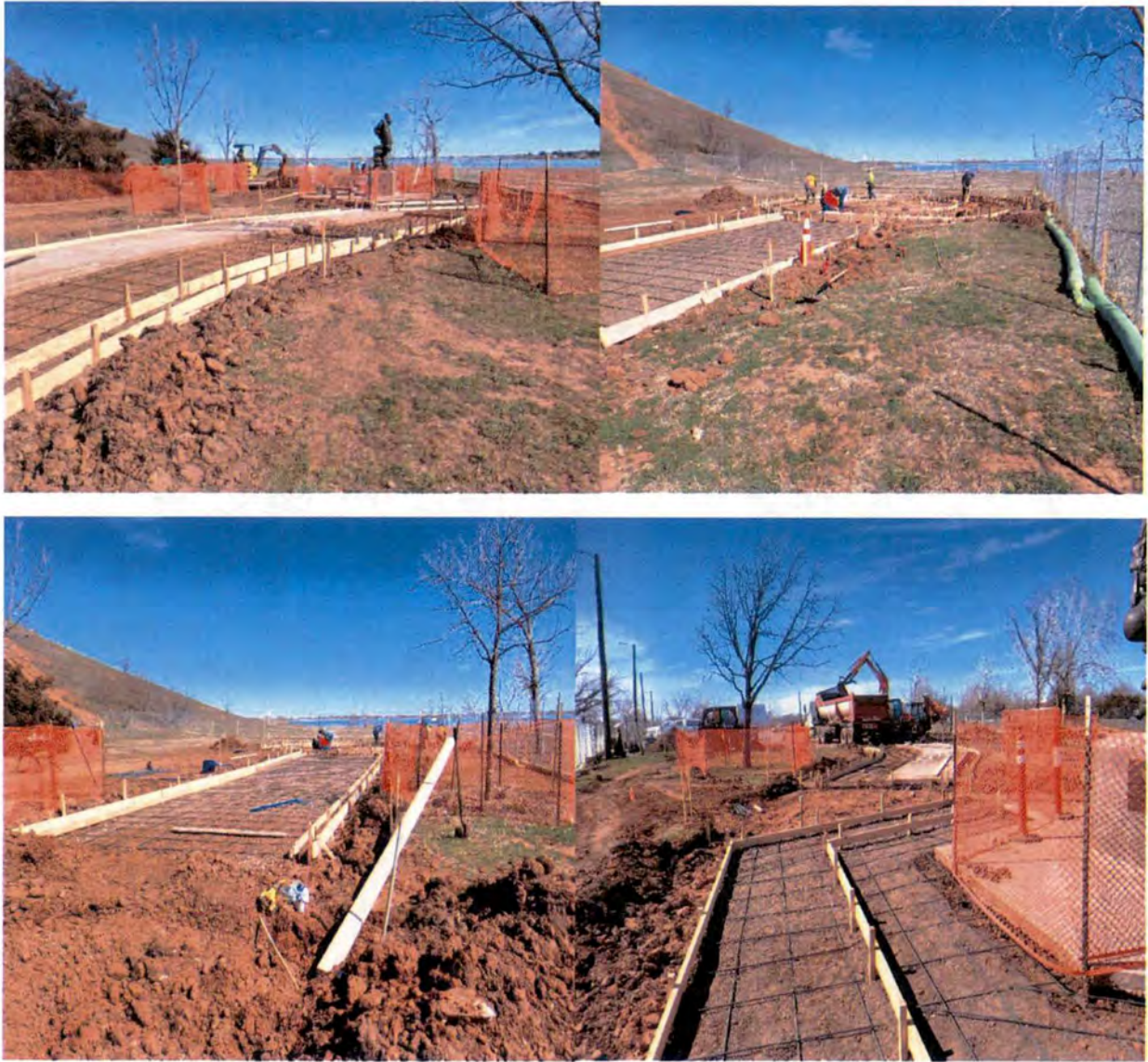
New equipment would have to be purchased. A new skid loader runs about \$65,000±, our old "Care Tree" spades are worn out and obsolete. We have gotten a price on a new "Optimal model 1100" tree spade. It would cost about \$25,000

(plus freight). We estimate that we still have about 200 trees in the LucyLand tree nursery that could be transplanted with the Optimal spade. It will transplant up to a 5" caliper tree. That's about \$60,000 worth of trees if we had to buy them. If we were to use the money we have budgeted for replacement trees this year to purchase the spade, we could transplant many of the nursery trees into Lucy Park and other areas as needed. If we use the \$25,000 to purchase replacement trees, we could only get less than 100 trees.

Keep in mind, a tree nursery is a lot like a garden. Weeds need to be removed, grass needs to be mowed and all those baby trees need lots of extra care the first couple of years until they get some growth. Harvest time requires skill to run machines and doing the ball and burlap process on the ground, loading and planting the trees properly.

We would not try to replant any tree liners in the Lucy Land nursery because of the tremendous deer pressure there. The ideal spot would be in the area east of the Flyover between the Kell East and West "access roads". And only with TXDOT approval. There is already water in that area and the deer would not dare venture that far into town. Vandalism and theft would also be less. Tree liners can be bought for about \$3.00 each.

VIETNAM/VETERANS MEMORIAL AT LAKE WICHITA PARK



INTERIM PARK SIGNAGE – PARK BOARD 2023 GOALS
RECOMMENDED WAY AHEAD – GOAL # 1
PARK BOARD, JANUARY 26, 2023

New Park signage was #1 priority for the park board.

Park funding increased significantly in the FY 23 budget. \$200K was allocated for a professional parks and recreation consultant. CFW Council is hesitant to fund large items (play sets) that may be obsolete, depending on the Parks & Rec Consultant Review recommendations.

The Park Board recommends an evaluation of current Park signage and way finder signage listing Park info. The board also recommends, to the CWF Council, that some items such as broken and eroding park name signs be replaced in FY 23. These old signs send the message that the CWF does not care about parks. The Park signage requirement should run currently with the ADA Curb to Playset and metal play equipment refurbish projects. Below are supportive comments relative to the park board's prioritized sign replacement.

1. Sign replacement priority is based on sign condition, high traffic location, & neighborhood. Goal is to eventually replace all park signs with standard, inviting, functional & modern signage.
2. Most signs are made of wood & sited at park entrances- most are aged, many are broken.
3. Several have been replaced with new, smaller signs. The board does not consider these metal signs a permanent solution.
4. The long-term park signage replacement requirement is expensive and may have to wait. Way ahead:
 - a. Relook way finder signs on Southwest Parkway (281 to Kell Blvd./82)
 - b. Relook way finder signs on Martin Luther King Blvd.
 - c. Relook way finder signage on Midwestern Parkway.
 - d. Relook way finder signage in area of MLK Center (Smith St, Homes & Tulsa).
 - e. Relook Jalonick Park - a sprawling park adjacent to Sunnyside Multipurpose Center.

Continued on Next Page

CWF PARK SIGNAGE - # 2 PARK BOARD PRIORITY – JAN 26, 2023

(PARK CATEGORY CODES: MINI = 1; NEIGHBORHOOD = 2; COMMUNITY = 3; LARGE URBAN = 4)

(REGIONAL = 5; MISC = 6; RECREATION & SPORTS = 7)

PR #	PARK NAME & DISTRICT	SIGN CONDITION COMMENTS	MAJOR ROAD WAY FINDER RECOMMENDATION	COMMENTS
1	ROSELAWN (3)	REPLACE NOW – HIGH TRAFFIC	NEED NEW W/F STYLE	REPLACE WITH METAL FOR NOW
2	LINCOLN (2)	MISSING, REPLACE NOW	YES IF EXISTING W/F SIGN IS NEAR	LISTED ON W/F SIGN ON MLK
3	NORTH WEEKS (3)	REPLACE NOW – HIGH TRAFFIC	YES, ON M/WEST PKY @ HAMILTON	
4	O'REILLY* (2)	PARK ENTRANCE - AGED, REPLACE NOW	YES, ON MLK PKY	ON CIRCLE TRAIL
5	O'REILLY* (2)	REPLACE NOW, HIGH TRAFFIC	YES, ON MLK PKY	MLK SIGN HAS BROKEN BOTTOM
6	ROTARY (3)	OK – REPLACE NOW	YES, IF EXISTING W/F SIGN IS NEAR	DETRACTS FROM NEW PLAY SET
7	WESTOVER HILLS (1)	BAD - REPLACE NOW		
8	WILLIAMS* (2)	TALL, AGED, GRAFITTI – REPLACE NOW	YES ???	
9	JALONICK (2)	TALL UPRIGHT – VERY AGED – REPLACE NOW	NA	
	JALONICK (2)	OK - AGED	YES, ON SCOTT ST	
10	BUD DANIEL (2)	OK - BUT HIGH TRAFFIC – REPLACE NOW	YES IF EXISTING W/F SIGN IS NEAR	VERY SMALL AT CURB
11	EDGEMERE* (4)	BAD – REPLACE NOW	YES, ON SW PKY	
12	HURSH* (4)	REPLACE NOW, NO BOTTOM	YES, IF EXISTING W/F SIGN IS NEAR	SPACIOUS PARK WITH METAL EQUIPMENT
13	LOCH LOMAND* (4)	REPLACE NOW	YES	

PARKS ADA ACCESS – PARK BOARDS GOALS 2023
RECOMMENDED WAY AHEAD – GOAL # 2
CWF PARK BOARD, JANUARY 26, 2023

ADA access to Parks is Park Board goal # 2.

Park funding was significantly increased in the FY 23 budget including \$200K for a professional parks and recreation consultant review. That given, CWF council appears hesitant to fund Park upgrade projects until a new Parks Master Plan is published. Like the Park Signage and Play equipment refurbishment projects, the Park Board recommends that key, high priority projects be funded this fiscal year.

It is unlikely the funded Park Review will recommend closing any of the Parks on the Board's 2023 prioritized ADA list.

ADA access is a legal and moral obligation of the city. Limited funding should not be an acceptable excuse for not developing a prioritized, multi-year, prioritized list for the installation of these "curb to playset" walks. The Park Board recommends not delaying funding and starting the process before another three to five years go by without our wheelchair and/or handicapped patrons having access to CWF Parks. This requirement should run concurrently with the Park Signage and Play Equipment Refurbish projects.

2.2.1 Accessibility

Special consideration should be given to providing accessible surfaces (i.e., hard surface walkways) in a play area that meets the *ASTM Standard Specification for Determination of Accessibility of Surface Systems Under and Around Playground Equipment*, ASTM F1951.

Equipment selection, placement and type of protective surfacing are key components to ensuring children and accompanying adults with disabilities have the opportunity for children with disabilities to access and use play the playground.

Suggested way ahead:

1. Develop a prioritized list of Parks lacking "curb to playset" walks.
2. CWF staff provide specifications and estimated costs to install walks.
3. CWF consider a multi-year contract to install the walkways.
4. Use this data to seek donors for ADA compliance and other Park requirements.

Continued on Next Page

PARK ADA COMPLIANT ACCESSIBILITY RECOMMENDATIONS

PARK ACCESS LIST – JANUARY 26, 2023

NAME: BELAIR PARK LOCATION: OPAL & LESLEY (1)

CATEGORY: MINI PARK

RECOMMENDATION: CURB TO PLAYSET AND PICNIC SHELTER

PARK BOARD ACTION: _____APPROVED _____DISAPPROVED

NAME: LIONS PARK LOCATION: JOANNE ST.

CATEGORY: MINI PARK

RECOMMENDATION: CURB TO PLAY SET AND PICNIC SHELTER

PARK BOARD ACTION: _____APPROVED _____DISAPPROVED

PARK NAME: BRIDWELL PARK LOCATION: HARRISON & AVE C (1)

CATEGORY: NEIGHBORHOOD

RECOMMENDATION:

PARK BOARD ACTION: _____APPROVED _____DISAPPROVED

PARK NAME: EXPRESSWAY VILLAGE PARK LOCATION: MISSILE ROAD AND CASTLE DR

CATEGORY: NEIGHBORHOOD

RECOMMENDATION: INSTALL A PATHWAY FROM THE EXISTING PATHWAY (BETWEEN CASTLE & RHONE) TO ALLOW ADA ACCESS TO THE FOUNTAIN OFF MISSILE ROAD.

PARK BOARD ACTION: _____APPROVED _____DISAPPROVED

PARK NAME: SUNSET PARK LOCATION: 1612 CIMARRON ST

CATEGORY: COMMUNITY

RECOMMENDATION: CURB TO PLAYSET AND PICNIC SHELTER

PARK BOARD ACTION: _____APPROVED _____DISAPPROVED

REFURBISH PLAY EQUIPMENT - PARK BOARD 2023 GOALS
RECOMMENDED WAY AHEAD – GOAL # 3
PARK BOARD, JANUARY 26, 2023

Refurbishing metal play equipment is Park Board priority # 3.

Metal play equipment, slides, roundabouts, swings etc. were the vogue in the 70's and 80's. This was before plastics allowed many variations and colors.

18 Parks have 30+ year old metal play equipment. One staffer remarked that "he played on them when he was a kid."

Today they are unsafe, the metal surfaces burn children's skin and rough edges and protruding hardware gouge them.

Most are drab. Today's Park equipment is colorful and inviting. Parents complain to Board members that they will not let their children play on this equipment. The Park Board's 2022 Park Review Report addresses this problem in depth. While some citizens have nostalgic memories of this equipment, the Park Board recommends the CWF pursue a multi-year contract to refurbish the metal play equipment. Refurbishing with industrial grade paint for the typical "mini park" costs between \$2000 & \$5000.

The CWF funded (2023) a Parks & Recreation review by a consulting firm. This could take two to three years for completion of the review, allocating funds and letting contracts. The Park Board recommends starting the process before another three to five years passes without improving the appearance of our Parks with bright, colorful and safe play equipment. This requirement should be carried out currently with the interim Park Signage replacement project.

The suggested way ahead is to:

1. Park Board develop a prioritized list of Parks with the old play equipment. The Park Board's 2022 Park Review Report contains detailed information on this equipment.
2. Ask the CWF staff to provide specifications and estimated costs to remove or refurbish the metal play equipment..
3. Recommend CWF consider a multi-year contract for this project.
4. Following Park Board goals and recommendations, use this data to utilize Board members, news media and social media to solicit donor support for this and other Park requirements.

**BUILD PICKLE BALL COURTS - PARK BOARD 2023 GOALS
RECOMMENDED WAY AHEAD – GOAL # 4
PARK BOARD, JANUARY 26, 2023**

Expanding the Pickle Ball program is Park Board Goal # 4.

During the time the Board was developing its 2023 goals, the recreation department made significant progress in expanding this fast-developing national sport.

The recent Park Board survey revealed a 3.7 (of 5) positive rating. The Board supports the Pickle Ball program and outstanding results in keeping up with this trending national sport.

At this time no further Park Board recommendations are necessary. Keep up the great work!

**PARK BOARD DONOR PROGRAM - PARK BOARD 2023 GOALS
RECOMMENDED WAY AHEAD – GOAL # 5
PARK BOARD, JANUARY 26, 2023**

Developing a Park Board Donor program is Park Board Goal # 5.

This goal received a 3.7 (of 5) on the Board Member Survey. The results indicate that the Board sees the need and supports it.

Currently, the Board is in the research mode for the Donor Program.

Recommended way ahead.

1. Ask Board Members to volunteer to serve on the Donor Program committee.
2. Develop the process for the program.
3. Identify potential donors.
4. Develop a marketing plan for the program.

PARK EQUIPMENT FOLLOW UP VISITS

MARCH 17, 2023

Tom Taylor visited 10Parks on March 16, 2023, to determine if there had been changes relative to the old, metal play sets. Below are his comments.

Loch Lamond: Has a Way Finder sign. Old bleachers have been removed. Backstop ok. Much more attractive Park.

Edgemere: Replace Park name sign. Drab metal playsets and sign detract from an otherwise very attractive and functional Park.

Hamilton: B/B court very nice. Has handicap access. Drab metal playsets detract from an otherwise outstanding Park.

Bel Air: Attractive Mini Park. Backstop in good shape but no diamond, remove it? People playing tennis on the tennis/pickle ball court.

Kiwanis: Another sponsored outstanding Park. Drab swing set seems out of place.

Hurst: Appears unused. Drab metal equipment. No handicapped access. Need to evaluate keeping this space as a Park. Sign?

Williams: Another Park with drab metal playsets and outdated Park name sign: custom sign is aged and has graffiti. Very nice baseball field: bleachers, back stop and dugout are very good. Nice pavilion, playset and B/B court.

Spudder: Nice park but, vagrant hangout. Way Finder sign. Good access. Good B/B diamond, dugout and bleachers.

Lions: No handicap access. Bridge plank repaired. Several more are aging, will need replacement in the future. Railing needs painting. Drab metal play equipment. Tennis court appears abandoned – court surface is usable - could be relined for Pickle ball.

Expressway Village: Park has handicap access, disk golf. Drab metal play equipment, decaying wooden pavilion structure. Lovely fountain visible from Missile Road. Has concrete path around fountain with several benches but, no pathway to the seating. Has new, interim metal sign.

Lamar: Has handicap access to nice Pavilion and nice play set. Good wood sign.

Bridwell: Handicap access to playset, grill, benches and other side of Park. Way Finder sign. Abandoned B/Ball and V/Ball courts. Nice, large pavilion. Good for entertainment but home to homeless (they were using electricity).

(Tom Taylor, Park Board Member, 18 Mar 2023)

Scotland: Did you know this Park was a Zoo? Lion's Club and others instrumental in making it happen. Very nice, well used large Park. Handicap access to play set, grills and pavilion. Concrete path meanders through the Park. Wooden bridge planks replaced. Stone bridge by playset has trip hazard at both ends. Old bridge on I44 bridge replaced with concrete bridge with metal railing. Small pavilion on top hill removed. (What is planned to replace it?) Some Park benches have broken or rotting wooden parts.

Sunset:

Lucy: Drab metal play equipment

Lake Wichita:

Jalonick:

Will visit other Parks in the next few weeks. Parks showing beautiful Spring colors.

(Tom Taylor, Park Board Member, 18 Mar 2023)

PARK REVIEW REPORT RECOMMENDATIONS UPDATE

The Parks Board submitted its Parks Review Report to CWF Council and Staff in January 2022. Since then several of the Report's recommendations have been acted upon. Importantly, the CWF Council allocated \$200,000.00 for a Park Consultant firm to develop a CWF "Parks Master Plan." A "Master Plan" is a critical element of grant request packages.

This Update recognizes the outstanding accomplishments of the Park staff and Parks Board. Since the Parks Review Report was presented to Staff and Council, several new "playsets" and other Park amenities have been donated by local civic groups and the CWF budget funded another.

This Update is formatted to record progress on nine of the original 22 recommendations. Six of the nine are directly related to the Park Board 2023 Goals. The information provides the recommendation, reference, status and suggested way ahead.

CWF Park Review Committee

March 23, 2023

2022 CWF PARK REVIEW REPORT RECOMMENDATIONS UPDATE
MARCH 17, 2023

REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
SECTION C3, 27	1	<u>Park Name Interim Signage.</u> Generally, signs are made of wood & sited at Park entrances. Most are "worn out" – broken and deteriorating. Many reflect poorly on CWF.	Interim Priority List developed.	Replace signs on Board's Interim Sign List.	Coordinate with CWF Staff to fund and schedule replacement.
SECTION C3, 13	NA	<u>Front and Indiana Park.</u> This Mini Park is a rectangular open space bordered by CWF and private properties. It has no Park name sign or amenities. There is a paved walk from the intersection of Front and Indiana Streets to the Circle Trail.	No action to date.	Redesignate as an "Open Space" or as part of the Circle Trail. <u><i>This is a budget neutral action.</i></u>	Discuss with CWF staff. Address at Park Board meeting and vote on formal recommendation to CWF staff and/or City Council.
REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD

SECTION C3, 14	NA	<u>Conoco Park.</u> This Mini Park is a triangular space with no park name signage and one Park bench. It is bordered by CWF streets on two sides and private properties on the third side.	No action to date.	Redesignate as an "Open Space." <u><i>This is a budget neutral action.</i></u>	Discuss with CWF staff. Address at Park Board meeting and vote on formal recommendation to CWF staff and/or City Council.
REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
SECTION C3,18	NA	<u>Sunset Terrace Park Drainage Culvert.</u> The 2010 – 2020 Master Park Plan recommended a bridge over the culvert to connect Sunset Terrace Park to Deville Street to provide foot traffic access to Sunset Terrace Park. <i>(This requirement has not been funded.)</i>	No action to date.	CWF Council task the Parks and Planning Departments review this requirement and in coordination with the Park Board recommend removal from the CIP or seek funding source. <u><i>This is a budget neutral action.</i></u>	Staff coordinate with appropriate offices to determine need for this requirement and if needed, secure funding source.

Section C3, 28	3	<u>Old Playground Equipment.</u> Several bleachers are 20 to 40 years old and are broken, "worn out." They appear to be safety hazards for adults, let alone for children climbing on them.	Three Parks are: Williams, Bridwell & Loch Lamond was removed.	Appoint a Board member (s) to review the bleachers at each Park with a Base/Soft ball field. Board members will provide a report outlining their findings.	Review committee will submit report to the Board and staff at the April Park Board meeting. Upon approval of bleacher repair or removal, request staff to prioritize and seek funding.
REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
SECTION C3, 21	3	<u>Old Playground Equipment:</u> Metal slides, monkey bars, swings, BB goals, etc. This play and sports equipment is old & unattractive. As one staffer said of this equipment " <i>I played on those things when I was a kid.</i> " Edgemere, Hamilton & Lucy Parks among the xx Parks with this equipment.	Metal equipment is identified in Park Review Report. Received informal cost estimate to refinish with industrial grade paint at Lion's Park.	Appoint a Board member (s) to review metal equipment at each Park. Board member(s) provide a report outlining their findings. If approved, Staff determine priority and funding source for the metal play equipment refurbishment project.	After subcommittee report. Board request that CWF and Park Staff create a Five year project playground refurbishment project. Request CWF Council and Staff to include funding in the 2023-2024 Budget. Continue to Track Staff progress

SECTION C3, 20	3	<u>Baseball Backstops.</u> Six Parks have old or abandoned backstops. They are rusty, chain link coming loose; some have broken or unattached poles and protrusions that could cause injury.	Several have been removed since the Park Review Report was published.	Remove or repair abandoned Backstops	Board Chairman appoint a Backstop committee determine which Parks have the backstops in question.
REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
	3	<u>Aging Bridges.</u> Broken planks at Edgemere, Lion's & Scotland Parks. Some railings need fresh paint.	Lions & Scotland Parks were repaired.	Paint bridge railing at Edgemere & Scotland Parks.	Discuss possibilities with Park staff.

**MINUTES OF THE FIRE FIGHTERS AND POLICE OFFICERS'
CIVIL SERVICE COMMISSION
MARCH 9, 2023**

Present:

Jim Heiman, Chair
Laura Fidelie
John Buckley

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Commission Members

Christi Klyn, Civil Service Director
Julia Vasquez, First Assistant City Attorney
Manuel Borrego, Police Chief
Guy Gilmore, Deputy Police Chief
Scott Vaughn, Deputy Police Chief
Kenneth Prillaman, Fire Chief
Donald Hughes, Deputy Fire Chief
Holly Morgan, HR Generalist

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City Administration/Staff

1. Call to Order

Chairman Heiman called the meeting to order at 3:00 p.m.

2. Approval of Minutes (1/18/23)

John Buckley moved for approval. Seconded by Laura Fidelie. the motion carried 3-0.

3. Pursuant to Texas Local Government Code 143.035 (g), canvassing of votes to determine results of election held on February 20-21, 2023 for proposed alternate promotion system for the Wichita Falls Police Department.

The vote has taken place and Commissioner Heiman reads the Order of the City of Wichita Falls Firefighters and Police Officers' Civil Service Commission considering the adoption of a revised alternate promotional system in accordance with Section 143.035 of the Texas Local Government Code. The system passed and is ratified and in full force and effect.

Laura Fidelie moved for approval. Seconded by John Buckley. the motion carried 3-0.

4. Review and Approval of Amendments to the City of Wichita Falls Police Officers' cause for rejection of applicants for police officer classification as outlined in the Local Civil Service Commission Rules and Regulations, Section 143.024 "Entrance Examination Notice" item 1.h.

Commissioner Heiman reads as presented and notes there is one slight change on page 24. Director Christi Klyn outlines that it states the applicant who do not pass the chiefs

interview are ineligible to apply for a period of two years. Chief Borrego asked to change that ineligibility to the next hiring process.

Laura Fidelie moved for approval. Seconded by John Buckley, the motion carried 3-0.

5. Report from Fire Chief

Chief Prillaman states that Academy will begin Monday with ten recruits, including a returning member and two that have already completed a portion of training and will be able to move into the stations much earlier. He states on a personal note, he has tendered his intent to retire and will be leaving the end of this month. He shares his appreciation of their support and participation. Commissioner Heiman wishes him well in retirement.

6. Report from Police Chief

Chief Borrego thanks the commission for their time and being in attendance. Thanks the officers that participated in the promotional revamp. Thanks HR for the hours worked and Legal for their time as well. Thanks the commission for passing the change to the interview process. Updates on the current academy process. Have nine in process to start. Touches on the lateral hiring process.

Commissioner Heiman thanks all the officers involved in the presentation process for explaining things well and allowing them to understand the process better.

7. Adjourn

The meeting adjourned at 3:09 p.m.



Jim Peter Heiman, Chairman



WICHITA FALLS-WICHITA COUNTY PUBLIC HEALTH BOARD MINUTES

March 10, 2023

Wichita Falls-Wichita County Public Health District
1700 Third Street – Clements Conference Room
Wichita Falls, Texas

BOARD MEMBERS PRESENT:

Keith Williamson, M.D., Chair
Nichole Jefferson, RN
Jered Harlan, D.V.M.
Melissa Plowman

Physician – City Appointment
Registered Nurse – City Appointment
Veterinarian – City Appointment
Restaurant Association – City Appointment

BOARD MEMBERS EXCUSED ABSENCE:

Paris Ward, M.A.B.S.
Tonya Egloff, D.D.S.
Raymond Forsythe

Citizen At-Large – City Appointment
Dentist – County Appointment
Citizen At-Large – County Appointment

OTHERS PRESENT:

Amy K. Fagan, M.P.A.
Michael Smith
Mark Beauchamp

Interim Director of Health
Council Liaison
County Commissioner

I. CALL TO ORDER

Dr. Williamson, Chair, called the meeting to order at 12:05 pm after a quorum of members attained.

II. APPROVAL OF MINUTES AND ABSENCES

Dr. Williamson called for the review and approval of the January 13, 2023 minutes.

A motion was made by Nichole Jefferson to accept the minutes and Melissa Plowman seconded. The minutes were approved unanimously.

Excused absences noted for Dr. Tonya Egloff, Raymond Forsythe & Paris Ward.

III. HEALTH DISTRICT FLOODING UPDATE

Amy spoke of the updates after the flood. Sensors were installed in the basement that will notify her if it is flooding. There has been a lot of work in the last 72 days. The power was restored last week on day 61. We have 17 staff back in the building. We had no disruption of services except for the Lab and the day right after Christmas. Everyone should be back in the building by March 17th, St. Patrick's Day. Then we will have a Homecoming Party.

Mr. Smith asked about the moneys coming out of the Budget.

Amy stated no money will come out of the FY23 general fund for Health Budget.

The City did have Insurance coverage and will cover the large equipment. Amy has offered to use some of our Budget to cover paint, paper and flooring that was damaged. The City has a special fund for the flood and is replacing things that need to be replaced.

Mr. Smith asked if we increased the energy efficiency of the building or modernized it any?

Amy said yes, energy efficiencies are built in with the new Chiller and switch gear.
It is hard to balance the temperature in the building and this efficiencies should really help.

Mr. Smith thanked Amy for all her work.

Amy thank him, but said the employees are the ones that have done so much.
Amy said we will be starting a new renovation of the front reception area and restrooms

Dr. Williamson said he was glad we continued all our services without interruption and the City was so supportive.

IV. ENVIRONMENTAL HEALTH OVERVIEW

Samantha Blair introduced herself and that she is the Environmental Administrator. She wanted to tell everyone about who they are and what they do. Environmental has 10 full and some part time workers. There is a Sr. Admin Clerk and 8 inspectors, 2 are Public Health Officers, 6 are Sanitarians, 2 are in training. She has part time Vector control employees that spray for mosquitos.

Their primarily responsible for retail Food Permits and Inspections.

Public and Semi-Public Aquatic Facility Permits and Inspections.

Grease Trap and Waste Haulers Permit and Inspections. (Limited to City of Wichita Falls)

Lodging Permits and Inspections

Body Art Establishment Permits and Inspections. (Limited to City of Wichita Falls)

Public Health and Safety Inspections of: school buildings, daycare facilities and foster homes.

On-Site Sewage Facility (septic system) Permits and Inspections.

Soft Serve testing and inspections.

An inspector on-call 24/7 for after hour emergencies and temporary events on weekends.

They do go into Clay County and inspect City owned lake lots around Arrowhead and Kickapoo Lakes.

Last year they issued 1,937 permits, 4,929 inspections and 521 complaints. Each program is conducted throughout the county and the programs collect fees for services. In FY 2022, \$379,663.12 was generated in revenue from fees. The Environmental Health Division also provided several educational opportunities to their facilities.

Mr. Smith asked what are the most common complaints?

Samantha said the most common complaints start with customer service at a restaurants then food. Trouble with Mosquitos are also very common.

As far as daycares we do a facility check and a kitchen inspection. We are not the primary authority.

In 2022 City Council approved a suggested revision to the Lodging ordinance. The goal was to ensure the ordinance was clear on what constituted a lodging establishment and to ensure the rules were in line with the Food Establishment ordinance. With the advent of short-term residential rentals, it was important to ensure language was clear as to what constituted a short-term rental, a bed and breakfast and a lodging establishment. A short term rental is NOT regulated in any way by this ordinance. Other changes included clarifications on permit posting, bed bug management procedures, allowance of establishment provided corded cooking equipment in kitchenettes, and language updates such as removing gendered pronouns.

In Addition Environmental Health Division is also responsible for mosquito surveillance and control. The vector control program has continued to strengthen its focus on increasing surveillance of mosquitoes in Wichita County. In Wichita County we have 40 different varieties of mosquitoes.

Surveillance is the foundation of a strong mosquito control program and was emphasized so as to establish reliable baseline knowledge on which informed decisions about remediation can be made. Mosquito surveillance includes sampling for all forms of the mosquito life cycle including eggs, larvae, pupae and adults. Over the 2022 season, "stink water" baited, gravid adult mosquito trap collections were made and sent to the DSHS for arbovirus testing. Of the samples submitted, 3 returned positive for West Nile Virus. Other forms of adult surveillance used include the use of dry ice baited CDC Light Traps.

Mosquito breeding sites are any place water is allowed to stand for at least 48 hrs. The mosquito breeding sites routinely checked by the vector control program include everything for irrigation culverts, potholes and abandoned tires to entire city parks or mile-long roadside ditches. A total of 133 blister packs were distributed to citizens in the 2022 season and the basic information of all recipients was recorded. The program operates a fleet of truck mounted Ultra-Low Volume (ULV) pesticide sprayers meant to kill flying adults. Over the season, 85 spray missions were accomplished. Adulticide applications were made with Deltagard or Fyfanon EW.

Samantha showed pictures and described the different type of Mosquitos we have in Wichita County.

In Wichita County the West Nile Virus is our biggest concern with the Mosquitos.

Samantha went over some Texas Legislative Session Bills to watch for.

Amy spoke about ordinances and let the Board members know what the procedure is. And what the Board members responsibility is. Anytime we have an ordinances that we need to change, we work on it internally. We have stakeholder meetings with any of the involved parties. Then we take it to the Board of Health for them to give their input. If there are changes they are made and brought back the parties involved. It is about a 6 month process.

Dr. Williamson asked about church kitchens being invited to attend kitchen safety training.

Samantha said yes and they should also have a food handler's card. The larger kitchens are inspected regularly. They are talked to by the inspectors and questions are answered. The inspectors make sure they know all the rules.

Melissa asked if churches need commercial kitchens.

Samantha said yes, if they are routinely cooking for the public. If they are cooking for a congregation then they can have a regular cooking kitchen.

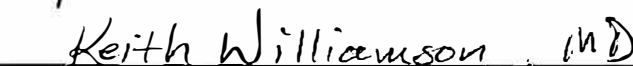
V. NEXT MEETING DATE

Next meeting will be May 12, 2023.

VI. ADJOURN

Dr. Williamson adjourned the meeting at 12:50.


Signature


Print - Keith Williamson, MD, Chair, Toriya Egloff, D.D.S., Vice-Chair, Paris Ward, MA, BS,

Secretary

**Wichita Falls Park Board Meeting
March 23, 2023**

**W.F. Recreation Center
600 11th Street Room 205
Time: 1:30pm**

Presiding: Jim Heiman

**Members Present: Dorcas Chasteen, Sandy Fleming, Patrick Hearn,
Jessica Traw, Thomas Taylor, Josh Phillips, Michael
Battaglino, Larri Jean Jacoby**

Members Absent: Alan Donaldson, Simeon Hendrix

City Council Representative: Steve Jackson

**Other: Scott McGee
Terry Points
Blake Jurecek**

1 CALL TO ORDER:

Jim Heiman called the meeting to order at 1:30 p.m.

2 APPROVAL OF MINUTES:

The minutes from February 23, 2023 were put before the Board for approval. A motion was made to Amend the February minutes. (See Below).

AMENDED MINUTES:

February 23, 2023 a motion was made to add "The Board Approved 5 Goals/Objectives for the 2023-2024" (See Attached)

Michael Battaglino approved the added amendment and Josh Phillips second the motion.

3. DEPARTMENTAL REPORT:

A. Recreation: Scott McGee

- See Attached Recreation Report

B. Parks: Terry Points

- See Attached Parks Report

C. Lake Wichita Revitalization Committee:

- Veterans memorial plaza bricks are in, date for installment TBD.

D. Circle Trail Update:

- A restroom is being installed at the O'Reilly park, which this is about a half waypoint on the trail.

E. Parks Review Update:

- See attached

F. Other Business, Announcements, Comments:

- The Master Plan for 2023 has been placed on the City Website for bids, public can review for approximately 30 days.
- The Parks Review Committee suggested City's website be reviewed and the Park Board committee's names and photo be placed on the Park Board section.
- Request for the Planning Division to brief on the CDBG grants to Park Board, on the May agenda.

Meeting was adjourned at 2:30pm

Signature:



Jim Heiman (First Chair)

Recreation Report 3/23/2023

50 Plus Zone daily numbers for the week at 219.

50 Plus Zone hosting Gospel Music Night Thursday 3/23.

Recreation Class enrollment up to 51 for March.

Annual Fishing Rodeo in cooperation with Texas Parks and Wildlife and sponsored by Raising Cane Chicken was held on Saturday 3/4. Over 400 attended the event with perfect weather and trout up to 15 inches long

March Movie Madness entertained more than 100 kids during spring break.

Annual Easter Egg Hunt is this Saturday at the South Sports Complex.

Still taking applicants for Summer Camp Leaders.

Ribbon Cutting opening the new turf fields was held Monday 3/20.

Spring Softball begins tonight 3/21.

Spring Volleyball begins next week

Registration for 5 v 5 Soccer begins this week.

First Youth Baseball Tournament is this weekend 3/25-26.

Taking applications for swimming pool staff for summer

Weeks Tennis Center has been cleaned up and some repairs made.

Hamilton Tennis Center hosted JV High School tournament on Monday and will host IA District tournament this Thursday and Novice/ Youth 12 U Saturday 3/25.

Council approved agreement for new management company to manage tennis and pickleball programs and facilities on Tu. 3/21.





Parks Maintenance

Disc Golf CDBG Williams Arrived Install April/May

Kiwanis three bay 60'zip line. Kiwanis Grant

Toddler Musical in Lucy ordered. Arts Council Grant

Playground General Fund.

Playground CDBG Morningside

Rotary Zip Line Ordered April/May

Picnic Tables Ordered April/May

Orielly restroom building being installed. April

Hamilton Shelter Ordered April/May

18 trees planted at Hamilton. WCMA Funded

All new signs for parks have been delivered. We will install them as time allows.

Notes from Tom

PARK EQUIPMENT FOLLOW UP VISITS

MARCH 17, 2023

Tom Taylor visited 10 Parks on March 16, 2023, to determine if there had been changes relative to the old, metal play sets. Below are his comments.

Loch Lamond: Has a Way Finder sign. Old bleachers have been removed. Backstop ok. Much more attractive Park.

Edgemere: Replace Park name sign. Drab metal playsets and sign detract from an otherwise very attractive and functional Park.

Drab playsets were sandblasted and painted 2 months ago. New Ninja playground installed 2022

Hamilton: B/B court very nice. Has handicap access. Drab metal playsets detract from an otherwise outstanding Park.

Drab metal playsets were sandblasted and painted in spring 2022. New shelter w/electric, tables and trash receptacles ordered.

Bel Air: Attractive Mini Park. Backstop in good shape but no diamond, remove it? People playing tennis on the tennis/pickle ball court.

Sandblasted and painted the playground. Several parks have backstops only with no diamonds. These are for practice only.

Kiwanis: Another sponsored outstanding Park. Drab swing set seems out of place.

Kiwanis has requested keeping the Drab swing set. It will be sandblasted and painted once the new three bay zip line and other new expansion projects are installed. They are hoping for \$220,000 expansion.

Hurst: Appears unused. Drab metal equipment. No handicapped access. Need to evaluate keeping this space as a Park. Sign?

Parks cannot be sold or abandoned without having the public vote on it. We have had several meetings over the years about using a portion of this park for a drainage easement so residential development could be done on Southmoor. Dr. One of our request has been a new playground and other park improvements. After Harry Pattersons death, this project has gone cold for the moment.

Williams: Another Park with drab metal playsets and outdated Park name sign: custom sign is aged and has graffiti. Very nice baseball field: bleachers, back stop and dugout are very good. Nice pavilion, playset and B/B court.

Williams Park has certain areas where "new" structures that could impede the flow of water in the floodway are restricted. We didn't get to the Drab playsets to repaint them yet.

Spudder: Nice park but, vagrant hangout. Way Finder sign. Good access. Good B/B diamond, dugout and bleachers.

Vagrants have always been at Spudder. It just seems to place to be.

Lions: No handicap access. Bridge plank repaired. Several more are aging, will need replacement in the future. Railing needs painting. Drab metal play equipment. Tennis court appears abandoned – court surface is usable - could be relined for Pickle ball.

Handicap access to the park is at the corner of JoAnn and Kathrine. We could use another when funding becomes available. We have around 25 trail bridges in our park and trail system. Most are metal frame and wood. The wood is frequently inspected by park workers, if a board is broken, we try to get it repaired that day or caution flag the bridge. The metal on these bridges is called Corten steel and is

designed for long life as is and is not to be painted. We didn't get to the Drab playsets to repaint.



Expressway Village: Park has handicap access, disk golf. Drab metal play equipment, decaying wooden pavilion structure. Lovely fountain visible from Missile Road. Has concrete path around fountain with several benches but, no pathway to the seating. Has new, interim metal sign.

The Drab Playset is only about ten years old and most last fifteen to twenty years old before they are replaced. A five or six foot walk way from the park to the pond would be a nice addition. Interim Sign?



Lamar: Has handicap access to nice Pavilion and nice play set. Good wood sign.

Playset has been targeted for CDBG replacement 2023/2024. Over half of this unit has been removed due to vandalism and age. It is about eighteen years old.

Bridwell: Handicap access to playset, grill, benches and other side of Park. Way Finder sign.

Abandoned B/Ball and V/Ball courts. Nice, large pavilion. Good for entertainment but home to homeless (they were using electricity).

CDBG funding for a new fountain, new multi-use court and a new baseball diamond is uncertain at this time. Homeless come and go in Bridwell Park.

Parks Board Approved Goals/Objectives 2023-2024

#1 Goal Signage

To review and replace worn/broken park signs and replace with consistent signage.

#2 Goal Accessibility

To review parks usage and consider which parks would most benefit with standard accessibility to main pavilions and play areas.

#3 Goal Refurbish/Replace Play Equipment

Review and inform Parks staff of broken play equipment throughout our parks system. Repair or replace as needed.

#4 Goal Pickleball

To expand the number of and quality of Pickleball courts throughout the community.

#5 Goal Donor Program

To actively encourage and seek out possible donors to help improve our parks equipment and offerings.

PARKS ACCESSIBILITY – PARK BOARDS GOALS 2023
RECOMMENDED WAY AHEAD – GOAL # 2
CWF PARK BOARD, MARCH 23, 2023

The recent Park Board survey revealed a 3.7 (of 5) positive rating. The Board supports the accessibility program.

Accessibility to CWF Parks is Park Board Goal # 2. All citizens should have access to CWF Parks and Recreation facilities.

2.2.1 Accessibility

Special consideration should be given to providing accessible surfaces (i.e., hard surface walkways) in a play area that meets the ASTM *Standard Specification for Determination of Accessibility of Surface Systems Under and Around Playground Equipment*, ASTM F1951.

Equipment selection, placement and type of protective surfacing are key components to ensuring children and accompanying adults with disabilities have the opportunity to access and use play equipment.

Park funding was significantly increased in the FY 23 budget including \$200K for a professional parks and recreation consultant review. That given, CWF Council appears hesitant to fund Park upgrade projects until a new Parks Master Plan is published. Like the Park Signage and Play equipment refurbishment projects, the Park Board recommends that key, high priority projects be funded this fiscal year.

Limited funding should not be an acceptable excuse for not developing a prioritized, multi-year, prioritized list for the installation of these “curb to playset” walks. The Park Board recommends not letting time pass further without addressing accessibility to our Parks. Park accessibility should run concurrently with the Park Signage and Play Equipment Refurbishment Goals.

Suggested way ahead:

1. Develop a prioritized list of Parks without “curb to playset” walks.
2. CWF staff provide specifications and estimated costs to install walks.
3. CWF consider a multi-year contract to install the walkways.
4. Use this data to seek donors for accessibility.

INTERIM PARK SIGNAGE – PARK BOARD 2023 GOALS

RECOMMENDED WAY AHEAD – GOAL # 1

PARK BOARD, MARCH 23, 2023

The recent Park Board survey revealed a 4 (of 5) positive rating. The Board supports the accessibility program. This the “5” rating in the survey.

Park funding increased significantly in the FY 23 budget. \$200K was allocated for a professional parks and recreation consultant. CFW Council is hesitant to fund large items (play sets) that may be obsolete, depending on the Parks & Rec Consultant Review recommendations.

- Sign replacement priority is based on sign condition, high traffic location, & neighborhood. Long term goal is to eventually replace all park signs with standard, inviting, functional & modern signage.
- Generally, signs are made of wood & sited at Park entrances. Most are “worn out” – broken and deteriorating.

The Park Board recommends an evaluation of current Park signage and Way Finder signage listing Park names. The Board also recommends to the CWF Council, that some items such as broken and eroding park name signs be replaced in FY 23. These “worn out” signs send the message that the CWF does not care about parks. The Park signage requirement should run concurrently with the ADA Curb to Playset and play equipment refurbish projects. Below are supportive comments relative to the Park Board’s prioritized sign replacement project.

1. Three have been replaced with new, smaller metal signs. The Board does not consider these metal signs a permanent solution, rather an interim solution.
2. The long-term park signage replacement requirement is expensive and may have to wait. Way ahead:
 - a. Relook Way Finder signs on Southwest Parkway (281 to Kell Blvd./82).
 - b. Relook Way Finder signs on Martin Luther King Blvd.
 - c. Relook Way Finder signage on Midwestern Parkway.
 - d. Relook Way Finder signage in area of MLK Center (Smith St, Homes & Tulsa).
 - e. Relook Jalonick Park - a sprawling Park adjacent to Sunnyside Multipurpose Center.

Prioritized List on Next Page

CWF PARK SIGNAGE - # 1 PARK BOARD PRIORITY – JAN 26, 2023

(PARK CATEGORY CODES: MINI = 1; NEIGHBORHOOD = 2; COMMUNITY = 3; LARGE URBAN = 4)

(REGIONAL = 5; MISC = 6; RECREATION & SPORTS = 7)

PR #	PARK NAME & DISTRICT	SIGN CONDITION COMMENTS	MAJOR ROAD WAY FINDER RECOMMENDATION	COMMENTS
1	ROSELAWN (3)	REPLACE NOW – HIGH TRAFFIC	NEED NEW W/F STYLE	REPLACE WITH METAL FOR NOW
2	LINCOLN (2)	MISSING, REPLACE NOW	YES IF EXISTING W/F SIGN IS NEAR	LISTED ON W/F SIGN ON MLK
3	NORTH WEEKS (3)	REPLACE NOW – HIGH TRAFFIC	YES, ON M/WEST PKY @ HAMILTON	
4	O'REILLY*(2)	PARK ENTRANCE - AGED, REPLACE NOW	YES, ON MLK PKY	ON CIRCLE TRAIL
5	O'REILLY* (2)	REPLACE NOW, HIGH TRAFFIC	YES, ON MLK PKY	MLK SIGN HAS BROKEN BOTTOM
6	ROTARY (3)	OK – REPLACE NOW	YES, IF EXISTING W/F SIGN IS NEAR	DETRACTS FROM NEW PLAY SET
7	WESTOVER HILLS (1)	BAD - REPLACE NOW		
8	WILLIAMS* (2)	TALL, AGED, GRAFITTI – REPLACE NOW	YES	
9	JALONICK (2)	TALL UPRIGHT – VERY AGED – REPLACE NOW	NA	
	JALONICK (2)	OK - AGED	YES, ON SCOTT ST	
10	BUD DANIEL (2)	OK - BUT HIGH TRAFFIC – REPLACE NOW	YES IF EXISTING W/F SIGN IS NEAR	VERY SMALL AT CURB
11	EDGEMERE* (4)	BAD – REPLACE NOW	YES, ON SW PKY	
12	HURSH*(4)	REPLACE NOW, NO BOTTOM	YES, IF EXISTING W/F SIGN IS NEAR	SPACIOUS PARK WITH METAL EQUIPMENT
13	LOCH LOMAND* (4)	REPLACE NOW	YES	

REFURBISH PLAY EQUIPMENT - PARK BOARD 2023 GOALS
RECOMMENDED WAY AHEAD – GOAL # 3
PARK BOARD, MARCH 23, 2023

Refurbishing play and seating equipment is Park Board goal # 3.

This goal received a 4.0 (of 5) on the Board Member Survey. The results indicate that the Board sees and supports the need.

Metal play equipment, slides, roundabouts, swings, seating etc. were the vogue in the 70's and 80's. This was before plastics allowed many variations and finishes.

18 Parks have 30+ year old metal play equipment. One staffer remarked that "he played on them when he was a kid." Today they are unsafe, the metal surfaces burn children's skin and rough edges and protruding hardware gouge them.

Several bleachers and seating are broken and/or "worn out." They are potential safety hazards and require repair or removal.

Today's Park equipment is colorful and inviting. Parents complain to Board members that they will not let their children play on this equipment. The Park Board's 2022 Park Review Report addresses this problem in depth. While some citizens have nostalgic memories of this equipment, the Park Board recommends the CWF pursue a multi-year contract to refurbish the metal play equipment. Refurbishing with industrial grade paint for the typical "Mini Park" costs between \$2000 & \$5000.

The CWF funded (2023) a Parks & Recreation review by a consulting firm. This could take two to three years for completion of the review, allocating funds and letting contracts. The Park Board recommends starting the process before another three to five years passes without improving the appearance of our Parks with bright, colorful and safe play equipment. This requirement should be carried out currently with the interim Park Signage replacement project.

The suggested way ahead is to:

1. Park Board develop a prioritized list of Parks with the old play equipment. The Park Board's 2022 Park Review Report contains detailed information on this equipment.
2. Ask the CWF staff to provide specifications and estimated costs to remove or refurbish the metal play equipment..
3. Recommend CWF consider a multi-year contract for this project.
4. Following Park Board goals and recommendations, use this data to utilize Board members, news media and social media to solicit donor support for this and other Park requirements.

PARK BOARD DONOR PROGRAM - PARK BOARD 2023 GOALS
RECOMMENDED WAY AHEAD – GOAL # 4
PARK BOARD, MARCH 23, 2023

This goal received a 3.7 (of 5) on the Board Member Survey. The results indicate that the Board sees and supports the need.

Currently, the Board is in the research mode for the Donor Program.

Recommended way ahead.

1. Ask Board members to serve on the Donor Program committee.
2. Outline a process for the Donor Program.
3. Develop a marketing plan for the program.
4. Identify potential donors.

PARK EQUIPMENT FOLLOW UP VISITS

MARCH 17, 2023

Tom Taylor visited 10Parks on March 16, 2023, to determine if there had been changes relative to the old, metal play sets. Below are his comments.

Loch Lamond: Has a Way Finder sign. Old bleachers have been removed. Backstop ok. Much more attractive Park.

Edgemere: Replace Park name sign. Drab metal playsets and sign detract from an otherwise very attractive and functional Park.

Hamilton: B/B court very nice. Has handicap access. Drab metal playsets detract from an otherwise outstanding Park.

Bel Air: Attractive Mini Park. Backstop in good shape but no diamond, remove it? People playing tennis on the tennis/pickle ball court.

Kiwanis: Another sponsored outstanding Park. Drab swing set seems out of place.

Hurst: Appears unused. Drab metal equipment. No handicapped access. Need to evaluate keeping this space as a Park. Bottom part of sign missing.

Williams: Another Park with drab metal playsets and outdated Park name sign: custom sign is aged and has graffiti. Very nice baseball field: bleachers, back stop and dugout are very good. Nice pavilion, playset and B/B court.

Spudder: Nice park but, vagrant hangout. Way Finder sign. Play set had . Good B/B diamond and backstop; metal dugout benches and bleachers.

Lions: No handicap access. Bridge plank repaired. Several more are aging, will need replacement in the future. Railing needs painting. Drab metal play equipment. Tennis court appears abandoned – court surface is usable - could be relined for Pickle ball.

Expressway Village: Park has handicap access, disk golf. Drab metal play equipment, decaying wooden pavilion structure. Lovely fountain visible from Missile Road. Has concrete path around fountain with several benches but, no pathway to the seating. Has new, interim metal sign.

Lamar: Has handicap access to nice Pavilion and nice play set. Good wood sign.

Bridwell: Handicap access to playset, grill, benches and other side of Park. Way Finder sign. B/Ball field with good backstop and dugouts; no bleachers. Nice, large pavilion. Good for entertainment but home to homeless (they were using electricity).

(Tom Taylor, Park Board Member, 18 Mar 2023)

Scotland: Did you know this Park was a Zoo? Lion's Club and others instrumental in making it happen. Very nice, well used large Park. Handicap access to play set, grills and pavilion. Concrete path meanders through the Park. Wooden bridge planks replaced. Stone bridge by playset has trip hazard at both ends. Old bridge on I44 bridge replaced with concrete bridge with metal railing. Small pavilion on top hill removed. (What is planned to replace it?) Some Park benches have broken or rotting wooden parts.

Sunset:

Lucy: Drab metal play equipment

Lake Wichita:

Jalonick:

Will visit other Parks in the next few weeks. Parks showing beautiful Spring colors.

(Tom Taylor, Park Board Member, 18 Mar 2023)

PARK REVIEW REPORT RECOMMENDATIONS UPDATE

The Parks Board submitted its Parks Review Report to CWF Council and Staff in January 2022. Since then several of the Report's recommendations have been acted upon. Importantly, the CWF Council allocated \$200,000.00 for a Park Consultant firm to develop a CWF "Parks Master Plan." A "Master Plan" is a critical element of grant request packages.

This Update recognizes the outstanding accomplishments of the Park staff and Parks Board. Since the Parks Review Report was presented to Staff and Council, several new "playsets" and other Park amenities have been donated by local civic groups and the CWF budget funded another.

This Update is formatted to record progress on nine of the original 22 recommendations. Six of the nine are directly related to the Park Board 2023 Goals. The information provides the recommendation, reference, status and suggested way ahead.

CWF Park Review Committee

March 23, 2023

2022 CWF PARK REVIEW REPORT RECOMMENDATIONS UPDATE
MARCH 19, 2023

REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
SECTION C3, 27	1	<u>Park Name Interim Signage.</u> Generally, signs are made of wood & sited at Park entrances. Most are “worn out” – broken and deteriorating. Many reflect poorly on CWF.	Interim Priority List developed.	Replace signs on Board’s Interim Sign List.	Coordinate with CWF Staff to fund and schedule replacement.
SECTION C3, 13	NA	<u>Front and Indiana Park.</u> This Mini Park is a rectangular open space bordered by CWF and private properties. It has no Park name sign or amenities. There is a paved walk from the intersection of Front and Indiana Streets to the Circle Trail.	No action to date.	Redesignate as an “Open Space” or as part of the Circle Trail. <u><i>This is a budget neutral action.</i></u>	Discuss with CWF staff. Address at Park Board meeting and vote on formal recommendation to CWF staff and/or City Council.

REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
SECTION C3, 14	NA	<u>Conoco Park.</u> This Mini Park is a triangular space with no park name signage and one Park bench. It is bordered by CWF streets on two sides and private properties on the third side.	No action to date.	Redesignate as an "Open Space." <u><i>This is a budget neutral action.</i></u>	Discuss with CWF staff. Address at Park Board meeting and vote on formal recommendation to CWF staff and/or City Council.

REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
SECTION C3,18	NA	<p><u>Sunset Terrace Park Drainage Culvert.</u> The 2010 – 2020 Master Park Plan recommended a bridge over the culvert to connect Sunset Terrace Park to Deville Street to provide foot traffic access to Sunset Terrace Park.</p> <p><i>(This requirement has not been funded.)</i></p>	No action to date.	<p>CWF Council task the Parks and Planning Departments review this requirement and in coordination with the Park Board recommend removal from the CIP or seek funding source.</p> <p><u><i>This is a budget neutral action.</i></u></p>	Staff coordinate with appropriate offices to determine need for this requirement and if needed, secure funding source.
Section C3, 28	3	<p><u>Old Playground Equipment.</u> Several bleachers are 20 to 40 years old and are broken, "worn out." They appear to be safety hazards for adults, let alone for children climbing on them.</p>	Three Parks are: Williams, Bridwell & Loch Lamond was removed.	Appoint a Board member (s) to review the bleachers at each Park with a Base/Soft ball field. Board members will provide a report outlining their findings.	Review committee will submit report to the Board and staff at the April Park Board meeting. Upon approval of bleacher repair or removal, request staff to prioritize and seek funding.

REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
SECTION C3, 21	3	<u>Old Playground Equipment:</u> Metal slides, monkey bars, swings, BB goals, etc. This play and sports equipment is old & unattractive. As one staffer said of this equipment <i>"I played on those things when I was a kid."</i> Edgemere, Hamilton & Lucy Parks among the 18 Parks with this equipment.	Metal equipment is identified in Park Review Report. Received informal cost estimate to refinish with industrial grade paint at Lion's Park.	Appoint a Board member (s) to review metal equipment at each Park. Board member(s) provide a report outlining their findings. If approved, Staff determine priority and funding source for the metal play equipment refurbishment project.	After subcommittee report. Board request that CWF and Park Staff create a Five year project playground refurbishment project. Request CWF Council and Staff to include funding in the 2023-2024 Budget. Continue to Track Staff progress
SECTION C3, 20	3	<u>Baseball Backstops.</u> Six Parks have old or abandoned backstops. They are rusty, chain link coming loose; some have broken or unattached poles and protrusions that could cause injury.	Several have been removed since the Park Review Report was published.	Remove or repair abandoned Backstops	Board Chairman appoint a Backstop committee determine which Parks have the backstops in question.

REPORT REF #	BOARD GOAL #	ISSUE	STATUS	REQUESTED ACTION	WAY AHEAD
	3	<u>Aging Bridges.</u> Broken planks at Edgemere, Lion's & Scotland Parks. Some railings need fresh paint.	Lions & Scotland Parks were repaired.	Paint bridge railing at Edgemere & Scotland Parks.	Discuss possibilities with Park staff.







LANDMARK COMMISSION MINUTES

April 25, 2023

MEMBERS PRESENT:

Michele Derr
John Dickinson
Christy Graham
Joel Hartmangruber
Andy Lee
Noros Martin
Marcela Medellin
Janel Ponder Smith

■ Chairwoman
■ Member
■ Member
■ Member
■ Member
■ P&Z Liaison
■ Member
■ Member

Monica Aguon, Assistant City Attorney
Terry Floyd, Development Services Director
Chris Horgen, Public Information Officer
Karen Montgomery-Gagné, Principal Planner/HPO
Christal Cates, Senior Administrative Assistant

■ City Staff
■ City Staff
■ City Staff
■ City Staff
■ City Staff

ABSENT:

Nadine McKown
Tim Brewer

■ Vice- Chairwoman
■ Council Liaison

GUESTS:

None

I. Call to Order, Introductions and Welcome

Chairwoman Michele Derr called the meeting to order at 12:00 p.m. Ms. Derr had Commission members, staff and guests, introduce themselves.

II. Review & Approval of Minutes from: March 28th, 2023

Chairwoman Derr called for review and approval of the March 28th, 2023 Landmark Commission meeting minutes. Mr. Noros Martin made a motion to approve the minutes, Ms. Janel Ponder-Smith seconded the motion. Minutes were unanimously approved 8-0.

Regular Agenda

III. Action Item: Review & Approve – 719 Scott Avenue: Nomination: First Wichita National Bank – National Register of Historic Places (Downtown Wichita Falls)

Ms. Karen Montgomery-Gagné presented the case and stated staff was notified March 10, 2023, by the Texas Historical Commission (THC) of a nomination to the National Register of Historic Places for the First Wichita National Bank, located at 719 Scott Avenue in downtown Wichita Falls. Ms. Gagné gave a brief overview of nomination eligibility and criteria stating, there are four main criteria that apply beyond meeting the basic minimums (being at least 50-years old; having historic character, etc). Additionally, a property must

also have integrity of location, design, setting, materials, workmanship, feeling and association for listing consideration.

The main criteria include:

- A. Being associated with important events that have contributed significantly to the broad pattern of our history.
- B. Being associated with the lives of persons significant in our past.
- C. Embody the distinctive characteristics of a type, period or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Ms. Gagné explained the original structure, known as the Clint Wood Building, was designed by architect E. Stanley Field and associate J.F. Lauck and constructed in 1919 as a seven-story high-rise commercial building in a L-shape with reinforced concrete and clad in brick and cast stone. The structure originally cost \$750,000 and housed tenants such as Prairie Oil and Gas Company and the Gulf Company. In the 1920's the building was sold to Bob Waggoner, an area oilman and was referred to as the Waggoner Building.

Wichita National Bank purchased the building in 1946 and subsequent renovations occurred in 1948 followed by a 1952 (architect Jesse G. Dixon) one-story motor bank addition and in 1955 a second remodel modernized the ground floor exterior with new windows, entrances, signage and installation of square red granite paneling while expanding the interior banking space.

In 1960, the bank merged with First National Bank, becoming the largest bank in Wichita Falls. It was at this time that a well-known Texas architect, George Dahl, was hired to completely remodel the exterior and interior of the building. Ms. Gagné stated that it was during this era when the building exterior was clad in the iconic shades of blue porcelain enamel steel panels and five floors were added to the original building. The one-story addition from 1952 was modified to accommodate the double height lobby. The air conditioning venting was placed between the original masonry exterior and steel panels. The red square granite was replaced with cream-colored granite at the first floor along the southwest and southeast elevations. Large recessed storefront windows were also added. By 1966, architects Wood & Sibeck, designed an expansion for the parking garage and motor bank.

The building was again renovated in 1980 and the storefronts replaced. It's believed the flat roof, metal-clad canopies with recessed lighting were likely added over the main entrances during the 1980s remodel. During this same time, a non-historic three-story addition constructed at 712 8th Street became part of the building complex. By 1993, the non-historic lettered signage for American National Bank was installed but later removed in 2018.

Ms. Gagné advised the Commission, Post Oak Preservation Solutions, indicated the First Wichita National Bank (FWNB) building qualified for nomination under the following criteria:

Criteria A – Area of Commerce – role in supporting industrial, agricultural and commercial development post-war era. Ms. Gagné noted the building had an important role in expansion of commerce with the First Wichita National Bank's extensive renovation and being considered the largest bank in the community offering loans to businesses, rural communities and individuals throughout Wichita Falls and northwest Texas area.

The second criteria: *Criteria C – Area of Architecture; local-level significance.* The building's period of significance is considered 1960-1973 with architectural classification being mid-century modern. Key architects included Jesse Dixon (Wichita Falls, Voelcker & Dixon) and renowned Texas architect George Dahl both designed large-scale remodels; Dahl in particular is credited with the use of blue pre-fabricated, porcelain enamel steel panels which created a sleek corporate modern appearance exemplifying the trend of modernizing early twentieth century commercial buildings to accommodate changes in business, design and technology post WWII to suit needs of tenants and customers. The use of architectural enamel tile quickly spread to Texas in the 1950s. Dahl's design introduced three-shades of blue porcelain enamel steel panels which provided depth and interest while celebrating the material's versatility and thus giving the structure the name Big Blue as it is currently known.

Ms. Gagné stated staff recommended the Commission consider endorsing the application for 719 Scott Ave. for listing on the National Register of Historic Places based on the following key elements:

1. Important role the building played in the expansion of commerce (banking) post WWII in greater Wichita Falls and the north Texas region;
2. Unique architecture with the 1960's extensive exterior remodel to a mid-century modern design; and
3. Building maintains integrity of location, design, materials, and workmanship and its significant period of remodel is at least 50-years old.

Ms. Gagné advised if the Commission approved the nomination of 719 Scott Ave., staff would submit a recommendation letter on their behalf as required to the Texas Historical Commission prior to the State Board of Review deadline and noted a second letter from the Mayor would need to be sent as well as part of the City's CLG responsibilities.

Chairwoman Derr asked if there were any comments from the public, and then the Commission. Mr. Andy Lee briefly spoke on the architect, George Dahl, his projects and his professional reputation. Mr. Martin asked if approved, would the structure be removed from the tax roll, Ms. Graham advised it would not. Ms. Marcela Medellin asked if the entire structure was to be nominated. Ms. Gagné advised the addition was not recognized as it was constructed in the 1980's, however, the final determination would come from the State.

With no further comment, Mr. Martin made a motion to approve their recommendation for 719 Scott Ave to be listed on the National Register of Historic Places and notice sent to the State Board of Review (THC). Mr. Lee seconded the motion. The motion passed with a vote of 8-0.

IV. Discussion Item: National Preservation Month Activities:

- Historic Marker Refurbishment Training – April 28th, 2023, 11 a.m. (Kell House Heritage Center)
- Proclamation – City Council, May 2nd, 2023, 8:30 a.m.

- Wichita Falls Historic Resource survey – Digitization/Web Access Project

V. Other Business:

a) Monthly Reports

Depot Square:

Ms. Derr gave the following updates:

- May 4th – Art Walk
- Farmers Market – open Saturdays
- Farmers Market - 8th & Austin – Summer hours starting May, open Tues. & Thurs.

West Floral Heights:

Ms. Smith stated the West Floral Heights Historic District Volunteer Design Review Committee had been revitalized and would be holding a training Thursday, April 27th 2023.

b) Updates:

- NAPC – CAMP Workshop – Ft. Worth – April 15 – Overview
- Training - West Floral Heights Volunteer Design Review Committee – April 27
- North Central Texas Regional Preservation Summit – Preservation TX: May 11 (Mineral Wells)

c) Articles/Periodicals/Trainings:

- THC – The Medallion – Winter 2023; feature issue on TX Courthouse Program

d) Design Review – Staff Authorized – Minor Alteration/Repairs:

- 1501 Grant - WFHHD – emergency gas line repair
- 1315 Grant – WFHHD – replacement composition roof
- 1300 Tilden – WFHHD – replacement tile roof (*Landmark authorized*)
- 1509 Tilden - WFHHD – replacement composition roof
- 1404 Buchanan – WFHHD – in-ground pool
- 701 Ohio – Depot Square HD – replacement TPO roof; no parapet changes

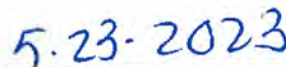
VI. Adjourn

Next regularly scheduled meeting May 23, 2023 – 12 p.m.

Meeting adjourned at 12:34 p.m.



Michete Derr, Chairperson



Date

CITY COUNCIL AGENDA
June 06, 2023

ITEM/SUBJECT: Ordinance making an appropriation to the Special Revenue Fund for the HIV Prevention Grant Program in the amount of \$138,272 received from the Department of State Health Services (DSHS), and authorizing the City Manager to execute contract accepting same.

INITIATING DEPT: Health

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: Practice Effective Governance

COMMENTARY: The Department of State Health Services (DSHS) is amending the current HIV Prevention Grant Program contract to add \$138,272 of funding for Fiscal Year 2024. There is no match requirement. An HIV Prevention Program Manager and Certified Medical Assistant (CMA) are covered by this grant. The primary job duties of the program staff are to ensure programmatic and financial requirements set forth by DSHS are met. Programmatic activities include HIV and syphilis outreach, education, testing, and referral for residents in an 11 county area. The contract period for this grant is September 01, 2023, to August 31, 2024.

Staff recommends approval of the ordinance.

☒ **Director of Health**

ASSOCIATED INFORMATION: Ordinance

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**

Ordinance No. _____

Ordinance making an appropriation to the Special Revenue Fund for the HIV Prevention Grant Program in the amount of \$138,272 received from the Department of State Health Services (DSHS), and authorizing the City Manager to execute contract accepting same

WHEREAS, the Health District and the Department of State Health Services desire to enter into a contract for continued public health services; and,

WHEREAS, the approval of these funds could not have been anticipated prior to the adoption of the 2022 –2023 budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

There is hereby appropriated in the Special Revenue Fund \$138,272 for the HIV Prevention Grant Program, and the City Manager is authorized to enter into a contract with the Department of State Health Services for the Wichita Falls-Wichita County Public Health District.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 06, 2023

ITEM/SUBJECT: Ordinance making an appropriation to the Special Revenue Fund for the Women, Infants, and Children (WIC) Grant Program in the amount of \$190,383.17 received from the Texas Health and Human Services Commission (HHSC), and authorizing the City Manager to execute contract accepting same.

INITIATING DEPT: Health

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: Practice Effective Governance

COMMENTARY: The Texas Health and Human Services Commission (HHSC) has provided the local Women, Infants, and Children (WIC) Program of the Health Department additional funding in the amount of \$190,383.17. This amount is based on the number of participants seen in the local WIC clinic, and also funds services such as outreach and education regarding breastfeeding and nutrition.

This increase in funding will bring the total Health Department WIC contract with HHSC to \$1,109,646.00 for Fiscal Year 2023. Staff recommends approval of the ordinance.

☒ **Director of Health**

ASSOCIATED INFORMATION: Ordinance

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**

Ordinance No. _____

Ordinance making an appropriation to the Special Revenue Fund for the Women, Infants, and Children (WIC) Grant Program in the amount of \$190,383.17 received from the Texas Health and Human Services Commission (HHSC), and authorizing the City Manager to execute contract accepting same

WHEREAS, the Texas Health and Human Services Commission has identified additional funding for our local WIC agency; and,

WHEREAS, the approval of these funds could not have been anticipated prior to the adoption of the 2022 –2023 budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

There is hereby appropriated in the Special Revenue Fund \$190,383.17 for the Women, Infants, and Children (WIC) Program.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 06, 2023

ITEM/SUBJECT: Ordinance making an appropriation to the Special Revenue Fund for the Texas Epidemiology Capacity Expansion Grant Program in the amount of \$166,936 received from the Department of State Health Services (DSHS) and authorizing the City Manager to execute contract accepting same.

INITIATING DEPT: Health

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: Practice Effective Governance

COMMENTARY: The grant agreement is with the Department of State Health Services (DSHS) for the Texas Epidemiology Capacity Expansion Grant Program. The Health Department has been a recipient of this type of funding since 2015. The contract term is September 01, 2023, to August 31, 2025, in the amount of \$166,936. This is no match requirement. The grant provides salary and fringe funding to support a Lead Epidemiologist, who is responsible for conducting surveillance and epidemiology activities for all notifiable conditions with an emphasis on certain conditions reported through the Texas National Electronic Disease Surveillance System (NEDSS).

Staff recommends approval of the ordinance.

☒ **Director of Health**

ASSOCIATED INFORMATION: Ordinance

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**

Ordinance No. _____

Ordinance making an appropriation to the Special Revenue Fund for the Texas Epidemiology Capacity Expansion Grant Program in the amount of \$166,936 received from the Department of State Health Services (DSHS) and authorizing the City Manager to execute contract accepting same

WHEREAS, the Health District and the Department of State Health Services desire to enter into a contract for continued public health services; and,

WHEREAS, the approval of these funds could not have been anticipated prior to the adoption of the 2022 –2023 budget.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

There is hereby appropriated in the Special Revenue Fund \$166,936 for the Texas Epidemiology Capacity Expansion Grant Program, and the City Manager is authorized to enter into a contract with the Department of State Health Services for the Wichita Falls-Wichita County Public Health District.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Ordinance amending Chapter 102 of the Code of Ordinances by creating Article IX – Golf Cart, providing for severability, and setting an effective date.

INITIATING DEPT: Police Department

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: Practice effective governance

COMMENTARY: Current State Law allows for the operation of golf carts on roadways; if only going to and from a golf course. There are many golf carts being operated throughout neighborhoods in the City for personal use in violation of the state statute. Approval of this proposed local ordinance would allow our citizens the use of golf carts on roadways without the “to and from golf course” requirement and bring the operators in compliance with the law and allow our citizens a quality of life enjoyment. This can be done safely if all the mandated golf cart regulations put in place in this ordinance are followed and enforced. The PD and media could educate our citizens on proper operation and requirements of driving a golf cart on public roadways.

Staff recommends approval of the ordinance.

☒ **Chief, Police Department**

ASSOCIATED INFORMATION: Ordinance

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**

Ordinance No. _____

Ordinance amending Chapter 102 of the Code of Ordinances by creating Article IX – Golf Carts, providing for severability, and setting an effective date

WHEREAS, the City of Wichita Falls is a home-rule municipality acting under its Charter pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Texas Local Government Code; and,

WHEREAS, the City of Wichita Falls City Council has reviewed and has determined it is desirable to regulate the operation of golf carts on public streets to ensure public safety; and,

WHEREAS, Texas Transportation Code Section 551.4031 authorizes the governing body of a municipality to regulate and control the operation of golf carts within the City's legal boundaries and on its public streets to ensure the public safety of the community; and,

WHEREAS, golf cart use can help to reduce overall emissions, and their use is an eco-friendly or 'green' alternative to traditional passenger vehicles; and,

WHEREAS, golf carts are not normally equipped with many of the traditional safety features that are customarily required or found on more commonly-used motor vehicles; and,

WHEREAS, the City Council finds it necessary to regulate golf carts in order to preserve health, property, good government, and order in a Home-Rule municipality as defined under Chapter 54 of Texas Local Government Code.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

Section 1. Findings of Fact. The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

Section 2. Amendment. Chapter 102, Article IX is hereby created and shall read as follows:

ARTICLE IX. – GOLF CARTS

Sec. 102-270. - Definitions.

The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Golf cart. The meaning assigned by the Texas Transportation Code section 541.001, as it exists or may be amended, includes a motor vehicle designed by the manufacturer primarily for transporting persons on a golf course. The term, as used herein, shall include a specific restriction that a permitted golf cart shall have an attainable top speed of not greater than 25 mph. Specifically excluded from this definition are those motorized conveyances commonly referred to as ATVs, NEVs, UTVs, ROVs, or four-wheelers.

Hours of Operation. The period begins at 7 a.m. and ends at 9 p.m.

Operator. A person who drives or has physical control of a golf cart. An operator shall carry a valid Texas driver's license or a valid learner permit while accompanied by an adult 18 years or older who holds and carries a valid Texas driver's license.

Owner. The person who has legal title to the golf cart has the legal right of possession of the golf cart or has the legal right of control of it.

Public street. The public roadways of the City by whatever name, e.g., road, alley, avenue, highway, route, boulevard, etc., within the corporate boundaries of Wichita Falls that: (1) Has a posted speed limit of thirty-five (35) miles per hour or less; and (2) Provides for no more than one (1) lane of vehicular traffic per direction.

Slow-moving-vehicle-emblem. A triangular emblem that conforms to standards and specifications adopted by the Director of the Texas Department of Transportation under Section 547.104 of the Texas Transportation Code, as amended, and is displayed in accordance with Section 547.703 of the Texas Transportation Code, as amended.

Sec. 102-271. – Operation regulations for golf carts.

- (a) All operators of golf carts shall be licensed to operate a motor vehicle as provided by the Texas Transportation Code and shall carry a valid Texas driver's license while operating the golf cart. A license shall include a valid Texas learner license while accompanied by an adult 18 years or older who holds and carries a valid Texas driver's license.
- (b) All operators of golf carts shall abide by all traffic regulations applicable to vehicular traffic when using any public street in the City. Operators shall not

operate a golf cart on public sidewalks or any portion of the Circle Trail at any time.

- (c) Operators shall not operate golf carts on a public street with a posted speed limit of more than 35 mph. Operators shall not operate a golf cart at a speed greater than the posted speed at any time.
- (d) An operator of a golf cart is entitled to full use of a lane on the public street, and the operator of another motor vehicle shall not be operated in such a manner as to deprive any golf cart of the full use of a lane.
- (e) An operator of a golf cart shall not overtake and pass in the same lane occupied by the vehicle being overtaken.
- (f) No operator shall operate a golf cart between lanes of traffic or between adjacent lines of rows of vehicles.
- (g) An operator of a golf cart shall move to the right and yield the right of way to faster-moving vehicles.
- (h) The operator of a golf cart shall not operate a golf cart on a public street with more occupants than seating capacity as designed by the manufacturer, and all occupants shall remain seated in a seat designed to hold passengers while the golf cart is in motion.
- (i) The operator of a golf cart shall only operate a golf cart during the hours of operation.
- (j) A person, owner, or operator of a golf cart commits an offense if they operate a golf cart on a public street in violation of this section.

Sec. 102-272. – Exceptions

- (a) Golf carts owned or operated for official government purposes by the City of Wichita Falls or any other governmental entity are exempt from regulation by this Code.
- (b) Golf carts owned and operated for holiday parcel delivery as authorized by city ordinance 94-17 are exempt from regulation by this Code article.

Sec. 102-273. – Required equipment regulations

- (a) Every golf cart operated within the City of Wichita Falls shall be equipped with the following equipment, which shall be operational at all times: headlight, two tail lamps, parking brakes, rearview mirror(s), and a slow-moving vehicle emblem

clearly visible in daylight or at night from the light of standard automobile headlamps at a distance of at least 500 feet.

- (b) Every golf cart powered by gasoline shall at all times be equipped with an exhaust system in good working order and all golf carts shall comply with all state, federal, and city regulations, specifically Section 46-19, Unnecessary and disturbing noise or vibration.
- (c) Golf carts operating on a public street shall have an affixed state license plate for golf carts.
- (d) An operator of a golf cart commits an offense if they operate a golf cart on a public street that is not equipped as required by this section or is altered in violation of this section.
- (e) The owner of a golf cart commits an offense if they allow their golf cart to be operated in violation of this section.

Sec. 102-274. – Criminal offense and penalties.

Any person who violates any provision of this article, as it exists or may be amended, shall be deemed guilty of a Class C misdemeanor and upon conviction thereof, shall be guilty of a violation as provided in section 1-14.

Section 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 4. It is the intention of the City Council of the City of Wichita Falls, Texas, that the provisions of this Ordinance shall become a part of the Code of Ordinances of the City of Wichita Falls, Texas, and that sections of this Ordinance may be renumbered or re-lettered to accomplish such intention.

Section 5. Should any word, phrase, paragraph, section, or portion of this Ordinance or the Code of Ordinances, as amended hereby, be held to be void or unconstitutional, the same shall not affect the validity of the remaining portions of said Ordinance or the Code of Ordinances, as amended hereby, which shall remain in full force and effect.

Section 6. This Ordinance shall become effective July 7, 2023.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Ordinance canceling the regularly scheduled Council meeting on July 4, 2023.

INITIATING DEPT: Legal

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: Practice effective governance

COMMENTARY: The first regularly scheduled City Council meeting in July 2023 falls on Independence Day, a national holiday. The attached ordinance will cancel that meeting.

☒ **City Attorney**

ASSOCIATED INFORMATION: Ordinance

☒ **City Attorney Review**

☒ **City Manager Approval**

Ordinance No. _____

Ordinance canceling the regularly scheduled Council meeting on July 4, 2023

WHEREAS, the first regularly scheduled Council meeting of July 2023, falls on July 4; and,

WHEREAS, July 4 is Independence Day, a national holiday observed by the City of Wichita Falls; and,

WHEREAS, it is efficient and proper to cancel the meeting regularly scheduled for such date.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

The regularly scheduled City Council meeting on July 4, 2023, is hereby canceled.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Resolution authorizing the removal and replacement purchase of one (1) 17.5 ton and one (1) 20 ton rooftop unit located on the MPEC's Ray Clymer Exhibit Hall through the TIPS Purchasing Cooperative from Trinity Air Conditioning in the amount of \$53,544.

INITIATING DEPT: Multi-Purpose Events Center

STRATEGIC GOAL: Redevelop Downtown

STRATEGIC OBJECTIVE: Grow Hotel Occupancy Tax revenues to support the MPEC

COMMENTARY: Two rooftop units located on the Ray Clymer Exhibit Hall of the MPEC have quit working and need replacement. The units are original to the building, so approximately 27 years old. These two units provide heat and air conditioning for the north side hallway inside the Exhibit Hall.

Texas Local Government Local Government Code §252.022 exempts items purchased through interlocal cooperative purchasing contracts from the State's competitive bidding requirements. This chapter does not apply to expenditure for. . . (12) personal property sold. . under an interlocal contract for cooperative purchasing administered by a regional planning commission established under Chapter 391.

Funding for this will come from the maintenance line item of the current MPEC budget. Staff recommends moving forward with Trinity Air Conditioning for this project.

☒ **Director of MPEC**

ASSOCIATED INFORMATION: Resolution

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**



TACLA008548E

P.O. BOX 2461
1515 ARCHER CITY HWY.
WICHITA FALLS, TEXAS 76302



(940) 761-1808
(940) 538-5103
FAX (940) 766-1241

MPEC

1000 5th Street

Wichita Falls Texas

May 4, 2023

Attn: John

TIPS # 211001

RTU # 9

Remove existing 17.5 ton unit and install new Trane 17.5 ton

Gas rooftop unit with hail guards and manual outside air

Includes all labor, materials crane

Tie onto existing electrical, gas piping and reinstall controls

\$25,357.00

RTU #9 & RTU #24

Remove existing 17.5 ton & 20 ton unit and install (2) new

Trane 20 ton Gas rooftop units with hail guards and manual outside air

Includes all labor, materials crane

Tie onto existing electrical, gas piping and reinstall controls

\$53,544.00

Trinity Air Conditioning

Lynn Robinson



ONE LESS THING TO WORRY ABOUT.™

Resale only for the Texas Department of Licensing and Regulation • P.O. Box 15710 • Dallas, TX 75215 • 800-453-4588

Resolution No. _____

Resolution authorizing the removal and replacement purchase of one (1) 17.5 ton and one (1) 20 ton rooftop unit located on the MPEC's Ray Clymer Exhibit Hall through the TIPS Purchasing Cooperative from Trinity Air Conditioning in the amount of \$53,544

WHEREAS, the current AC units on the MPEC's Ray Clymer Exhibit Hall are in excess of 25 years old; and,

WHEREAS, it is in the best interest of the City to have the new AC units removed and replaced prior to the high temperatures of summer; and,

WHEREAS, Texas Local Government Code §252.022 exempts items purchased through interlocal cooperative purchasing contracts from the State's competitive bidding requirements; and,

WHEREAS, the City Council of the City of Wichita Falls has passed a resolution approving the participation in such cooperative agreements.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

City staff is authorized to purchase the removal and replacement of one (1) 17.5-ton and one (1) 20-ton rooftop unit located on the MPEC's Ray Clymer Exhibit Hall through the TIPS Purchasing Cooperative in the amount of \$53,544 from Trinity Air Conditioning, Inc. and the City Manager is authorized to execute a contract for the City with Trinity Air Conditioning, Inc. for the completion of such project in a form as approved by the City Attorney.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Resolution authorizing the award of bid for the City's estimated annual requirement of Curb & Gutter ready mix and Class A to Diamond M Concrete in the amount of \$101,000.00; Class S and Flowable Fill to Blue Quill Trucking, LLC dba Falls Redimix, LLC in the amount of \$423,850.00; and Class C-C ready mix to OK Concrete Company in the amount of \$64,500.00.

INITIATING DEPT: Public Works

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: N/A

COMMENTARY: Bids were opened on May 23, 2023, for the purchase of the City's estimated annual requirement of ready-mix concrete and flowable fill. The primary user is the Street Division; however, other City departments will also have requirements throughout the year.

Bids are requested by line item for five (5) different types of concrete mix, allowing bidders to bid all or specific items depending on their ability to provide the product. Three (3) responses were received (bid tabulation attached). This year's bids have increased in cost from 7 to 29% per unit.

Staff recommends award of bid for the city's estimated annual requirement of Curb & Gutter ready mix and Class A to Diamond M Concrete in the amount of \$101,000.00; Class S and Flowable Fill to Falls Redimix, LLC in the amount of \$423,850.00; and Class C-C ready mix to OK Concrete in the amount of \$64,500.00.

Product is ordered by various departments on an as-needed basis.

Staff recommends approval of the resolution.

☒ **Director, Public Works**

ASSOCIATED INFORMATION: Resolution , Bid Tab

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**

Resolution No. _____

Resolution authorizing the award of bid for the City's estimated annual requirement of Curb & Gutter ready mix and Class A to Diamond M Concrete in the amount of \$101,000.00; Class S and Flowable Fill to Blue Quill Trucking, LLC dba Falls Redimix, LLC in the amount of \$423,850.00; and Class C-C ready mix to OK Concrete Company in the amount of \$64,500.00

WHEREAS, the City of Wichita Falls advertised and requested bids for the City's estimated annual requirement of ready mix concrete and flowable fill; and,

WHEREAS, bids were received and publicly opened on May 23, 2023; and,

WHEREAS, the City Council desires to purchase ready mix concrete and flowable fill for use by various city departments during the next twelve-month period.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

Authorization is granted to award the bid for the city's estimated annual requirement of Curb & Gutter ready mix and Class A to Diamond M Concrete in the amount of \$101,000.00; Class S and Flowable Fill to Blue Quill Trucking, LLC dba Falls Redimix, LLC in the amount of \$423,850.00; and Class C-C ready mix to OK Concrete Company in the amount of \$64,500.00.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

BID TABULATION
BID 23-15 READY MIX CONCRETE & FLOWABLE FILL

VENDOR	2500 CY CLASS S (6 SACK) TRK CHG EST = 75			400 CY CLASS A (5 SACK) TRK CHG EST = 20			300 CY C & G (3/8" PEA GRAVEL, 6 SACK) TRK CHG EST = 20			400 CY CLASS C-C (7 SACK) TRK CHG EST = 20			800 CY FLOWABLE FILL TRK CHG EST = 30			TRUCK CHG EST. 165 (15 MIN)	TOTAL BID	TOTAL AWARDED
	UNIT	TOTAL		UNIT	TOTAL		UNIT	TOTAL		UNIT	TOTAL		UNIT	TOTAL				
DIAMOND M CONCRETE WICHITA FALLS, TX	\$ 150.00	\$ 375,000.00 PURGE TIME \$ 375,000.00	\$ 140.00	\$ 56,000.00 PURGE TIME \$ 56,000.00	\$ 150.00	\$ 45,000.00 PURGE TIME \$ 45,000.00	NO BID			NO BID			N/A		\$476,000.00	\$ 101,000.00		
FALLS REDIMIX, LLC WICHITA FALLS, TX	\$ 135.00	\$ 337,500.00 2,250.00 PURGE TIME \$ 339,750.00	NO BID			NO BID			NO BID			\$ 104.00	\$ 83,200.00 900.00 PURGE TIME \$ 84,100.00	\$30.00		\$423,850.00	\$ 423,850.00	
OK CONCRETE WICHITA FALLS, TX	\$ 151.00	\$ 60,400.00 1,375.00 PURGE TIME \$ 62,275.00 3 YARD MINIMUM	\$ 145.00	\$ 58,000.00 500.00 PURGE TIME \$ 58,500.00	\$ 156.25	\$ 46,875.00 500.00 PURGE TIME \$ 47,375.00	\$ 160.00	\$ 64,000.00 500.00 PURGE TIME \$ 64,500.00	\$ 127.00	\$ 101,600.00 750.00 PURGE TIME \$ 102,350.00	\$25.00		\$335,000.00		\$ 54,500.00			
*** IF QUANTITY IS 5 YARDS OR MORE THE FIRST 60 MINUTES IS INCLUDED IN COST. \$100/HR CHARGE FOR EACH ADDITIONAL HOUR																		
INCREASE	24%		29%		7%		28%		14%		\$524,850.00							

	2500 CY CLASS S (6 SACK)			400 CY CLASS A (5 SACK)			300 CY C & G (3/8" PEA GRAVEL, 6 SACK)			400 CY CLASS C-C (7 SACK)			800 CY FLOWABLE FILL			TOTAL
	UNIT	TOTAL	TRK CHG	UNIT	TOTAL	TRK CHG	UNIT	TOTAL	TRK CHG	UNIT	TOTAL	TRK CHG	UNIT	TOTAL	TRK CHG	
2022 COST	\$ 110.00	\$ 275,000.00		\$ 108.50	\$ 43,400.00		\$ 140.00	\$ 42,000.00	\$ 300.00	\$ 126.00	\$50,400.00		\$ 92.00	\$ 73,600.00		\$ 484,700.00

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Conduct a public hearing to receive citizen comments and take action on a resolution for the proposed 2023 Fourth Year Annual Action Plan of the adopted Five Year 2020-2024 Public Housing Agency (PHA) Plan.

INITIATING DEPT: Development Services/Housing

STRATEGIC GOAL: Accelerate Economic Growth

STRATEGIC OBJECTIVE: Support Neighborhood Revitalization

COMMENTARY: The City Council annually reviews and approves the documents that guide operations of the City's Housing Choice Voucher (formerly Section 8) Program, this being the 2023 Fourth Year Action Plan of the adopted 2020-2024 Five Year Public Housing Agency Plan. A public hearing is required for the approval of this plan.

The Public Housing Agency Plan serves as a broad document outlining the programs the Housing Division intends to provide. Staff is not recommending any modifications to the Fourth Year of the Five-Year Action Plan. It has been customary during the annual review of the PHA plans to also review the status of the program. Below are a few current program details:

- 870 families currently being assisted, with 67 vouchers issued searching for units
- 528 individuals/families currently on the waiting list
- \$402 current average cost per unit, per month
- \$27 increase from last year due to the rising cost of rent per unit

Staff recommends (1) the Council open the public hearing to receive citizen comments, and (2) the approval of the Resolution.

☒ **Neighborhood Services Manager**

☒ **Director of Development Services**

☒ **Assistant City Manager**

ASSOCIATED INFORMATION: Resolution; PHA Fourth Year Action Plan of the adopted Five-Year PHA Plan

☒ **Budget Office Review:**

☒ **City Attorney Review:**

☒ **City Manager Approval**

Resolution No. _____

**Resolution approving the 2023 Fourth Year Annual Action Plan of the
Adopted 2020-2024 Five Year Public Housing Agency (PHA) Plan**

WHEREAS, the Housing Division must annually submit for City Council approval, the Division's Annual Action Plan as part of the Five Year PHA Plan;

WHEREAS, as a result of this year's review of the Fourth Year Annual Action Plan, city staff is recommending no modifications be made;

WHEREAS, the City Council has conducted the required Public Hearing for this action.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

The attached Fourth Year Action Plan of the adopted Five Year Public Housing Agency Plan is hereby approved.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

Streamlined Annual PHA Plan (HCV Only PHAs)	U.S. Department of Housing and Urban Development Office of Public and Indian Housing	OMB No. 2577-0226 Expires 02/29/2016
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Purpose. The 5-Year and Annual PHA Plans provide a ready source for interested parties to locate basic PHA policies, rules, and requirements concerning the PHA's operations, programs, and services, and informs HUD, families served by the PHA, and members of the public of the PHA's mission, goals and objectives for serving the needs of low- income, very low- income, and extremely low-income families

Applicability. Form HUD-50075-HCV is to be completed annually by **HCV-Only PHAs**. PHAs that meet the definition of a Standard PHA, Troubled PHA, High Performer PHA, Small PHA, or Qualified PHA do not need to submit this form. Where applicable, separate Annual PHA Plan forms are available for each of these types of PHAs.

Definitions.

- (1) **High-Performer PHA** – A PHA that owns or manages more than 550 combined public housing units and housing choice vouchers, and was designated as a high performer on both of the most recent Public Housing Assessment System (PHAS) and Section Eight Management Assessment Program (SEMAP) assessments if administering both programs, or PHAS if only administering public housing.
- (2) **Small PHA** - A PHA that is not designated as PHAS or SEMAP troubled, or at risk of being designated as troubled, that owns or manages less than 250 public housing units and any number of vouchers where the total combined units exceeds 550.
- (3) **Housing Choice Voucher (HCV) Only PHA** - A PHA that administers more than 550 HCVs, was not designated as troubled in its most recent SEMAP assessment, and does not own or manage public housing.
- (4) **Standard PHA** - A PHA that owns or manages 250 or more public housing units and any number of vouchers where the total combined units exceeds 550, and that was designated as a standard performer in the most recent PHAS and SEMAP assessments.
- (5) **Troubled PHA** - A PHA that achieves an overall PHAS or SEMAP score of less than 60 percent.
- (6) **Qualified PHA** - A PHA with 550 or fewer public housing dwelling units and/or housing choice vouchers combined, and is not PHAS or SEMAP troubled.

A. PHA Information.				
A.1	PHA Name: <u>City of Wichita Falls</u> PHA Code: <u>TX498</u> PHA Plan for Fiscal Year Beginning: (MM/YYYY): <u>10/2023</u> PHA Inventory (Based on Annual Contributions Contract (ACC) units at time of FY beginning, above) Number of Housing Choice Vouchers (HCVs) <u>997</u> PHA Plan Submission Type: <input checked="" type="checkbox"/> Annual Submission <input type="checkbox"/> Revised Annual Submission			
	Availability of Information. In addition to the items listed in this form, PHAs must have the elements listed below readily available to the public. A PHA must identify the specific location(s) where the proposed PHA Plan, PHA Plan Elements, and all information relevant to the public hearing and proposed PHA Plan are available for inspection by the public. Additionally, the PHA must provide information on how the public may reasonably obtain additional information of the PHA policies contained in the standard Annual Plan, but excluded from their streamlined submissions. At a minimum, PHAs must post PHA Plans, including updates, at the main office or central office of the PHA. PHAs are strongly encouraged to post complete PHA Plans on their official website.			
	<input type="checkbox"/> PHA Consortia: (Check box if submitting a joint Plan and complete table below)			
	Participating PHAs	PHA Code	Program(s) in the Consortia	Program(s) not in the Consortia
	Lead HA:			No. of Units in Each Program

B.	Annual Plan.				
B.1	<p>Revision of PHA Plan Elements.</p> <p>(a) Have the following PHA Plan elements been revised by the PHA since its last Annual Plan submission?</p> <p>Y N</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Housing Needs and Strategy for Addressing Housing Needs.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Deconcentration and Other Policies that Govern Eligibility, Selection, and Admissions.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Financial Resources.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Rent Determination.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Operation and Management.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Informal Review and Hearing Procedures.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Homeownership Programs.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Self Sufficiency Programs and Treatment of Income Changes Resulting from Welfare Program Requirements.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Substantial Deviation.</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Significant Amendment/Modification.</p> <p>(b) If the PHA answered yes for any element, describe the revisions for each element(s):</p>				
B.2	<p>New Activities</p> <p>(a) Does the PHA intend to undertake any new activities related to the following in the PHA's current Fiscal Year?</p> <p>Y N</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> Project Based Vouchers.</p> <p>(b) If this activity is planned for the current Fiscal Year, describe the activities. Provide the projected number of project-based units and general locations, and describe how project-basing would be consistent with the PHA Plan.</p>				
B.3	<p>Most Recent Fiscal Year Audit.</p> <p>(a) Were there any findings in the most recent FY Audit?</p> <p>Y N N/A</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></p> <p>(b) If yes, please describe:</p>				
B.4	<p>Civil Rights Certification</p> <p>Form HUD-50077, <i>PHA Certifications of Compliance with the PHA Plans and Related Regulations</i>, must be submitted by the PHA as an electronic attachment to the PHA Plan.</p>				
B.5	<p>Certification by State or Local Officials.</p> <p>Form HUD 50077-SL, <i>Certification by State or Local Officials of PHA Plans Consistency with the Consolidated Plan</i>, must be submitted by the PHA as an electronic attachment to the PHA Plan.</p>				

B.6	<p>Progress Report.</p> <p>Provide a description of the PHA's progress in meeting its Mission and Goals described in its 5-Year PHA Plan.</p> <p>The PHA continues to work towards improving housing lease-up rates and maintain the maximum number of families under lease that the budget limits will support. 2. To provide outreach to property owners to increase housing stock outside of the poverty areas. 3. To provide a comprehensive analysis of the rental market, which will allow the highest payment standards that the funding limits will support without reducing the number of participating families. 4. To promote self-sufficiency and asset development by our tenants and the community. 5. Improve SEMAP score. 6. Increase customer and landlord satisfaction.</p> <p>Maintain or increase lease-up by establishing payment standards that will enable families to rent throughout the jurisdiction. Undertake affirmative measures to ensure access to assisted housing regardless of race, color, religion, national origin, sex, familial status, and disability. Undertake affirmative measures to ensure access to assisted housing regardless of gender (LGBT) related to the equal access rule.</p> <p>Continue to protect clients and family members of clients who are victims of domestic, dating violence, or stalking from being terminated from housing based in acts such violence against them in accordance with the VAWA act.</p>
B.7	<p>Resident Advisory Board (RAB) Comments.</p> <p>(a) Did the RAB(s) provide comments to the PHA Plan?</p> <p>Y N <input type="checkbox"/> <input checked="" type="checkbox"/></p> <p>(a) If yes, comments must be submitted by the PHA as an attachment to the PHA Plan. PHAs must also include a narrative describing their analysis of the RAB recommendations and the decisions made on these recommendations.</p>

Instructions for Preparation of Form HUD-50075-HCV Annual PHA Plan for HCV Only PHAs

A. PHA Information. All PHAs must complete this section. ([24 CFR §903.23\(4\)\(e\)](#))

A.1 Include the full **PHA Name**, **PHA Code**, **PHA Type**, **PHA Fiscal Year Beginning** (MM/YYYY), **Number of Housing Choice Vouchers (HCVs)**, **PHA Plan Submission Type**, and the **Availability of Information**, specific location(s) of all information relevant to the public hearing and proposed PHA Plan.

PHA Consortia: Check box if submitting a Joint PHA Plan and complete the table. ([24 CFR §943.128\(a\)](#))

B. Annual Plan. All PHAs must complete this section. ([24 CFR §903.11\(c\)\(3\)](#))

B.1 Revision of PHA Plan Elements. PHAs must:

Identify specifically which plan elements listed below that have been revised by the PHA. To specify which elements have been revised, mark the "yes" box. If an element has not been revised, mark "no."

☐ **Housing Needs and Strategy for Addressing Housing Needs.** Provide a statement addressing the housing needs of low-income, very low-income families who reside in the PHA's jurisdiction and other families who are on the Section 8 tenant-based waiting list. The statement must identify the housing needs of (i) families with incomes below 30 percent of area median income (extremely low-income), (ii) elderly families and families with disabilities, and (iii) households of various races and ethnic groups residing in the jurisdiction or on the waiting list based on information provided by the applicable Consolidated Plan, information provided by HUD, and other generally available data. The identification of housing needs must address issues of affordability, supply, quality, accessibility, size of units, and location. ([24 CFR §903.7\(a\)\(1\)](#) and [24 CFR §903.7\(a\)\(2\)\(i\)](#)). Provide a description of the PHA's strategy for addressing the housing needs of families in the jurisdiction and on the waiting list in the upcoming year. [24 CFR §903.7\(a\)\(2\)\(ii\)](#)

☐ **Deconcentration and Other Policies that Govern Eligibility, Selection, and Admissions.** A statement of the PHA's policies that govern resident or tenant eligibility, selection and admission including admission preferences for HCV. ([24 CFR §903.7\(b\)](#))

☐ **Financial Resources.** A statement of financial resources, including a listing by general categories, of the PHA's anticipated resources, such as PHA HCV funding and other anticipated Federal resources available to the PHA, as well as tenant rents and other

income available to support tenant-based assistance. The statement also should include the non-Federal sources of funds supporting each Federal program, and state the planned use for the resources. ([24 CFR §903.7\(c\)](#))

☐ **Rent Determination.** A statement of the policies of the PHA governing rental contributions of families receiving tenant-based assistance, discretionary minimum tenant rents, and payment standard policies. ([24 CFR §903.7\(d\)](#))

☐ **Operation and Management.** A statement that includes a description of PHA management organization, and a listing of the programs administered by the PHA. ([24 CFR §903.7\(e\)\(3\)\(4\)](#)).

☐ **Informal Review and Hearing Procedures.** A description of the informal hearing and review procedures that the PHA makes available to its applicants. ([24 CFR §903.7\(f\)](#))

☐ **Homeownership Programs.** A statement describing any homeownership programs (including project number and unit count) administered by the agency under section 8y of the 1937 Act, or for which the PHA has applied or will apply for approval. ([24 CFR §903.7\(k\)](#))

☐ **Self Sufficiency Programs and Treatment of Income Changes Resulting from Welfare Program Requirements.** A description of any PHA programs relating to services and amenities coordinated, promoted, or provided by the PHA for assisted families, including those resulting from the PHA's partnership with other entities, for the enhancement of the economic and social self-sufficiency of assisted families, including programs provided or offered as a result of the PHA's partnerships with other entities, and activities under section 3 of the Housing and Community Development Act of 1968 and under requirements for the Family Self-Sufficiency Program and others. Include the program's size (including required and actual size of the FSS program) and means of allocating assistance to households. ([24 CFR §903.7\(l\)\(i\)](#)) Describe how the PHA will comply with the requirements of section 12(c) and (d) of the 1937 Act that relate to treatment of income changes resulting from welfare program requirements. ([24 CFR §903.7\(l\)\(iii\)](#)).

☐ **Substantial Deviation.** PHA must provide its criteria for determining a "substantial deviation" to its 5-Year Plan. ([24 CFR §903.7\(r\)\(2\)\(i\)](#))

☐ **Significant Amendment/Modification.** PHA must provide its criteria for determining a "Significant Amendment or Modification" to its 5-Year and Annual Plan. Should the PHA fail to define 'significant amendment/modification', HUD will consider the following to be 'significant amendments or modifications': a) changes to rent or admissions policies or organization of the waiting list; or b) any change with regard to homeownership programs. See guidance on HUD's website at: [Notice PIH 1999-51](#). ([24 CFR §903.7\(r\)\(2\)\(ii\)](#))

If any boxes are marked "yes", describe the revision(s) to those element(s) in the space provided.

- B.2 New Activity.** If the PHA intends to undertake new activity using Housing Choice Vouchers (HCVs) for new Project-Based Vouchers (PBVs) in the current Fiscal Year, mark "yes" for this element, and describe the activities to be undertaken in the space provided. If the PHA does not plan to undertake this activity, mark "no." ([24 CFR §983.57\(b\)\(1\)](#) and Section 8(13)(C) of the United States Housing Act of 1937.
- ☐ **Project-Based Vouchers (PBV).** Describe any plans to use HCVs for new project-based vouchers. If using PBVs, provide the projected number of project-based units and general locations, and describe how project-basing would be consistent with the PHA Plan.
- B.3 Most Recent Fiscal Year Audit.** If the results of the most recent fiscal year audit for the PHA included any findings, mark "yes" and describe those findings in the space provided. ([24 CFR §903.11\(c\)\(3\)](#), [24 CFR §903.7\(p\)](#))
- B.4 Civil Rights Certification.** Form HUD-50077, *PHA Certifications of Compliance with the PHA Plans and Related Regulation*, must be submitted by the PHA as an electronic attachment to the PHA Plan. This includes all certifications relating to Civil Rights and related regulations. A PHA will be considered in compliance with the AFFH Certification if: it can document that it examines its programs and proposed programs to identify any impediments to fair housing choice within those programs; addresses those impediments in a reasonable fashion in view of the resources available; works with the local jurisdiction to implement any of the jurisdiction's initiatives to affirmatively further fair housing; and assures that the annual plan is consistent with any applicable Consolidated Plan for its jurisdiction. ([24 CFR §903.7\(o\)](#))
- B.5 Certification by State or Local Officials.** Form HUD-50077-SL, *Certification by State or Local Officials of PHA Plans Consistency with the Consolidated Plan*, including the manner in which the applicable plan contents are consistent with the Consolidated Plans, must be submitted by the PHA as an electronic attachment to the PHA Plan. ([24 CFR §903.15](#))
- B.6 Progress Report.** For all Annual Plans following submission of the first Annual Plan, a PHA must include a brief statement of the PHA's progress in meeting the mission and goals described in the 5-Year PHA Plan. ([24 CFR §903.11\(c\)\(3\)](#), [24 CFR §903.7\(r\)\(1\)](#))
- B.7 Resident Advisory Board (RAB) comments.** If the RAB provided comments to the annual plan, mark "yes," submit the comments as an attachment to the Plan and describe the analysis of the comments and the PHA's decision made on these recommendations. ([24 CFR §903.13\(c\)](#), [24 CFR §903.19](#))

locate basic PHA policies, rules, and requirements concerning the PHA's operations, programs, and services, and informs HUD, families served by the PHA, and members of the public for serving the needs of low- income, very low- income, and extremely low- income families.

Public reporting burden for this information collection is estimated to average 4.5 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. HUD may not collect this information, and respondents are not required to complete this form, unless it displays a currently valid OMB Control Number.

Privacy Act Notice. The United States Department of Housing and Urban Development is authorized to solicit the information requested in this form by virtue of Title 12, U.S. Code, Section 1701 et seq., and regulations promulgated thereunder at Title 12, Code of Federal Regulations. Responses to the collection of information are required to obtain a benefit or to retain a benefit. The information requested does not lend itself to confidentiality

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Resolution authorizing the City Manager to award bid and contract for the New Restroom and Cart Barn Canopy/Pavilion addition at Champions Course at Weeks Park to Cage Construction and Management Co. dba Gary Baker Construction, in the amount of \$412,792.00.

INITIATING DEPT: Parks

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: Practice Effective Governance

COMMENTARY: On May 10, 2023, bids were opened for the New Restroom and Cart Barn Canopy/Pavilion Project at Champions Course at Weeks Park. The 2023 budget included \$311,000 of one-time expenditures from General Fund balance and \$288,143 from the Golf Course operation for Capital Improvements at the golf course.

Three Capital Improvement projects were identified, including a new restroom accessible from outside at the clubhouse, a cart barn canopy/pavilion to facilitate large outdoor gatherings and tournaments, and lighting for the driving range. The restroom and canopy/pavilion were identified as the first priority. This contract will complete the first two improvements.

Five (5) bids were received for this project (bid tabulation attached).

Staff recommends award of the contract to Cage Construction and Management Co. dba Gary Baker Construction, in the amount of \$412,792.00

☒ **Assistant City Manager**

ASSOCIATED INFORMATION: Resolution

☒ **Budget Office Review**

☒ **City Attorney Review**

☒ **City Manager Approval**

BID TABULATION
BID 23-10 RESTROOM & CART BARN CANOPY @ CHAMPIONS COURSE
(3 Addendums)

VENDOR	BASE BID	DEDUCTIVE ALTERNATE	TOTAL
ANTHONY INMAN CONSTRUCTION, INC WICHITA FALLS, TX	\$449,000	\$43,000	\$406,000
AOC ENVIRONMENTAL, INC. WICHITA FALLS, TX	\$745,000	\$40,000	\$705,000
CROSS CONSTRUCTION WICHITA FALLS, TX	\$675,000	\$37,500	\$637,500
GARY BAKER CONSTRUCTION WICHITA FALLS, TX	\$412,792	\$35,050	\$377,742
MARRS PATRIOT CONSTRUCTION WICHITA FALLS, TX	\$539,000	\$17,500	\$521,500

Resolution No. _____

Resolution authorizing the City Manager to award bid and contract for the New Restroom and Cart Barn Canopy/Pavilion Additions at Champions Course at Weeks Park to Cage Construction and Management Co. dba Gary Baker Construction, in the amount of \$412,792.00

WHEREAS, the City of Wichita Falls has advertised for bids for the New Restroom and Cart Barn Canopy Additions at Champions Course at Weeks Park; and,

WHEREAS, the renovation of this area will create an outdoor restroom facility and a canopy/pavilion to accommodate outdoor events and tournaments; and,

WHEREAS, it is found that the lowest responsible bidder is Cage Construction and Management Co. dba Gary Baker Construction, in the amount of \$412,792.00.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

Authorization is granted to award the bid for the New Restroom and Cart Barn Canopy Additions at Champions Course at Weeks Park to Cage Construction and Management Co. dba Gary Baker Construction, in the amount of \$412,792.00.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Resolution authorizing the City Manager to execute all documents necessary to submit payment to ServiceMaster of Wichita Falls for water removal and dehumidification of the Wichita Falls – Wichita County Public Health District in the amount of \$390,749.

INITIATING DEPT: Information Technologies & Facilities

STRATEGIC GOAL: Efficiently Deliver City Services

STRATEGIC OBJECTIVE: Practice Effective Governance

COMMENTARY: During the early morning hours of December 25, 2022, a water supply line in the boiler room of the Wichita Falls – Wichita County Public Health District building burst and flooded the facility. The City staff was made aware of the flood at about 5:00 am that morning. Upon arrival, the City Staff contacted the Water Dept to have the water turned off in the building, began pumping about 4 feet of water from the boiler room, and began to assess the building.

Once it was discovered that most of the original portion of the facility had experienced flooding, City Staff contacted ServiceMaster of Wichita Falls to provide water removal and the dehumidification process. ServiceMaster arrived mid-morning on December 25, 2022, and began the water removal and installation of their dehumidification equipment. The attached invoice includes labor, supplies, and ServiceMaster's subcontractor's costs. They were onsite at varying times and degrees from December 25, 2022, to approximately February 7, 2023. A claim was filed on our catastrophic insurance policy with the Texas Municipal League. TML combined the water damage for the Health Department and the Exhibit Hall into a single claim. TML has accepted the claim and the policy has a \$250,000 deductible. TML will be reimbursing the City for all bills associated with the flood excluding the deductible.

It is recommended that the City Council authorize the City Manager to sign all documents necessary to submit payment to ServiceMaster of Wichita Falls for water removal and dehumidification of the Wichita Falls – Wichita County Public Health District in the amount of \$390,749.

☒ Assistant City Manager

ASSOCIATED INFORMATION: Resolution

☒ Budget Office Review

☒ City Attorney Review

☒ City Manager Approval

Resolution No. _____

Resolution authorizing the City Manager to execute all documents necessary to submit payment to ServiceMaster of Wichita Falls for water removal and dehumidification of the Wichita Falls – Wichita County Public Health District in the amount of \$390,749

WHEREAS, the City of Wichita Falls experienced unexpected water line ruptures at both the Multipurpose Event Center (MPEC) and the Health Department facilities on or around December 23, 2022; and

WHEREAS, these conditions caused water damage at the MPEC and Health Department Facilities.

WHEREAS, because of these issues, the City of Wichita Falls has determined an emergency exists as water severely damaged municipal facilities creating an unforeseen grave public necessity; and,

WHEREAS, the City will pay the invoice of \$390,749 out of General Fund Reserves; and,

WHEREAS, the Texas Municipal League will reimburse the City for any amount above the \$250,000 deductible for the water damage claim at both facilities.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

The City Manager is authorized to execute all documents necessary to submit payment to ServiceMaster of Wichita Falls for water removal and dehumidification of the Wichita Falls – Wichita County Public Health District in the amount of \$390,749

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

CITY COUNCIL AGENDA
June 6, 2023

ITEM/SUBJECT: Resolution approving the programs and expenditures of the Wichita Falls Economic Development Corporation (WFEDC/4A) by amending the budget to include an up to \$76,000 expenditure to the City of Wichita Falls to be used as 10% matching funds to update the Wichita Falls Regional Airport Master Plan.

INITIATING DEPT: City Manager's Office

STRATEGIC GOAL: Accelerate Economic Growth

STRATEGIC OBJECTIVE: Encourage...Recruitment of High Value Businesses

COMMENTARY:

Pursuant to Texas Local Government Code §501.073(a) "The corporation's authorizing unit (i.e. City Council) will approve all programs and expenditures of a corporation and annually review any financial statements of the corporation."

Timeline

- May 18, 2023 – WFEDC Board hears presentation from City of Wichita Falls and approves request;
- June 6, 2023 – City Council to consider ratifying budget amendment to support project.

Summary

This item is to consider approval of an amendment to the WFEDC's (4A) budget to include an up to a \$76,000 expenditure to facilitate an update to the Regional Airport Master Plan. The funds requested would be used as a 10% match towards the overall \$760,000 cost with the remaining 90% being paid for through Federal Aviation Administration (FAA) funds.

On May 18, 2023, the WFEDC considered and approved this item. The City's Director of Aviation, Traffic, and Transportation will be at the Council meeting to give a presentation and answer any questions related to the project. The WFEDC's May 2023 Financial Report shows the corporation has approximately \$10.0M in available funds to facilitate this project.

The WFEDC Board and City staff recommends approval of this resolution.

☒ **Assistant City Manager**

ASSOCIATED INFORMATION: Exhibits from WFEDC meeting, Resolution

- ☒ **Budget Office Review**
 - ☒ **City Attorney Review**
 - ☒ **City Manager Approval**
-

Resolution No. _____

Resolution approving the programs and expenditures of the Wichita Falls Economic Development Corporation (WFEDC) and amending the budget to include an up to \$76,000 expenditure to the City of Wichita Falls to be used as 10% matching funds to update the Wichita Falls Regional Airport Master Plan

WHEREAS, Texas Local Gov't. Code §501.073(a) provides "The corporation's authorizing unit will approve all programs and expenditures of a corporation and annually review any financial statements of the corporation"; and,

WHEREAS, on May 18, 2023, the WFEDC approved the Project listed below and as stated in its agenda.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, THAT:

1. The Wichita Falls Economic Development Corporation's approval and funding of the following programs and expenditures as described below and in said corporation's agenda, are approved:

Wichita Falls Regional Airport Master Plan Update:

- A total of up to an up to \$76,000 expenditure to the City of Wichita Falls to be used as 10% matching funds to update the Wichita Falls Regional Airport Master Plan.

2. The current fiscal year budget of the WFEDC is amended to provide for the aforementioned expenditures and changes thereto.

PASSED AND APPROVED this the 6th day of June 2023.

MAYOR

ATTEST:

City Clerk

**Wichita Falls Economic Development Corporation
May 2023**

ITEM/SUBJECT: Discussion and possible action on a request by the City of Wichita Falls related to a master plan update at Wichita Falls Regional Airport

ATTACHMENTS:

Staff Summary:

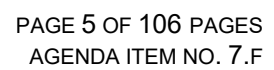
The City of Wichita Falls has been working with the Wichita Falls Chamber of Commerce to explore the development of a future aviation business park at Wichita Falls Regional Airport. Federal Aviation Administration (FAA) funding is available to update the Wichita Falls Regional Airport Master Plan to include the evaluation of several locations for a proposed aviation business park. It has been 15 years since the current Master Plan for Regional Airport was developed, and there was no evaluation of a proposed aviation business park development in that plan. In order to use FAA funding for the development of such a project, a Master Plan update is required, as well as the inclusion of the aviation business park in a formal Airport Layout Plan, as required by the FAA.

Recent discussions with Sheppard Air Force Base have also indicated that a formal Master Plan update will be required if additional land is leased from the United States Air Force, as well as any proposed through-the-fence agreement, for the development of this project. In addition, an airspace analysis can be conducted to determine the impact of such a development on Sheppard's airspace and training mission.

Finally, this project also supports the Chamber's strategic goal of attracting aviation related businesses. These businesses have a history of supporting higher paid jobs, which is also a goal of both the Chamber and 4A Economic Development Corporation.

Wichita Falls Regional Airport Master Plan Update

Total Project Cost:	\$760,680.00
FAA Eligible Portion of Project (90%):	<u>\$684,612.00</u>
Local Match/4A Assistance (10%):	\$76,000.00



CITY OF WICHITA FALLS, TEXAS
AVIATION, TRAFFIC & TRANSPORTATION
INTEROFFICE MEMORANDUM

To: Ron Kitchens, CEO Wichita Falls Chamber of Commerce
Darron Leiker, City Manager
Paul Menzies, Assistant City Manager

From: John Burrus, Director of Aviation, Traffic & Transportation

Subject: Potential Air Service Study for Wichita Falls

Date: April 10, 2023

Moriah contacted me this morning about the Master Plan Update for Regional Airport, and we also discussed a potential air service study for the Airport. Darron asked that I provide you an update on the City's past efforts on airline recruitment.

- Staff applied for and received a Small Community Air Service Grant using an Air Service Study completed by Mead & Hunt in 2008.
 - Potential markets were identified as Houston, Phoenix, and Denver
- February 11, 2009 Airport and Chamber staff (Tim Chase) visited with Continental Airlines in Houston, Texas.
 - The visit was receptive, but Continental was in its initial merger with United Airlines
 - Their biggest concern was that their costs to provide service to Houston put them at a competitive disadvantage with American service to DFW (it cost more for them to fly from Wichita Falls to Houston than it did American to fly from Wichita Falls to DFW)
- In 2015, Airport staff attended a Small Community Air Service Conference in Tucson. Notes from that conference are attached with this memo. Updates to those notes include:
 - Airport staff and City leadership met with Envoy and American Airlines to discuss service improvements. Those service improvement benchmarks are still in use today.
 - American would not let the City of Wichita Falls bid on the ground handling efforts as recommended in the 2015 attached memo
- Sixel Consulting completed their 2015 air services report (attached) for the City of Wichita Falls
 - In a phone conversation with Sixel, City staff was informed that the likelihood of Wichita Falls getting another airline to service Wichita Falls was unlikely.
 - The biggest reasons for the unlikelihood of obtaining a second airline was Wichita Falls' close proximity to DFW Airport and American Airlines' dominance in the region.
 - There was no interest from the Chamber to support a revenue guarantee program that could be used to recruit a second airline into the Community.
- Since COVID, airport staff is in regular communication with American planners and decision makers about adding additional flights. The most recent visit was approximately two months ago. The change that came from that visit is that the last flight will stay overnight, with the next departure first thing in the morning. This is scheduled to start in June.

Exhibit B

City of Wichita Falls
Airport Planning Projects

Airport Master Plan Update

WORK TASK DESCRIPTION	P-3	P-2	P-1	E-6	E-3	E-1	X-3	T-1
	hr	hr	hr	hr	hr	hr	hr	hr
1. ELEMENT 1 - PROJECT INITIATION, ADMINISTRATION, AND MONITORING								
Task 1.1 - Project Kick-Off Meeting	2		4					
Task 1.2 - Establish Project Committee and Stakeholder Coordination Strategy	10		14					
Task 1.3 - Initial Site Visit and Interviews	32		40					
Task 1.4 - Voluntary Session	2		6					
Task 1.5 - Initial Open House	4		12				24	
Task 1.6 - Project Management, Grant Administration, and Reporting	12		24					
QA/QC	2							
SUBTOTAL - ELEMENT 1 - PROJECT INITIATION, ADMINISTRATION, AND MONITORING	64	0	100	0	0	0	24	0
2. ELEMENT 2 - INVENTORY OF EXISTING CONDITIONS								
Task 2.1 - Initial Documentation Review	6		32					
Task 2.2 - Existing Conditions - Terminal Area Inventory	12							
Task 2.2 - Prepare Draft Inventory Chapter	16	8	80			8	4	32
QA/QC	8			1				
SUBTOTAL - ELEMENT 2 - INVENTORY OF EXISTING CONDITIONS	42	8	122	1	0	8	4	32
3. ELEMENT 3 - AVIATION ACTIVITY FORECASTS								
Task 3.1 - Inventory of Historical and Current Air Traffic Activity	8		16					
Task 3.2 - Forecasting Interviews	4		8					
Task 3.3 - Historical and Forecasted Socioeconomic Data Review	6		16					
Task 3.4 - Air Service Analysis	6		8					
Task 3.5 - Prepare Aviation Forecasts	16	4	36					
Task 3.6 - Prepare Draft Report	6	4	60				4	
QA/QC	6							
SUBTOTAL - ELEMENT 3 - AVIATION ACTIVITY FORECASTS	56	8	142	0	0	0	4	0
4. ELEMENT 4 - FACILITY REQUIREMENTS								
Task 4.1 - Establishing Facility Requirements								
- Airside and Support Facility Requirements	8	4	35					35
- Terminal Building Facility Requirements	8							
- General Aviation/Landside Facility Requirements	8	4	26					29
Task 4.2 - Prepare Draft Report and Review Meetings	16	32	80				4	
QA/QC	8			1				
SUBTOTAL - ELEMENT 4 - FACILITY REQUIREMENTS	48	40	152	1	0	0	4	40
5. ELEMENT 5 - LAND ACQUISITION REVIEW - ENVIRONMENTAL ANALYSIS								
Task 5.1 - Phase I Environmental Site Assessment	12	38	110					
Task 5.2 - Alternatives Analysis	8	12	20					
QA/QC	4			1				
SUBTOTAL - ELEMENT 5 - LAND ACQUISITION REVIEW - ENVIRONMENTAL ANALYSIS	24	50	130	1	0	0	0	0
6. ELEMENT 6 - AIRPORT ALTERNATIVES								
Task 6.1 - Land Use Planning	2		12					5
Task 6.2 - Develop Airside Alternatives	2		16					
Task 6.3 - Terminal Building Alternatives	8							
Task 6.4 - Develop General Aviation/Landside Alternatives	8		12	2				40
Task 6.5 - Alternatives Presentation to PEG	12		12					
Task 6.6 - Public Workshop	4		4				24	
Task 6.7 - Prepare Draft Report	4		40	1			4	
QA/QC	6							
SUBTOTAL - ELEMENT 6 - AIRPORT ALTERNATIVES	46	0	86	3	0	0	28	45
7. ELEMENT 7 - AIRPORT LAYOUT PLAN DEVELOPMENT								
Task 7.1 - ALP Cover Sheet and Airport Data Sheet	1		16					
Task 7.2 - Airport Layout Drawing - Existing/Ultimate	8		96					
Task 7.3 - Airport Airspace and Inner Portion of the Approach Surface Drawings	2		120					
Task 7.4 - Runway Centerline Profile Sheet	1		16					
Task 7.5 - Runway Obstruction Surface Drawings	2		100					
Task 7.6 - Terminal Area Drawing	2		32					
Task 7.7 - On-Airport Land Use Drawing	1		16					
Task 7.8 - Exhibit A Property Map	4		32					
QA/QC	12							
SUBTOTAL - ELEMENT 7 - AIRPORT LAYOUT PLAN DEVELOPMENT	23	0	267	0	0	0	0	0
8. ELEMENT 8 - AIRPORT CAPITAL IMPROVEMENT PROGRAM/FINANCIAL PLAN								
Task 8.1 - Financial Inventory	6							
Task 8.2 - Airport Development Program	6		16					
Task 8.3 - Airport Development Prioritization Goals	2			2	2	60		
Task 8.4 - Preliminary Financial Analysis	6							
Task 8.5 - Financial Plan Development	4							
Task 8.6 - Prepare Draft Report	4		40				4	
QA/QC	2			6				
SUBTOTAL - ELEMENT 8 - AIRPORT CAPITAL IMPROVEMENT PROGRAM/FINANCIAL PLAN	30	0	58	8	2	60	4	0
9. ELEMENT 9 - AERONAUTICAL SURVEY								
18 Survey Support	4		8					
QA/QC	2							
SUBTOTAL - ELEMENT 9 - AERONAUTICAL SURVEY	6	0	8	0	0	0	0	0
10. ELEMENT 10 - FINAL DOCUMENTATION/COORDINATION MEETINGS								
Task 10.1 - Final Draft Report	2		8	1				
Task 10.2 - Final Report	4							
Task 10.3 - City Council Approval	12							
Task 10.4 - Sustainability/Climate Reduction Plan	2	4						
QA/QC	2							
SUBTOTAL - ELEMENT 10 - FINAL DOCUMENTATION/COORDINATION MEETINGS	22	4	8	1	0	0	0	0
Hours	369	108	1,181	18	2	60	32	116
SUBTOTAL - SALARIES:	\$369,119.30							
DIRECT NON-LABOR EXPENSES								
Document Printing/Reproduction/Assembly	\$1,200.00							
Environmental Database and Field Work	\$3,750.00							
Economic Data	\$480.00							
Flight Data Acquisition	\$3,300.00							
Travel Costs	\$9,390.42							
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	\$18,440.42							
SUBTOTAL:	\$417,769.72							
SUBCONTRACTANTS FEE:								
Marketing Consultant (Element 9 - Aeronautical Survey)	\$342,956.88							
Laboratory and Hooten (Task 8.1, 8.4, and 8.5 - Financial Planning)	\$98,879.00							
Team Insight and Associates (Task 3.4 - Air Service Analysis)	\$30,000.00							
Alliance (Task 2.2, 4.1, and 6.3 - Terminal Planning)	\$61,300.00							
TOTAL FEE:	\$760,886.20							



**EXHIBIT A
SCOPE OF SERVICES
WICHITA FALLS REGIONAL AIRPORT
AIRPORT MASTER PLAN UPDATE PROJECT**

GENERAL

In accordance with the requirements established by the Federal Aviation Administration (FAA) and the unique needs and interests of the City of Wichita Falls (Owner), the owner and operator of Wichita Falls Regional Airport (SPS or Airport), this Scope of Services outlines the tasks required to complete an Airport Master Plan (AMP) Update for SPS.

The Airport Master Plan (AMP) Update will be in alignment with FAA Advisory Circular (AC) 150/5070-6B *Airport Master Plans* and include the development of a new Airport Layout Plan (ALP) drawing set and Exhibit A property map in compliance with FAA ARP SOP 2.00 and 3.00.

The general priorities/goals for this AMP Update are as follows:

- Analyze the need and feasibility of acquiring additional property for civilian aviation use.
- Evaluate the potential for SPS to re-enter the FAA's Military Airport Program (MAP).
- Establish a future development plan to accommodate potential aeronautical growth.
- Establish a CIP to identify necessary improvements to maintain and develop airport facilities to support civilian aeronautical use.

The property SPS is located on is owned by the federal government and is considered to be part of Sheppard Air Force Base (SAFB). The City of Wichita Falls leases the areas outlined in red in Figure 1 for civilian aviation use. Civilian aircraft may use other aeronautical facilities at SAFB when allowed by the U.S. Air Force.

Figure 1 – SPS Lease Area





ELEMENT 1 - PROJECT INITIATION, ADMINISTRATION, AND VISIONING

Task 1.1 – Project Kick-Off Meeting

Upon receiving Notice to Proceed (NTP), Garver will schedule and complete a project kick-off meeting with key Airport staff, stakeholders, and FAA. The focus of this meeting will be to review the project schedule, scope, and immediate next steps. This meeting is expected to take place via video/teleconference.

The meeting will include a discussion on the establishment of the Project Steering Committee (PSC) and various stakeholders that need to be involved in the project as discussed in Task 1.2. Additionally, the agenda for the initial site visit and interviews (Task 1.3) will be discussed.

Task 1.2 – Establish Project Committee and Stakeholder Coordination Strategy

A Project Steering Committee (PSC) will be established to guide and direct the development of the AMP Update. The PSC will review project deliverables, provide input on the project's direction, and act as a liaison to the community throughout the planning process. The PSC is expected to be comprised of airport staff, key airport stakeholders, military, community leaders, and the FAA. Garver will work with the Owner to identify the individuals that should be part of the PSC and will compose documentation describing the roles and responsibilities of the PSC that can be sent to the proposed PSC committee members.

Additionally, Garver will work with the Owner to identify other key stakeholders that should be involved in the planning process and the portions of the planning process they need to be involved in. The results of this effort will be a list of key project stakeholders and the identification of where and how each stakeholder will be engaged in the project. This task assumes that up to six (6) virtual meetings will be completed with key stakeholders to gather their impact at some point during the project.

Task 1.3 – Initial Site Visit and Interviews

Garver will schedule and complete an initial site visit to SPS that will include the following subtasks:

- Tour/review of Owner leased airfield facilities (e.g., runways, taxiways/taxilanes, NAVAIDs, and other infrastructure) to document existing infrastructure.
- Tour/review of support facilities (e.g., ARFF, fuel farm, maintenance/snow removal) to document existing infrastructure and challenges. This is expected to include a meeting with key ARFF personnel at SPS.
- Tour/review of a sampling of general aviation, aircraft maintenance, and other on-airport civilian facilities to document infrastructure and existing use. The general age and use of all general aviation facilities will be documented. Photographs will be taken of all existing facilities and any general visual condition deficiencies will be noted. Inspections of existing facilities (e.g., including internal infrastructure, building systems, etc.) are not included.
- Tour/review landside facilities (e.g., curb, parking, roadways, etc.) within SPS' lease limits to document existing infrastructure, use, and challenges.
- Conduct up to six (6), one-hour interviews with various community officials, tenants, the military, or other key airport stakeholders to discuss the future of SPS and any proposed development plans. Garver will work directly with the Owner to identify the various individuals/organizations that should be interviewed as part of this effort.

This site visit will be completed in three (3) days and will include two (2) Garver staff members. This task includes the preparation of meeting materials (e.g., meeting agendas, exhibits, etc.) necessary for the site



visit. Additionally, meeting minutes will be developed for all six (6) interviews. This site visit will also include the completion of the visioning session discussed in Task 1.4.

Task 1.4 – Visioning Session

As part of the initial site visit (Task 1.3), Garver will facilitate a visioning session with key stakeholders and community leaders. The visioning session will include the completion of a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis and the identification of items of key importance (e.g. vision items) that will be critical to the future growth and success of SPS. The primary goal of this effort is to establish an understanding amongst key stakeholders regarding the vision items that are most important to the future of the Airport. The identified vision items will be emphasized throughout the remainder of the AMP update process. The visioning session is expected to take approximately two (2) hours.

Upon completion of the visioning session, Garver will prepare a technical memorandum and circulate it to the visioning session participants for their review and comment. The technical memorandum is expected to be three (3) to four (4) pages in length. It will summarize the results of the SWOT analysis and the key vision items identified. The participants will provide comments to Garver on the technical memorandum in writing. Garver will make necessary revisions to the document prior to finalizing the technical memorandum.

This task includes the preparation of meeting materials necessary for the visioning session including presentation materials and handouts.

Task 1.5 – Initial Open House

Garver will complete an initial public open house as part of project initiation to gather input/feedback related to SPS that will be utilized as part of the master planning process. Several presentation boards showing the existing facilities at SPS will be prepared. The open house will be approximately 2 hours in length and will be held at a location in the Wichita Falls community. The open house will be attended by two (2) Garver staff members. The initial public open house is expected to be completed as part of the same trip discussed in Task 1.3 and 1.4.

Task 1.6 – Project Management, Grant Administration, and Scoping

Garver will provide general project management services throughout the duration of the project. Additionally, Garver will assist the Owner with the preparation of grant documents, grant reimbursement requests, and quarterly performance reports related to the project. Garver will prepare and revise, as needed, the scope of services for the SPS AMP Update project.

ELEMENT 2 – INVENTORY OF EXISTING CONDITIONS

Task 2.1 – Initial Documentation Review

Garver will collect and review the following documents and data to establish baseline information to build the inventory of existing facilities and conditions:

- Historical list of capital projects/grant history.
- Current and planned capital improvements at the Airport (as shown in the airport's current Capital Improvement Program).
- Current FAA documentation regarding the Airport and its facilities (e.g. current 5010, instrument



approach procedures, airfield diagram, sectional/IFR charts, and Aeronautical Information Services data from the FAA National Flight Data Center).

- Current/approved Airport Layout Plan (ALP).
- Previous Airport Master Plan (AMP) and noise studies (if applicable).
- Existing facility assessments and as-built plans for existing facilities/infrastructure (e.g. terminal building, roadways, other facilities).
- SPS Airport Certification Manual (ACM).
- Current wildlife hazard assessment/wildlife hazardous management plan.
- Airport Letters of Agreement (LOAs) or Memorandums of Understanding (MOUs).
- SPS lease agreement with SAFB.
- FAA runway incursion data for SPS.
- Historical fuel flowage (previous 5 years broken down by 100LL and Jet A – civilian only).
- Existing airport rules and regulations and minimum standards.
- Existing local zoning ordinances/maps and any airport zoning related processes/practices.
- Existing environmental data/information (e.g. previous EA, EIS, other environmental determinations, threatened and endangered plants, fish, and wildlife data, cultural/archaeological/historical resources data, floodplains, farmland, etc.) as provided through publicly available online databases/resources.
- Any available topographic maps and available aerial photographs.
- Utility location information for underground and above ground utilities located on airport property. This includes utility size and general location. All utility location and size information is expected to be obtained from the utility provider.
- Existing pavement condition/strength reports.
- Local comprehensive plan or other regional development/land-use plans.
- Public parking lot utilization data.
- Traffic count studies. No new traffic counts will be performed as part of this project.

Garver will review each of the items identified to assess their importance to the Airport Master Plan Update and integrate them in the inventory documentation discussed in Task 2.3. Garver will coordinate with local utility companies to obtain information related to the approximate location of any underground utility lines that the Airport currently does not have documentation on. In-field utility investigation is not included as part of this task.

The information reviewed during this effort and obtained during the initial site visit (Task 1.3) and Terminal Area Inventory (Task 2.2) will be used to develop the Inventory Chapter.

Task 2.2 – Existing Conditions – Terminal Area Inventory

This task will be performed by Alliance, an architectural sub to Garver for the SPS AMP Update. Garver will provide support to Alliance as part of this task.

The objective of this task is to inventory the physical area of the terminal to create a baseline of existing conditions which will be utilized in subsequent tasks. This detailed inventory of space will be tabulated by key categories of functional use which will be used as a basis of comparison to future projections of space based on the prepared forecast.



The following terminal areas will be documented:

- Aircraft gate layout (including size and types of aircraft)
- Ticketing/Check-in (including Self-Service Device vs Agent if applicable)
- Airline Ticket Offices (ATO)
- Baggage Screening
- Outbound Baggage Makeup
- TSA Security Screening Checkpoint
- Gate Holdrooms
- Concessions including Rental Car
- Restrooms
- Baggage Claim
- Inbound baggage laydown
- Airline/Airport Operations
- Offices (TSA, Airport Administration, Public Safety, etc.)
- Terminal Maintenance and Support
- Circulation

The team will review existing documents including the current Airport Layout Plan (ALP), current "as-built" terminal AutoCAD plans, and any additional files applicable to the study such as passenger intercept surveys which may have already been gathered by the Airport. An onsite facility tour will aid in validation of the existing plans and provide the Team with the opportunity to conduct field observations of the various passenger processing areas and terminal operations. This will help to gain both a subjective and quantitative sense for how aircraft, passengers, and baggage are processed. Additionally, interviews with the various tenant stakeholders such as those by the airlines, the Transportation Security Administration (TSA), any concessionaires (food and beverage, retail, rental car) if available, and Airport staff will be conducted. These discussions will assist in gathering pertinent information regarding passenger demographics and processing rates, airline staffing policies, baggage operations and throughput, and any other key factors including but not limited to:

- Passenger early arrival distributions (show up time prior to their scheduled departure time)
- Passenger profiles by check-in type (i.e., Self-Service Device, Agent, Bag Drop, Online, straight to security, etc.)
- Bags per passenger
- Travel party size
- Meeter & Greeter ratios

Task 2.3 – Prepare Draft Inventory Chapter

Garver will prepare a draft of the Inventory Chapter using the data and information captured as part of the site visit (Task 1.3), data review (Task 2.1), and terminal area inventory (Task 2.2):

- **Airfield and NAVAIDs:** Garver will prepare a narrative section describing the existing airfield infrastructure and NAVAIDs. This is expected to include documenting the existing infrastructure's protected surfaces (e.g., NAVAID critical areas, airport design surfaces, etc.) as well as the age and ownership of all NAVAIDs. This includes the development of up to two (2) exhibits to visually depict this information. The aeronautical infrastructure not leased by the Owner (e.g., Runway 15R/33L, 15C/33C, 15L/33R, taxiways, and NAVAIDs) will only be documented at a basic level. The primary focus will be on documenting infrastructure leased by the Owner and any NAVAIDs owned by the FAA.



- **Terminal Area Facilities:** Garver will prepare a narrative section summarizing the existing civilian terminal building and landside facilities (e.g., curbs, parking lots, etc.). This includes the development of up to two (2) exhibits to visually depict this information.
- **Support Facilities:** Garver will prepare a narrative section describing the existing support facilities at the airport (e.g., ARFF, fuel, airport maintenance/snow removal, etc.). This will include documenting ARFF equipment and response routes. This includes the development of up to two (2) exhibits to visually depict this information.
- **Instrument Approaches:** Garver will prepare a narrative section describing the existing instrument approaches at SPS. This will include documenting the procedure types and existing minimums.
- **Building and Hangar Utilization:** Garver will prepare a narrative section describing the general use of all civilian facilities on the property leased. Any specific findings from the inventory site visit and data collection will be documented. This includes the development of up to two (2) exhibits to visually depict this information.
- **Auto Access and Parking:** Garver will prepare a narrative section describing the existing parking and access roads at the airport including their general size and use. This includes the development of up to two (2) exhibits to visually depict this information.
- **Utilities:** The location and size of existing on-airport utilities will be identified. This includes the development of up to two (2) exhibits to visually depict this information.
- **Environmental:** Garver will perform baseline assessments of existing conditions and determine applicable environmental factors and resources. A constraints map will be developed to identify and show existing locations of environmental resources such as but not limited to water resources, community facilities, hazardous material sites, and cultural sites.

Garver will present the data in written form with tables and graphics. The draft chapter will be submitted to the PSC as a PDF for review. The PSC will provide written comments to Garver for incorporation into the final version of the Inventory Chapter.

ELEMENT 3 – AVIATION ACTIVITY FORECASTS

Task 3.1 – Inventory of Historical and Current Air Traffic Activity

Current and historical air traffic activity, based aircraft information, and enplanements/passenger data for SPS will be assembled and organized.

Historical air traffic activity will be broken down into total annual operations, operations by user category (e.g. GA, air taxi, military, etc.), local vs itinerant, and IFR vs. VFR. Historical traffic/activity data will be obtained from the FAA, Owner, and the military. The FAA's Terminal Area Forecast (TAF) and Traffic Flow Management System Counts (TFMSC) databases will be utilized for this effort as well as the airport's historical fuel sales information. Additionally, Garver will purchase three (3) years of aircraft arrival and departure data from a third-party flight data vendor. This information will be utilized to identify and evaluate operational peaks in aircraft activity levels and common arrival/departure locations for aircraft utilizing SPS. Aircraft operations data will also be requested from the military. Additional information concerning historical peak hourly, daily, and monthly activity will be obtained through discussions with the Owner.

Garver will also review published research and reports related to national and regional forecasts for air transportation demand in the United States to establish an understanding of how these trends may affect the Airport. This is expected to include reviewing the most recent versions of the FAA's Aerospace Forecast and the General Aviation Manufacturers Association's (GAMA) annual report. Publicly available



documentation related to emerging trends and technologies in aviation (e.g., electric aircraft, vertical takeoff and landing aircraft, etc.) relevant to the forecasting effort will also be reviewed.

Garver will also pull historical passenger and cargo data as provided by the FAA or the Owner to document historical trends.

Task 3.2 – Forecasting Interviews

As part of the forecasting effort, Garver will complete up to two (2) interviews with local/regional economic development officials (including the Chamber of Commerce) to discuss historical and forecasted economic trends that could impact the Airport. This information will be used to inform the socioeconomic data analysis discussed in Task 3.3. The interviews are expected to be one (1) hour in length and will be completed as a video/teleconference.

Task 3.3 – Historical and Forecasted Socioeconomic Data Review

Garver will obtain statistical data on historical and forecasted socioeconomic factors from publicly available sources (U.S. Census, Texas Demographic Center, etc.) and Woods and Poole economic forecast data. These factors will include employment, income, population, and business climate/characteristics of Wichita Falls and the surrounding region, with an emphasis placed on the identification of specific socioeconomic characteristics and trends that are likely to affect the economic growth and development of the area. This information will then be utilized to support forecasting efforts (Task 3.5) focused on how these economic trends could impact the growth of passengers traffic, aircraft operations, and based aircraft at SPS.

Task 3.4 – Air Service Analysis

As part of the AMP Update project, Team Insight and Associates, LLC, a subconsultant to Garver, will provide the following air service analysis support work related to the forecasting effort:

- Conduct a virtual meeting with SPS airports staff
- Assessing the framework of individual airlines' markets to identify historical airline competitive factors.
- Based upon the meeting with SPS staff, estimate other new markets that may be feasible for inclusion in the forecast, recognizing airline consolidation trends, changing airline business models, evolving fleet strategies and changing government regulations. This effort would be geared toward ULCCs carriers. The analysis will include the following:
 - Perform an air service analysis of air service growth trends at the Wichita Falls Regional Airport. The growth trends that will be analyzed will include: business travel demand, leisure inbound & outbound travel demands, geographic regions will include Southeastern United States, Southwestern United States Western and Northeastern Regions of the United States. The analysis will also take into consideration changes in passenger demand and airline re-alignments caused by the impact of the COVID-19 Pandemic.
 - Air service data analysis fields will include city of origin, destination, annual passengers, daily passengers, stage length, ASM, RASM and optimal capacity levels, annual revenues, average fares, load factors, optimal aircraft type and recommended service patterns.
 - A written report of the analyzed air service findings will be completed showing the relevant air service findings to the passenger growth trends in the Passenger Demand Forecast. The written report will also include competitive, economic, political and demographic trends as they relate to the air service development analyses.



- A written report will also include an economic feasibility analysis of potential service enhancements by the Wichita Falls Regional Airport to further meet any identified increased passenger demand opportunities. The main focus will be on the potential establishment of providing above and below wing ground handling services for the airlines servicing the Airport.
- Identify an Airport Service Catchment Area for the Wichita Falls metropolitan area.
- Determine short, medium and long-range air service options and related risk/rewards for each option as they relate to projected passenger demand trends and long-term service from the Airport.
- Analysis will identify the top five (5) domestic destinations within the defined regions that will be analyzed.
- Determine the passenger demand trends within the Airport's Catchment Area to validate the identified air service options.
- Identify competitive issues and trends at major competing airports, mainly Dallas – Fort Worth (DFW), Dallas – Love (DAL) and Oklahoma City (OKC) that will have impacts on potential Airport's Market shares.
- Identify economic, political and demographic trends that will have potential impacts on the Airport's market share growth in the short, medium and long – term as they relate to the air service analysis recommendations.

Task 3.5 – Prepare Aviation Forecasts

Potential passenger, cargo, aeronautical activity, and based aircraft forecasts will be developed for the Airport based on historical and current activity levels (Task 3.1), national and regional aeronautical activity forecasts (Task 3.1), the socioeconomic information discussed in Tasks 3.2 and 3.3, and the air service analysis discussed in Task 3.4. The methodologies utilized to develop the potential aeronautical activity forecasts will involve a variety of forecasting techniques including statistical modeling techniques, growth extrapolations based on socioeconomic factors, and the application of national/regional forecast models established by the FAA. The baseline year for the forecasts will be 2022 with the first forecast year being 2023. After 2023 (year one of the forecast), forecasts will be prepared in five-year increments (2027, 2032, 2037, and 2042) for the 20-year planning horizon with projections for each of the following:

- **Baseline Forecasts**
 - Based Aircraft (including fleet mix)
 - Total Operations
 - Cargo Activity
 - Passenger Enplanements/Deplanements
- **Derivative Forecasts**
 - Local vs Itinerant Operations
 - Fleet Mix Operations (by Aircraft Design Group and Approach Category)
 - Instrument Approaches
 - Airport Peaking Characteristics

The baseline forecasts will be compared to the FAA's current Terminal Area Forecast (TAF) for the Airport. Additionally, the Airport's current and future critical aircraft (aircraft type/category with at least 500 annual operations) will be identified.

A one (1) hour video/teleconference meeting will be held with the Owner and FAA to review the draft baseline forecast (e.g. annual operations and based aircraft) options prepared by Garver and to select an



initial preferred baseline forecast in each of these areas. This task includes the preparation of presentation materials needed for this meeting. These initial preferred baseline forecasts will then be used to complete draft derivative forecasts (e.g. local vs. itinerant, fleet mix, etc.).

A follow-up one (1) hour video/teleconference meeting will be held with the Owner and FAA to review the draft derivative forecasts and collect feedback.

Finally, Garver will present the results of the forecasting effort to the PSC for feedback. This is expected to be a single in-person meeting in Wichita Falls. One (1) Garver staff member is expected to attend this meeting. The primary focus of this forecasting effort is to gain acceptance of the preferred forecast model prior to beginning the Facility Requirements phase of the project.

Task 3.6 – Prepare Draft Report

Using the data and information obtained and evaluated during the forecasting process, a draft of the Forecast Chapter will be prepared. The report will document assumptions and methodologies used in preparing the aviation demand forecasts and serve as the basis for later tasks in the study.

FAA will provide an official review and approval of the final draft of the Forecast Chapter prior to moving forward with the Facility Requirements portion of the project.

ELEMENT 4 – FACILITY REQUIREMENTS

Task 4.1 – Establishing Facility Requirements

This task focuses on identifying the general magnitude of the improvements needed to meet current and forecasted demand at the Airport. Airport facility requirement considerations will be based on the approved aeronautical activity forecast, current facilities, local requirements, and the vision for the Airport. Facility requirements will be identified by Planning Activity Levels (PAL) that correspond to the approved demand forecast and will be presented in tabular form. The PALs are expected to be correlated to each forecast interval as follows:

- 2023 (Year 1 of the Forecast) = PAL 1
- 2027 (Year 5 of the Forecast) = PAL 2
- 2032 (Year 10 of the Forecast) = PAL 3
- 2037 (Year 15 of the Forecast) = PAL 4
- 2042 (Year 20 of the Forecast) = PAL 5

Airside and Support Facility Requirements

In this task, Garver will utilize facility planning criteria to evaluate the sufficiency of SPS's existing airside and support facilities to meet forecasted demand. These criteria shall be based upon the latest state and federal standards (e.g. FAA Advisory Circulars), best practices (e.g. Airport Cooperative Research Program reports) and Garver's professional experience. Airside and support facilities to be examined will include:

- Runway Orientation (e.g. wind coverage)
- Runway Length and Width (in accordance with FAA AC 150/5325-4B, 150/5300-13B)



- Taxiways (e.g. geometrical standards, prohibited configurations, layout, spacing, etc.)
- Runway and Taxiway Safety Areas and Object Free Areas
- Runway Protection Zones (RPZ)
- Runway Obstacle Free Zones
- Airfield Pavement Strength
- Airfield Markings and Lighting
- Airport NAVAIDS
- Instrument Approaches
- ARFF Facilities
- Snow Removal Facilities

The primary focus of this analysis will be reviewing the facility requirements related to aeronautical and support facilities located on the property leased by the Owner from SAFB. Non-Owner leased facilities (e.g., Runway 15R/33L, 15C/33C, 15L/33R, taxiways, and NAVAIDS) will only be analyzed at a basic level.

Terminal Building Facility Requirements

The terminal building facility requirements analysis will be performed by Alliance, a subconsultant to Garver. The primary objective of this task is to develop the future facility requirements to meet the projected demand levels over the 20-year planning horizon. Understanding the existing terminal capacity may be adequate for the next ten years or so this task will help to identify any current and future capacity shortfalls based on the demand projections. These projections assist in developing a roadmap for future terminal expansion by aiding in identifying and safeguarding land envelopes for future terminal development.

This will be achieved through the following:

- Spreadsheet modeling will be utilized to develop space requirements for all critical components of the terminal building organized by major functional use as identified in the inventory task. The approach for developing the terminal requirements include guidance from various FAA Advisory Circulars, applicable Airport Cooperative Research (ACRP) reports, TSA guidelines for both passenger and checked baggage screening, knowledge of industry trends and the application of industry accepted planning standards. Facility recommendations in general will be based on the International Air Transport Association (IATA) Level of Service (LoS) "Optimum" standard where applicable.
- A table of future terminal space demand organized by Planning Activity Levels (PAL) will be documented which identify "trigger" points at which future demand will exceed current facility capacity. These "trigger" points will also be documented graphically by functional area identifying those areas and the time at which additional expansion is required.
- Gate requirements will be developed utilizing the demand forecast as well as from any future design day flight schedules (DDFS). In the absence of DDFS, various industry standard methods will be utilized such as: annual departures per gate, annual enplanements per gate, and percent increase in annual operations. Results will be tabulated by PAL showing both quantity and mix of aircraft type required.

General Aviation/Landside Facility Requirements

In this task, Garver will utilize facility planning criteria to evaluate the sufficiency of various general aviation/landside area facilities to meet forecasted demand. These criteria shall be based upon the latest local, state, and federal requirements, best practices, and Garver's professional experience. General aviation/landside facility requirements to be examined will include:



- Aircraft parking apron (e.g. aircraft parking and tie-down areas)
- FBO facilities and amenities
- Aircraft storage hangars (T-Hangars and Box Hangars)
- Airport fuel farm
- Automobile access and parking facilities

The general aviation/landside facility requirements will be developed in the form of aggregate space requirements and will be compared to those that presently exist to identify the future development goals needed to maintain adequate service, function, and operation of the Airport.

Task 4.2 – Prepare Draft Report and Review Meetings

Using raw data and information obtained and evaluated during the Facility Requirements process, Garver will develop a presentation outlining the results of the facility requirements analysis. This analysis will be presented to the PSC for their review and feedback prior to the development of the draft report. This is assumed to be a single in-person meeting that will take place in Wichita Falls. Two (2) Garver staff member are expected to attend this meeting.

Once feedback on the draft facility requirements is obtained from the PSC, a draft report will be prepared describing the results of the facility requirements analysis. This report will present information, in both a narrative and graphic format about the Airport's existing facilities and the required facilities necessary to meet forecasted aviation demand.

ELEMENT 5 – LAND ACQUISITION REVIEW - ENVIRONMENTAL ANALYSIS

As part of this element, Garver will prepare environmental documents in support of the Airport Master Plan Update and a Phase I ESA in accordance with Federal Aviation Administration (FAA) Orders 5050.4B & 1050.1F and the FAA Environmental Desk Reference for Airport Actions (Airports Desk Reference). The following services and tasks are based on the intention of the Airport to review three areas of interest for land acquisition (see Figure 2) to support the development of civilian aeronautical facilities. This scope of work will be limited to the three (3) areas of interest with a total acreage of less than 400 acres for environmental study and evaluation.

Garver will perform environmental evaluations as part of the planning process for the AMP update. The purpose of these evaluations is to consider environmental factors to help thoroughly evaluate Airport development alternatives and to provide information that will help expedite subsequent processing including land acquisitions of potential areas for future growth and expansion as determined as a result of the master planning process.



Figure 2 – Potential Land Acquisition Areas



Task 5.1 – Phase I Environmental Site Assessment

Garver will perform a Phase I Environmental Site Assessment to meet all requirements set forth in the revised ASTM (ASTM E1527-21). Three areas of interest for land acquisition will be evaluated and separate Phase I ESA will be conducted for each site to identify and determine the scope of contamination if any, and to make recommendations for further analysis. A qualified subject matter expert will perform these services and make recommendations for additional analyses required for the use and acquisition of any site, limiting any future cleanup liability, and assist the Airport with identifying other responsible parties who have cleanup liability in advance of the land acquisition process.



Task 5.2.1 – Agency Review/Historical Review

Investigate past land uses through review of U. S. Geologic Survey (USGS) topographic maps, historical aerial photographs, Sanborn maps (if available), Chain of Title or other documentation of ownership (if provided by the Owner), or other reasonably available historical documents.

Garver will order a database report and review information in federal and state regulatory records for the subject property, including records related to environmental-related permits, notices-of-violation, and incidents involving use, disposal, or accidental release of hazardous substances, petroleum products, or other waste materials. Local records, if available, related to the subject property will also be reviewed for indications of environmental concern.

Obtain additional information or conduct interviews as necessary and appropriate with present and past owners and operators of the property, neighbors, local municipalities, and utilities. Such inquiries may be modified to fit site-specific circumstances.

Review any other relevant information provided by the Owner or Owner's agents regarding environmental permits, violations, and correspondence with environmental agencies.

Task 5.2.2 – Site Reconnaissance

Conduct a site reconnaissance of the subject property and the surrounding area to verify information obtained from public records, maps, etc., and to determine likely drainage pathways and environmental and human receptors.

Perform a complete tour of the property to document:

- Any areas that appear to have been used for material handling or disposal.
- General property condition and apparent uses.
- Existence and condition of any structures on the property.
- Storm water flow direction and apparent run-on and runoff points.
- Evidence of sumps, storage tanks, or other devices that collect or hold potentially hazardous materials.
- Indications of adverse environmental impact (e.g., stains, stressed vegetation).
- Activities on adjacent properties that might potentially affect the subject property.
- Any sensitive or unique environmental features.

Task 5.2.3 – Data Analysis and Reporting

The Phase I ESA report will include:

Area maps, historic aerial photographs, photographs taken during the site reconnaissance, the environmental records search results, and copies of any additional documents relevant to the ESA (e.g., available title information and property descriptions, documents from public utilities and local municipalities, site plans).



Narrative description of the property, facility, and surrounding area; observations from the site reconnaissance; results of interviews; discussion of the environmental records review and any information obtained from local sources; identification of potential areas of concern; and conclusions and recommendations.

Task 5.2 – Alternatives Analysis

An alternatives analysis will be performed to evaluate the three areas of interest. Garver's analyses will include a high-level evaluation of applicable environmental resources and concerns by development alternative. Three areas of interest for land acquisition will be evaluated and included in the alternatives analysis to determine viability for acquisition and use by the Airport. A matrix will be prepared to study these areas for comparison and rated by criteria of applicable environmental resources, to be determined through scoping and development of the constraints map. A discussion of the findings by alternative will be included in the master plan document.

ELEMENT 6 – AIRPORT ALTERNATIVES

Task 6.1 – Land Use Planning

Prior to developing alternatives, Garver will prepare three (3) proposed land-use plan alternatives for the Airport that segment portions of existing airport leased property and potential property acquisitions into the following categories:

- Aeronautical Business Area – Land well suited for the development of aeronautical business (e.g. maintenance, avionics, etc.)
- FBO Area – Land well suited to accommodate the development of an FBO.
- Private Hangar Development Area – Land well suited for the development of private hangars for recreational or business use.
- T-Hangar Development Area – Land well suited for the development of T-hangars.

Other land-use categories may be added based on the evolution of the planning effort. The land-use plan alternatives will be reviewed with the PSC in a one (1) hour teleconference meeting and a preferred land-use plan will be selected. Garver will finalize the land-use plan prior to initiating Task 6.4.

Task 6.2 – Develop Airside Alternatives

Based on the facility requirements established in Element 4 of this scope of services, up to two (2) airside development alternatives will be created. Airside alternatives will be based on schemes for development within existing or expanded airport boundaries and will show the necessary runway, taxiway, and instrument approach procedure improvements during the 20-year planning period. This task will be conducted simultaneously with Task 6.3 and Task 6.4 and will result in a series of overall development alternatives for the Airport.

Airside alternatives will be evaluated based on their ability to satisfy the identified facility requirements, environmental considerations, engineering factors, cost (rough order of magnitude cost level), and ease of implementation (e.g. existing business and residential impacts, land purchase, etc.).



An evaluation matrix will be developed to compare the aforementioned factors associated with each airside alternative.

Task 6.3 – Terminal Building Alternatives

This task will be performed by Alliance, a subconsultant to Garver.

The objective of this task is to develop various conceptual terminal area expansion alternatives to meet the programmatic requirements derived in the facility requirements effort. The ultimate goal will be to identify a preferred alternative plan which forms the basis of the terminal portion of the facilities implementation plan.

This will be achieved through the following:

- Provide up to five (5) initial terminal site expansion alternatives for the terminal core area.
- After presenting the initial set of site alternatives, incorporate any necessary refinements, consolidation of alternatives, and the addition of any new concepts based on Airport review and comments.
- Evaluate alternatives based on criteria such as operational, environmental, and financial impacts as well as those derived from any previously set goals and objectives. From this exercise a set of up to three (3) shortlisted alternatives will be identified and carried forward for further refinement and evaluation.
- Final evaluation of the shortlisted alternatives will be conducted using the previous set of evaluation criteria to determine the preferred alternative.
- The preferred alternative will include high level site diagrams depicting major expansion elements. Any potential future terminal expansion development beyond the 20-year planning horizon will also be graphically documented.

Task 6.4 – Develop General Aviation/Landside Alternatives

Based on the facility requirements established in the preceding project element up to four (4) general aviation/landside development alternatives will be created. General aviation/landside alternatives will be based on schemes for development within existing or expanded airport boundaries and will show necessary apron, hangar, FBO, vehicle parking, and roadways improvements during the 20-year planning period. This task will be conducted simultaneously with Task 6.2 and 6.3 and will result in a series of overall development alternatives for the Airport.

General aviation/landside alternatives will be evaluated based on their ability to satisfy the identified facility requirements, environmental considerations, engineering factors, cost (order of magnitude cost level), ease of implementation (e.g. existing business and residential impacts, land purchase, etc.), and their congruence with the airside and terminal building alternatives.

An evaluation matrix will be developed to compare the aforementioned factors associated with each landside/terminal alternative.

Task 6.5 – Alternatives Presentation to PSC

Garver will conduct an on-site meeting to present the draft alternatives to the PSC along with the evaluation of the alternatives. The result of the meeting will be the selection of the preferred alternative for the Airport for each area (e.g., airside, terminal building, general aviation/landside). This meeting is expected to take



place in Wichita Falls and take approximately two (2) hours. Two (2) Garver staff members are expected to attend this meeting.

This task also includes separate meetings with the Wichita Falls Chamber of Commerce and SAFB related to the proposed alternatives. These meetings are expected to take place in person.

Task 6.6 – Public Workshop

The alternatives will be presented to the public in the form of a single 2-hour public workshop. Two (2) Garver staff members are expected to attend this meeting. This task is to be completed on the same date as the alternatives presentation to the PSC discussed in Task 6.5. This task includes the preparation of presentation materials and handouts needed for the workshop. Feedback collected from the public will be considered in the process of establishing a preferred alternative for each area.

A follow-up one-hour teleconference with the PSC will be held to review the feedback obtained from the public workshop and identify any necessary revisions to the preferred alternatives.

Task 6.7 – Prepare Draft Report

Using data and information obtained and evaluated during the alternative's analysis process, a draft of the Alternatives Chapter will be prepared. This chapter will present information, in both a narrative and graphic format, about the Airport's development options necessary to meet forecast aviation demand and support the vision items defined for the Airport (Task 1.4).

Concurrence will be obtained from the Owner and FAA on the final preferred development alternatives prior to proceeding forward.

ELEMENT 7 – AIRPORT LAYOUT PLAN DEVELOPMENT

This scope element includes the preparation an Airport Layout Plan (ALP) drawing set that meets the requirements of:

- FAA AC 150/5300-13B, *Airport Design*;
- FAA Airports Standard Operating Procedure (SOP) 2.0, Standard Procedure for FAA Review and Approval of Airport Layout Plans; and,
- FAA Airports SOP 3.0, Standard Operating Procedure for FAA Review of Exhibit 'A' Airport Property Inventory Maps.

The FAA updates the above-mentioned guidance materials from time-to-time. The specific versions identified above are planned to be used for this project. If the FAA updates any of the guidance materials during the course of this project, Garver and FAA will discuss how to incorporate those changes into the ALP.

This ALP set will include the following sheets:

- Cover Sheet
- Airport Data Sheet(s)
- Airport Layout Drawing (showing existing and ultimate facilities)



- Airspace Drawing
- Airspace Data Tables
- Inner Portion of the Approach Surface Drawings Sheets – One for each runway end (8 total)
- Inner Portion of the Approach Surface Tables
- Runway Centerline Profile Sheet
- Departure Surface Drawings – One for each runway end (8 total)
- Departure Surfaces Tables
- Terminal Area Drawing (civilian facilities area only)
- Land-Use Drawing
- Exhibit A Airport Property Map

The ALP set will be developed using computer-aided drafting program AutoCAD to facilitate revisions and transfers to other systems. The ALP will be completed using standard paper size (24" by 36"), layer structure, line types, and plot styles using AutoCAD 2022 or newer.

Additional details regarding the sheets to be included in the ALP are provided below.

Once approved by FAA, a printed copy of the full ALP set (24" x 36") will be provided to the Owner. The final/approved version of the ALP will be signed by the Owner and FAA electronically.

Task 7.1 – ALP Cover Sheet and Airport Data Sheet

Garver will prepare an ALP Cover Sheet and Airport Data Sheet meeting the requirements set forth in FAA SOP 2.00. The data sheet will include notations regarding existing and ultimate conditions. All four runways at SPS will be included in the data tables.

Task 7.2 – Airport Layout Drawing – Existing/Ultimate

Garver will prepare an Airport Layout Drawing (ALD) reflecting existing and ultimate conditions at SPS. The drawing will include the identification of the following:

- Runway, taxiways, buildings, NAVAIDS, parking areas, roads, lighting, fueling facilities, tie-down areas, and other prominent airport features with dimensions.
- Trees, streams, known above ground utility lines, towers, and other prominent natural features.
- Airport boundaries, runway protection zones, easements, and other areas that need to be controlled by the airport.
- Areas reserved for future aviation and non-aviation development (land-use).
- Topographic contours.

Task 7.3 – Airport Airspace and Inner Portion of the Approach Surface Drawings

Garver will prepare the 14 CFR Part 77 airspace drawing and data table sheets for the airport and surrounding area based on the ultimate runway conditions.



Garver will prepare the inner portion of the approach surface drawings and data table sheets for the Airport to reflect existing and ultimate conditions. A separate sheet will be provided for each runway end at SPS.

Task 7.4 – Runway Centerline Profile Sheet

Garver will prepare a runway centerline profile sheet using data obtained from the aeronautical survey (Element 9). Centerline profiles will be provided for all four runways.

Task 7.5 – Runway Departure Surface Drawings

Garver will prepare the runway departure surface drawings and data tables to reflect the departure surface as defined in FAA AC 150/5300-13B. A separate sheet will be provided for each runway end at SPS.

Task 7.6 – Terminal Area Drawing

Garver will prepare a terminal area drawing showing a more detailed view of the established civilian terminal development area at SPS.

Task 7.7 – On-Airport Land Use Drawing

A detailed and comprehensive land use plan for the area within the boundaries of the airport property line will be prepared based on the identified overall development concept.

Task 7.8 – Exhibit A Property Map

Garver will prepare an Exhibit A property map in accordance with FAA ARP SOP 3.00. Existing property information will be obtained from the Owner and the military.

ELEMENT 8 – AIRPORT CAPITAL IMPROVEMENT PROGRAM / FINANCIAL PLAN

Task 8.1 – Financial Inventory

This task will be performed by Leibowitz and Horton, a subconsultant to Garver.

The objective of this task is to gather documents which affect the financial management of Airport operations and capital development and to confirm the structure, constraints, requirements and opportunities for financing the Master Plan Capital Improvement Program (CIP). The documents gathered and preliminarily reviewed will be used to complete subsequent tasks for the Preliminary Financial Analysis.

Our approach for conducting the Inventory of Financial Information task includes the following key steps:

- Interview key Airport officials to establish an understanding of the legal documents and agreements which affect financial management of the Airport
- Gather the following documents along with any additional documents identified during the interview and review on a preliminary basis:
 - Historical, detailed (account-by-account) financial statements and audit reports for the past three years



- o Detailed year-to-date financial statements for the current year with budget remaining amounts
- o Current operating and capital budgets (internal as well as the CIP submitted to the FAA ADO)
- o Official statements/loan agreements for any outstanding debt issues
- o PFC quarterly reports for the most recently submitted quarter and the same reports submitted one year earlier
- o City ordinances, resolutions, administrative rules, regulations and policies establishing the Airport and affecting its financial management
- o Airline use and lease agreements
- o Rental car (on- and off-airport) and other ground transportation agreements
- o Restaurant/Lounge, gift shop and specialty retail concession agreements
- o FBO agreement, large hangar leases, typical T-hangar leases by size, improved & unimproved ground leases, cargo facility leases and other general aviation lease agreements
- o Other Airport lease, concession, use and privilege agreements
- o FAA, state and local grant records
- o Historical aviation activity statistics for the past three years and current year-to-date by air carrier by month including enplanements, deplanements, aircraft operations, landed weight, fuel flowage gallons and air cargo statistics
- Identify potential funding sources for the Master Plan capital improvement program
- Prepare master plan chapter sections describing the structure and regulatory framework of Airport financial management including a discussion of the sources and uses of capital funding.

Task 8.2 – Airport Development Program

Using the data collected and developed during previous project elements, Garver will create a comprehensive multi-year airport Capital Improvement Program (CIP) and phasing plan. This CIP will cover the 20-year planning period and will be divided into a three-phase development program: short-term (0-5 years), mid-term (6-10 years), and long-term (11-20 years).

The short-term schedule will be provided year by year, providing a clear prioritization of near-term projects and allowing the Owner and FAA to migrate the CIP into the FAA funding system. Project implementation triggers will be established for each project defined within the CIP to aid the Owner and FAA in determining when various projects need to be executed in the future.

The proposed timing of future improvements will be in accordance with forecasted demand levels and include any necessary changes or additions to airport infrastructure (including compliance with airport design standards), NAVAIDS, and property interests.

Task 8.3 – Airport Development Probable Costs

Planning-level probable development costs will be prepared for each project in each phase of the CIP. Development costs will be estimated for each project and will be based on the preferred development concept. These estimates of probable costs will include land acquisition, construction costs, design fees, and legal/administrative fees (e.g. typically to support land acquisition). Cost estimates will be prepared in current-year dollars and are developed for planning purposes only.



Task 8.4 – Preliminary Financial Analysis

This task will be performed by Leibowitz and Horton, a subconsultant to Garver.

The objective of this task is to prepare a Preliminary Financial Analysis for the recommended CIP alternative provided by the Master Plan consultant. This preliminary evaluation includes considering Wichita Falls' overall capability to fund the CIP and finance Airport operations. The analysis identifies potential funding sources that are practical alternatives for financing the capital development projects. This analysis also includes identifying revenue enhancement opportunities at a summary level for planned development projects as well as potential additional revenue for existing facilities.

Our approach for conducting the Preliminary Financial Analysis task includes the following key steps:

- Review financial and legal information gathered during the Inventory of Financial Information task related to financial condition, Airport policies, administrative regulations, grant status, airline use and lease agreements and other Airport user agreements which affect the financial management of the Airport and which will affect the financial reasonableness of implementing the Capital Improvement Program.
- Review the aviation activity forecast and preliminary development costs and implementation schedules (provided by the Master Plan consultant) to consider possible revisions in the development scope and timing.
- Evaluate revenue enhancement opportunities at a summary level for airside, terminal and landside operations which may result from capital program improvements.
- Develop summary level financial projections of funding sources, funding requirements and other information to provide a basis for assessing preliminary financial plans of the CIP. Revenue and capital funding projections will be compared with operating & maintenance expense and capital expenditure projections to identify a balanced approach for developing and funding the program.
- Conduct workshop sessions with Airport officials to review and discuss the preliminary financing schedules. Resolve funding shortfalls identified in the capital program by revising the CIP schedule, CIP scope and/or capital funding sources. Identify funding preferences and other funding resources that the Airport may want to utilize.

This task includes the completion of a workshop to review/revise the preliminary financing schedules.

Task 8.5 – Financial Plan Development

This task will be performed by Leibowitz and Horton, a subconsultant to Garver.

The objective of this task is to prepare a detailed financial plan for implementation of the selected Master Plan alternative. The Financial Implementation Plan resulting from this task will present reasonable guidelines, on a preliminary basis, for matching projected financial resources with financial needs. Airline rates and charges and costs per enplaned passenger resulting from the new development will be calculated at a summary level using the Airport's current methodology and airline lease agreements for determining user fees.

Our approach for preparing the Financial Implementation Plan includes the following key steps:



- Develop projection of operating & maintenance expenses - review historical O&M expenses and identify trends and anticipated increases/decreases. Review the potential effect of the CIP on projected O&M expenses. Interview Airport management to develop appropriate O&M projection assumptions and to identify other anticipated changes.
- Develop projection of non-airline operating revenues - review historical non-airline revenues (including concessions, parking, car rentals, general aviation, FBO activities, fuel flowage, hangar leases, commercial/industrial and other leases) and determine trends for future projections. Interview Airport management to develop appropriate non-airline revenue assumptions.
- Evaluate the revenue generating potential of food & beverage, news & gift and specialty retail concessions for terminal building development areas. Evaluate opportunities for additional revenue generation of car rental companies, other ground transportation and public parking fees. Identify other revenue enhancement opportunities which may result from capital development projects.
- Develop projection of capital improvement expenditures - review the selected CIP project list with construction cost estimates, escalation rates and scheduling of expenditures to determine the annual need for capital funding. Interview Airport management and the Master Plan consultant to develop appropriate projection assumptions.
- Determine funding sources for the financial plan and develop projection for financing the CIP - review the summary of potential funding sources developed in the Preliminary Financial Analysis task (including federal and state grants, PFCs, economic development funds, debt funding, net revenues, bank financing, other sources) with Airport management and determine sources to be used for financing the program. Develop projection of capital financing based the annual amount and availability of funds. Interview Airport management to develop appropriate projection assumptions.
- Determine and develop a summary projection of airline rates and charges - review rate development methodology used for determining rates and charges. Interview Airport management to develop appropriate projection assumptions.
- Evaluate the reasonableness of projected airline rates and charges and cost per enplaned passenger - calculate the cost per enplaned passenger resulting from the financial projection. Compare the projected airline rates and charges and the cost per enplaned passenger with industry averages of other airports of similar size and operation.

Task 8.6 – Prepare Draft Report

Using the data and information obtained in developing the CIP, a CIP and Financial Plan Chapter will be prepared clearly laying out the Airport's CIP, project trigger mechanisms, project cost estimates, and potential funding sources. This report will be submitted in PDF format to the PSC for review and comment. Updates to the report will be made based on feedback received.

ELEMENT 9 – AERONAUTICAL SURVEY

The aeronautical survey for this AMP update will be completed by Martinez Geospatial, a subconsultant to Garver. The scope for this work is included as Attachment A.



ELEMENT 10 – FINAL DOCUMENTATION/COORDINATION MEETINGS

Task 10.1 – Final Draft Report

A final draft report will be assembled from the information developed in Elements 1 through 9 of this scope of services. The final draft will be submitted to the PSC in PDF format for review and comment. Garver will review final comments provided by the PSC and will incorporate them into the final report, as appropriate. The final draft will include an Introduction Chapter, table of contents, and dividers.

Task 10.2 – Final Report

One copy of the final report will be printed and submitted to the Owner. As previously mentioned, a 24" x 36" printed version of the signed ALP will be provided to the Owner. In addition, an electronic copy of the study and associated drawings will be provided via a file share service to FAA and the Owner. The ALP files will be provided to the Owner and FAA in Shapefile, AutoCAD, and PDF formats.

Task 10.3 – City Council Approval

Garver will provide support for the acceptance/adoption of the Airport Master Plan update locally through attendance at one (1) City of Wichita Falls Council meeting. One (1) Garver staff member is expected to attend this meeting. This will include preparing a brief presentation describing the results of the planning process and the proposed future development plan.

Task 10.4 – Sustainability/Waste Reduction Plan

Garver will provide the Owner with a basic waste reduction/sustainability plan in compliance with FAA Advisory Circular 150/5070-6B *Airport Master Plans*. This is expected to be a stand-alone memorandum that will be three (3) to five (5) pages. The plan will identify ways the airport could reduce waste and manage the airport's environmental impact.

Extra Work:

For clarification purposes, the proposed scope of services for this Airport Layout Plan specifically does not include any of the following items/tasks stated below:

- Survey work
- Revisions or updates to airport rules and regulations or minimum standards
- Development of an Airport Business Plan.
- Utility and drainage location investigation or research other than what is expressly included in the scope of services
- Aerial photography
- Instrument Approach Development
- Additional meetings other than those expressly stated in this scope of services
- Detailed facility assessments/reviews
- Facility condition testing or the establishment of a pavement maintenance program
- Graphic conceptual renderings of existing or future facilities
- The preparation of materials and exhibits for leases, development contracts, or other documents/materials outside of this Airport Layout Plan
- Detailed engineering cost estimates



- Design or conceptual design work
- Detailed land development planning
- Preparation of a Storm Water Pollution Prevention Plan (SWPPP). The construction contract documents will require the Contractor to prepare, maintain, and submit a SWPPP to DEQ.
- Environmental Handling and Documentation, including wetland and/or stream mitigation plans, or other work related to environmentally or historically (culturally) significant items beyond those listed herein.
- Evaluation of airport energy usage beyond desktop review of existing information.
- Coordination with FEMA and preparation/submittal of a CLOMR and/or LOMR.
- Coordination to obtain right-of-entry for environmental investigations.
- Completion of a biological survey/assessment or presence/absence threatened or endangered species surveys.
- Completion of a Wildlife Hazard Site Visit, Wildlife Hazard Assessment, and/or wildlife management plan.
- Phase II Soil and groundwater sampling and testing.
- Phase III Remediation
- Phase I or II Environmental Due Diligence Audit (EDDA)
- Completion of light emissions studies/evaluations.
- Prepare an Individual Section 303(c)/4(f) statement or evaluation if determined to be necessary following consultation with the appropriate agencies.
- Prepare and submit a USACE Section 404 permit application.
- Specialized studies (including detailed noise and air analysis) required by agencies.
- Assistance associated with zoning or re-zoning property for proposed improvements.
- Additional surveying and documentation of archaeological and historical sites.
- Intensive historic resources surveys, mitigation for adverse effects, or development of agreement documents.
- Coordination of and obtaining required agency permits.
- Property acquisition and relocation services.



Attachment A – Aeronautical Survey Scope





Scope and Fee Proposal
Wichita Falls Municipal Airport (SPS)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

PROJECT SUMMARY

CLIENT	Garver
CLIENT CONTACT	Nathan Polsgrove
CLIENT ADDRESS	13750 San Pedro Ave Suite 350 San Antonio, TX 78232
PROJECT LOCATION	Wichita Falls Municipal Airport (SPS) Wichita Falls, TX

Martinez Geospatial, Inc. (MTZ) will provide GARVER with Photogrammetry & Airports-GIS services in support of a Master Plan/Airport Layout Plan at Wichita Falls Municipal Airport (SPS).

This scope includes tasks required to comply with FAA Airports-GIS program standards. All survey and photogrammetry work will be accomplished in accordance with the following Advisory Circulars.

AC-150/5300-16B (16B)
AC-150/5300-17C (17C)
AC-150/5300-18B (18B)

The FAA Airports-GIS objective for this project is to collect and submit *Safety-Critical* data for the airport. Furthermore, base-mapping (planimetric & topographic data) collected in support of the ALP will be formatted and submitted to FAA Airports-GIS. Specifically, acquisition of data will include an Obstruction Survey/Airport Airspace Analysis, NAVAID inventory & survey, Runway Ends & Profiles survey, and collection (through remote-sensing) of planimetric & topographic data.

MTZ will fulfill the data collection, formatting, and delivery requirements of the FAA Airports-GIS program. In general, MTZ's approach to fulfilling the GIS requirements will be accomplishing those required tasks as outlined in Table 2-1 (Survey Requirements Matrix) of 18B, Column "Airport Layout Plan."

MTZ will make maximum use of existing data within the ADIP Portal for SPS, including Obstacle Data with FAA-assigned identifiers.

PROJECT SPECIFICATIONS

STATE	TEXAS
COUNTY	WICHITA
PROJECT TYPE	AVIATION (AIRPORTS-GIS INCLUDED)
COORDINATE SYSTEM	TEXAS STATE PLANE - NORTH CENTRAL ZONE
HORIZONTAL DATUM	NAD83
VERTICAL DATUM	NAVD88 (GEOID18)
FIELD-SURVEY PROVIDED BY	MARTINEZ GEOSPATIAL, INC.
MAPPING SCALE	1"=100' & 2' CONTOURS
MAPPING FORMATS REQUIRED	STANDARD CAD w/ DTM and AIRPORTS-GIS
ORTHO RES & PHOTO FORMAT	0.5' GSD, TIF & SID FORMAT





Scope and Fee Proposal
Wichita Falls Municipal Airport (5FS)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

PROJECT AREA DEFINITION

The total project area consists of three components.

AREA A	Planimetric & Topographic Mapping Limit - This area defines the limit for the compilation of planimetric & topographic base-mapping.
AREA B	Part 77/OCS Airspace Analysis Limits - Horizontal Limits of the applicable Obstruction Identification Surfaces (OIS) as defined by FAR Part 77 and AC-150/5300-13B.
AREA C	Airports-GIS Airspace Analysis Limits - Horizontal Limits of the applicable Obstruction Identification Surfaces (OIS) as defined in AC-150/5300-18B.

PROJECT TASKS

Project Planning/Project Management/FAA Airports-GIS Coordination/Field-Survey Coordination

MTZ will assist GARVER to develop, submit, and gain approval of the "Statement of Work" for the project through the FAA ADO and FAA Airports-GIS. MTZ will assemble, submit, and gain approval of the Imagery Plan, Survey Quality Control Plan, and AP Acquisition Report through FAA Airports-GIS. MTZ will also coordinate with the field-surveyor to ensure all documentation required by AGIS, related to field-survey, is completed correctly.

Aerial Imagery Acquisition

New color aerial imagery will be captured for all areas outlined in the **PROJECT AREA DEFINITION** section of this scope utilizing a digital photogrammetric camera. The aerial imagery acquisition flight mission will be executed in accordance with all guidelines and specifications within FAA AC 150/5300-17C.

The aerial imagery acquisition flight mission will consist of a single "block" of imagery, as specified below:

IMAGERY RESOLUTION	PURPOSE/USE
10cm	The coverage limit for this imagery is the horizontal extents of AREA A, AREA B & AREA C . This imagery will be utilized for all photogrammetric data collection, including planimetric/topographic mapping and obstruction surveys/airspace analysis. Ortho-imagery will also be generated for this area at a resolution of 0.50' GSD.

Upon completion of the flight mission, the imagery will be reviewed through in-house Quality Assurance procedures for photogrammetric acceptability and compliance with AC 150/5300-17C requirements.



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Scope and Fee Proposal
Wichita Falls Municipal Airport (WFS)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

Establish Geodetic Control / Validate existing PACS/SACS (Field Survey)

There are currently one PACS monument and two SACS monuments published in the NGS database for the airport. Surveyors will validate/utilize these monuments to serve as the project tie to the NSRS. If the existing PACS/SACS monuments are determined to be damaged or the validation is unsuccessful the surveyors will establish temporary geodetic control points, as required. Geodetic data will be tied to the NSRS using the latest published adjustment (2011).

Following are the specific PACS & SACS locations to be recovered:

Station Type	Designation	PID	Horizontal Datum	Vertical Datum	GEOID
PACS	SPS A	AB2816	NAD83(2011)	NAVD88	GEOID18
SACS	SPS ARP	AB6412	NAD83(2011)	NAVD88	GEOID18
SACS	SPS ARP 2	AB6411	NAD83(2011)	NAVD88	GEOID18

Survey Imagery Photo Control (Field Survey)

Photo-identifiable control points and/or artificial targets will be selected/set and surveyed for use as ground control for aero-triangulation of the new aerial imagery. Imagery control points will be spread throughout the aerial imagery project-area in a geometric pattern conducive to favorable aerotriangulation results. Each imagery control point will be surveyed using RTK survey methods. Imagery Control will be surveyed (properly tied to NSRS) and documented in accordance with AC-150/5300-17C and FAA Airports-GIS requirements. Ground Control data and documentation will be submitted to FAA Airports-GIS along with the Aerial Photography Acquisition Report. It is anticipated that 24 imagery control points will be required. Per FAA requirements, in addition to the imagery control points, an additional 6 Independent Checkpoints will be surveyed and processed through NGS OPUS.

Aero Triangulation

The newly acquired digital aerial imagery will be imported onto a digital photogrammetric workstation where it will be oriented with field-surveyed ground control. This procedure will establish both horizontal and vertical control for orienting individual photogrammetric models. This orientation will be accomplished using Soft Copy Aerial Triangulation methods.

Create Digital Ortho Imagery

Digital orthophotos will be produced to meet the needs of GARVER and the Airport as well as to comply with the requirements of the FAA Airports-GIS program and AC 150/5300-17C. One set of orthophotos will be produced. Orthophotos will cover the following defined areas and meet the following specifications:

RESOLUTION	COVERAGE LIMIT
0.50' GSD	AREA C (see attached exhibit)

Runway Surveys (Field Survey)

Field Surveyors will accomplish survey of all runways at SPS (15C/33C, 15L/33R, 15R/33L, 18/36); survey tasks will include survey of runway-end-points and runway-profiles. For each runway-end-point/threshold a monument will be set, surveyed, and documented in accordance with AC-150/5300-18B. Runway-centerline profiles and offset profiles will be surveyed utilizing mobile-RTK methodology.





Scope and Fee Proposal
Wichita Falls Municipal Airport (SPS)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

final profile data will be extracted at 10-foot stations for FAA Airports-GIS submission. Runway survey data will be utilized for the Obstruction Surveys/Airport Airspace Analysis task. Furthermore, MTZ will identify Airport Reference Point, Airport Elevation, High & Low Elevations of each Runway, and Touchdown Zone Elevations for each runway utilizing the newly surveyed Runway Data. Runway survey data will also be properly formatted by MTZ and reported in both the FAA Airports-GIS deliverable and the CAD base-map deliverable.

NAVAID Surveys (Field Survey)

Surveyors will accomplish field-survey of visual NAVAIDs & meteorological equipment serving the SPS airport. Each NAVAID will be surveyed and documented in accordance with AC-150/5300-18B. NAVAID survey data will be properly formatted by MTZ and reported in both the FAA Airports-GIS deliverable and the CAD base-map deliverable. The NAVAID Survey will include the following:

Airport Beacon	15C PAPI	33C PAPI
15C ALSF	33C ALSF	15L PAPI
33R PAPI	15L REILs	33R REILs
15R PAPI	33L PAPI	15R MALSR
33L MALSR	36 REILs	SHP TACAN
SPS VORTAC	15C Localizer	15C Glideslope
33L Localizer	33L DME	33L Glideslope
ASOS	Windsocks	

Airport Airspace Analysis/Obstruction Surveys

18B/AGIS

An Airport Airspace Analysis will be performed in accordance with AC 150/5300-18B. This task will be performed in order to comply with the requirements of the FAA Airports-GIS Program for projects involving Airport Layout Plans. All available existing obstacle data for SPS will be obtained & downloaded from ADIP; existing obstacle data (relevant to the AGIS Airspace Analysis) will be validated or updated as necessary and incorporated into this project. Existing obstacle data will be reported back to FAA through ADIP, identifiable by assigned FAA-Obstacle-ID. The Airport Airspace Analysis will meet the following specifications:

RUNWAY	AGIS ANALYSIS TYPE
15C/33C	Runways-With-Vertical-Guidance
15L/33R	Runways-With-Vertical-Guidance
15R/33L	Runways-With-Vertical-Guidance
18/36	Runways-With-Vertical-Guidance

Formatting of final reported 18B/AGIS obstacles will adhere to the specifications of AC 150/5300-18B, Chapter 5 Airport Data Features.





Scope and Fee Proposal
Wichita Falls Municipal Airport (SP3)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

Part 77/Obstacle Clearance Surface (OCS)

An FAR Part 77 and an OCS Obstruction Survey will be performed for all runway ends. Utilizing the digital 3D stereo imagery, the prescribed Part 77 & OCS Obstruction-Identification-Surfaces will be examined and analyzed to identify natural and manmade objects penetrating the surfaces. OCS Surfaces will be based on the requirements of AC-150/5300-13B (Tables 3-2, 3-3, 3-4, and 3-5). The Part 77 Obstruction Survey will meet the following specifications:

RUNWAY	PART 77 ANALYSIS TYPE
15C	Precision-Instrument-Runway (PIR)*
33C	Precision-Instrument-Runway (PIR)*
15L	Non-Precision-Instrument-C (NPI-C)
33R	Visual-Other-Than-Utility (BV)
15R	Non-Precision-Instrument-D (NPI-D)
33L	Precision-Instrument-Runway (PIR)*
18	Visual-Other-Than-Utility (BV)
36	Visual-Other-Than-Utility (BV)

* - analysis of the PIR surface will be limited to the area covered by the required AGIS Imagery, which is approximately 20,000 feet from runway end.

The OCS Obstruction Survey will meet the following specifications (OCS Numbers are taken from AC-13B, Tables 3-2, 3-3, 3-4, and 3-5).

RUNWAY	OCS ANALYSIS TYPE
15C	OCS 5 (< 3/4sm Visibility Minimums)
15C	OCS 6 (Vertical Guidance Surface)
15C	OCS 7 (Departure Surface)
33C	OCS 5 (< 3/4sm Visibility Minimums)
33C	OCS 6 (Vertical Guidance Surface)
33C	OCS 7 (Departure Surface)
15L	OCS 4 (> 3/4sm Visibility Minimums)
15L	OCS 7 (Departure Surface)
33R	OCS 3 (Visual, Large Aircraft)
33R	OCS 7 (Departure Surface)
15R	OCS 5 (< 3/4sm Visibility Minimums)
15R	OCS 6 (Vertical Guidance Surface)
15R	OCS 7 (Departure Surface)
33L	OCS 5 (< 3/4sm Visibility Minimums)
33L	OCS 6 (Vertical Guidance Surface)
33L	OCS 7 (Departure Surface)
18	OCS 3 (Visual, Large Aircraft)
18	OCS 7 (Departure Surface)
36	OCS 3 (Visual, Large Aircraft)
36	OCS 7 (Departure Surface)



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Scope and Fee Proposal
Wichita Falls Municipal Airport (5F5)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

Part 77/OCS Collection Criteria

The obstruction-identification-surfaces, defined in the previous section, will be digitally referenced with the 3D Stereo Imagery. Utilizing the 3D imagery, trained technicians will visually examine all surfaces and collect X-Y-Z point data for objects meeting collection criteria. Collected data will then be mathematically analyzed against the surfaces using custom processes to produce a final dataset. Multiple Quality-Assurance processes are performed for obstruction data through the project life cycle to ensure accuracy and completeness. Data will be collected to fulfill the following criteria

- 1) A single X-Y-Z point will be collected / analyzed for any manmade or natural object penetrating a surface. The point will be placed on the highest point of the object. The X-Y location will correspond to the horizontal position of the highest portion of the object, not necessarily the geometric center or middle of the object.
- 2) Occasionally with Obstruction Surveys, large group of trees or terrain (obstruction area) are found to penetrate a surface and it is not feasible or possible to collect each individual penetration. In these cases, the obstruction area will be outlined with a bounding polygon in order to represent the horizontal extents of the area. A grid will then be overlaid on the obstructing area. Within each grid sector, the highest object will be collected. Within the primary surface, the transitional surface, and within the first 5,000 feet of the approach surface, 100-foot grid spacing will be used. Within 10,000 feet of the approach surface, but outside 5,000 feet, 200-foot grid spacing will be used. 200-foot grid spacing will also be used within the horizontal surface. Outside of 10,000 feet of the approach surface and within the conical surface, 500-foot grid spacing will be used.

Supplemental Obstacle Collection

Within the first 5,000 feet of the Departure Surface, MTZ will collect significant manmade and natural objects with no exemptions based on negative penetration value. For manmade objects, all buildings, utility poles, antennas, towers, and prominent objects will be collected (small objects, such as mailboxes, posts, and utility boxes will be ignored). For roadways (including highways) and railroads, the proper Part 77 offset will be applied according to the type of vehicular traverse way (official Vehicle Service Roads will be included and NAVAID Service Roads will be excluded). For vegetation, significant singular trees will be collected to the extent possible/feasible. In large areas of dense vegetation, a bounding polygon will be drawn to show the extents of the area. A 100-foot grid will be applied and the highest vegetation point within each grid-sector will be collected.



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Scope and Fee Proposal
Wichita Falls Municipal Airport (SPS)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

Deliverable Format for Part 77 and AC-138 OCS Obstacle Data

DELIVERABLE	DESCRIPTION
Shapefile and CAD File	These files will contain the following pieces of data: 1) Obstruction Surface Linework 2) Obstruction X-Y-Z Points 3) Obstruction Area Polygon (if applicable) 4) Obstruction Area Grid (if applicable)
Attributes will be included in the Shapefile as Object Data. For the CAD version, attributes will be provided in Spreadsheet Format and can be cross-referenced with the CAD file by Object Number.	Shapefiles will contain the following pieces of object data: • Object type • Northing / Easting / Elevation (MSL) • Latitude/Longitude • AGL Height (as able for penetrating objects only) • Height-Above-Runway-End • Height-Above-Touchdown-Zone • Height-Above-Airport-Elevation • Distance-to-Runway-End • Distance-From-Runway-Centerline (and direction) • Penetration Value (if applicable) • Surface Affected & Slope (if applicable)

Planimetric & Topographic Mapping Compilation

Utilizing the aerotriangulated digital imagery, photographic stereo pairs will be oriented and compiled on digital photogrammetric workstations within **AREA A**. Mapping data will be compiled meeting the following specifications:

PLANIMETRIC DATA SCALE	1"=100' SCALE (CLASS II STANDARDS)
TOPOGRAPHIC DATA SCALE	2' CONTOUR INTERVAL (CLASS II STANDARDS)
MAPPING DELIVERABLE	FORMAT
PLANIMETRIC FILE	AUTOCAD (Other formats available upon request)
CONTOUR FILE	AUTOCAD (Other formats available upon request)
DIGITAL-TERRAIN-MODEL FILE	AUTOCAD (Other formats available upon request)

The CAD products defined above will be delivered directly to GARVER for incorporation into ALP drawings.

Planimetric Features will include (but are not limited to):

- Building Outlines
- Airfield Pavement (Aprons, Taxiways, Runways)
- Airfield Paint Markings
- Airfield Signs
- Airfield Lights
- Roadways/Railways/Bridges
- Parking Lots
- Sidewalks
- Towers/Antennas
- Utilities (Above-Ground & Identifiable in Imagery)





Scope and Fee Proposal
Wichita Falls Municipal Airport (SPS)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

Mapping Edit and GIS Formatting

In addition to generating mapping data in CAD formats, all collected data will be edited and formatted in the appropriate AGIS format. In terms of GIS-attributes, MTZ will be responsible for populating all geospatial-related and/or critical attributes required for upload. In general terms, the final AGIS file created by MTZ will include both Safety-Critical and Non-Safety-Critical Data. This includes the following:

SAFETY-CRITICAL

Airspace

AC-188 Feature	AC-188 Section
Obstacle	5.5.2
Obstruction Area (if applicable)	5.5.3
Obstruction ID Surface	5.5.4

Runway

AC-188 Feature	AC-188 Section
Runway End	5.4.26
Runway Profile Points	5.8.6
Centerline Perpendicular Points	5.8.3
Touchdown Zone Elevation	5.8.7
Airport Elevation	5.8.2

NAVAIDs

AC-188 Feature	AC-188 Section
Navigational Aids	All Applicable - Group 5.10

NON-SAFETY-CRITICAL

Planimetric

AC-188 Feature	AC-188 Section
Airfield	All Applicable - Group 5.4
Manmade Structures	All Applicable - Group 5.10
Surface Transportation	All Applicable - Group 5.13
Utilities	All Applicable - Group 5.14

Topographic

AC-188 Feature	AC-188 Section
Elevation Contour	5.8.10





Scope and Fee Proposal
Wichita Falls Municipal Airport (SP3)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

Final GIS data will meet the following specifications:

GIS DATA-MODEL UTILIZED	FAA Airports-GIS (AC 150/5300-18B, Chapter 5)
GIS DELIVERY FORMAT	ArcGIS Shapefile

Airports-GIS Data Submission and Final Reporting

All data will be formatted into compliant Airports-GIS format and prepared for submission. Prior to submission, the survey-files will be tested using the FAA's survey-file-test tool in order to ensure acceptability. A "Final Report" will be generated in accordance with Advisory Circular 150/5300-18B and submitted with the final project file. MTZ will coordinate with GARVER prior to uploading the final submission to AGIS. Following submission, MTZ will periodically follow up with GARVER until the final submission receives approval by NGS. Project close-out will also consist of ensuring receipt and acceptance of the obstruction survey and digital mapping data by GARVER, the FAA and NGS.



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Scope and Fee Proposal
Wichita Falls Municipal Airport (SPS)
Survey, Photogrammetry & Airports-GIS Services
04/17/2023

DELIVERABLE SUMMARY

- 1) Statement of Work Report (for FAA Airports-GIS approval)
- 2) Imagery/Remote Sensing Plan (for FAA Airports-GIS approval)
- 3) Survey & Quality Control Plan (for FAA Airports-GIS approval)
- 4) Aerial Photography Acquisition Report (for FAA Airports-GIS approval)
- 5) Part 77 & Obstacle-Clearance-Surface Obstruction/Penetration Data
- 6) Supplemental Obstacle Data
- 7) Airfield Base-map (Planimetric & Topographic Mapping Data)
- 8) Digital Ortho (Imagery of AREA C (0.50' Resolution)
- 9) Comprehensive FAA Airports-GIS Deliverable, consisting of:
 - A) Safety Critical Data (Runway, NAVAID, and Airport Airspace Analysis Data)
 - B) Non-Safety Critical Data (Planimetric & Topographic Mapping)
- 10) Final Report (for FAA Airports-GIS approval)



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Area A - Planimetric & Topographic Mapping



Magenta Polygon - Planimetric & Topographic Mapping Limit

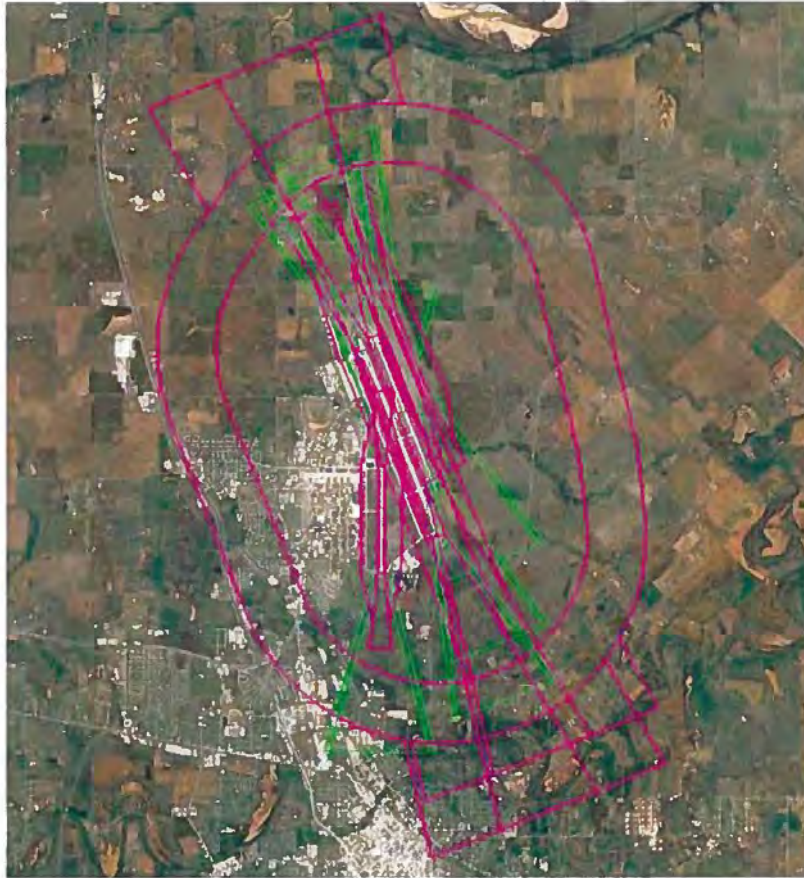


MTZ | Martinez Geospatial
2915 Waters Road Suite 100
Fargo, Minnesota 58121
Tel: 651 686 8424 Fax: 651 686 0389





Area B - Part 77/OCS Airspace Analysis



Green Polygons - 40:1 Departure Surfaces
Magenta Polygons - Part 77 Obstruction Identification Surfaces

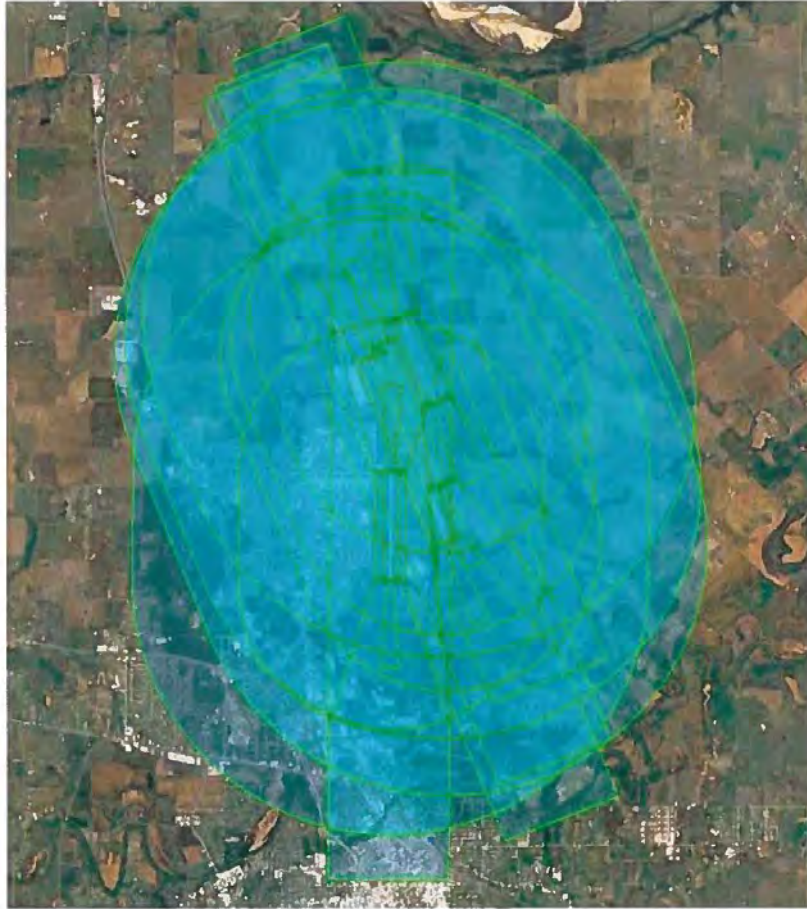


MTZ | Martinez Geospatial
2915 Venture Road Suite 100
Fagan, Minnesota 55121
Tel: 651-686-9424 Fax: 651-686-8383





Area C - Airports-GIS Airspace Analysis



Green Polygons - 18B/Airports-GIS Obstruction Identification Surfaces
Cyan Shaded Area - 0.50' GSD Ortho Imagery Coverage



MTZ | Martinez Geospatial
2915 Maroon Road, Suite 100
Engle, Minnesota 55121
Tel: 651.866.8424 Fax: 651.866.8389



Wichita Falls Regional Airport

Wichita Falls, Texas

Twelve Months Ended September 2014

April 2015

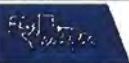
True Market / Leakage Study

Zip Codes Included in This Study (Shaded Areas = Wichita Falls Area)



Summary

- The Wichita Falls study area averaged 1,360 PDEW from October 2013 through September 2014, with 9.2% of those passengers using Wichita Falls.
- 12,194 study tickets were combined with US DOT Origin-Destination surveys covering the time period from October 2013 through September 2014.
- Dallas Fort Worth International Airport captured 470 domestic and international passengers per day each way from the Wichita Falls study area.
- Houston, Las Vegas and Denver generated the largest number of passengers from the Wichita Falls study area.
- American, Southwest and Delta capture the largest number of passengers among airlines providing service to Wichita Falls study area passengers.



4000 Armstrong Dr Ste 8
Wichita Falls, Texas 76305
(940) 855-3623



497 Oakway Road, Suite 280
Eugene, Oregon 97401
(541) 341-1601

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Executive Summary

SPS Passenger Data

- It is estimated that the Wichita Falls study area produced 100.0% of tickets originating at Wichita Falls Regional Airport.
- Wichita Falls Regional Airport handled an average of 125 passengers per day each way from the Wichita Falls study area.
- Wichita Falls study area passengers using Wichita Falls Regional Airport generated \$23.6 million in annual revenue.
- The average one way airfare for Wichita Falls study area passengers using Wichita Falls Regional Airport is \$258.

True Market Analysis

- A total of 12,194 airline tickets were sampled from travelers in the Wichita Falls study area.
- Airlines reporting tickets to ARC include: American, United, Delta, Frontier, Alaska and Lufthansa.
- Sixel Consulting Group makes adjustments to ARC data to account for LCC underreporting.
- LCC carriers include: Allegiant, Southwest, Spirit and Sun Country.
- After making the adjustment for LCC carriers, an estimated 1,360 total passengers per day are generated to/from the study area with Wichita Falls capturing 125 passengers per day - 9.2% of the total.
- Those Wichita Falls study area passengers using Dallas/Ft Worth generated 470 passengers per day - 34.6% of the Wichita Falls study area total, while Oklahoma City captured 469 passengers per day - 34.5%.
- 1,243 Wichita Falls study area passengers per day - 91.5% - travel to/from domestic U.S. airports.
- 116 Wichita Falls study area passengers per day are international passengers.
- American captured the largest share of passengers in the Wichita Falls study area, generating 673 PDEW 49.5% of the total followed by Southwest (372 PDEW, 27.4% share) and Delta (103 PDEW, 7.6% share).
- Houston is the largest passenger market in the Wichita Falls study area, generating 91 PDEW. Las Vegas is the 2nd largest passenger market in the study area, generating 70 PDEW.
- The Wichita Falls study area generated a total of \$224.0 million in annual revenue.
- The average one-way airfare for Wichita Falls study area passengers is \$226.

Wichita Falls Regional Airport - Wichita Falls, Texas



Background / Methodology / Market Areas

Background

This Ticket Lift/True Market study had three components. The first used only tickets collected from the Airline Reporting Corporation. The second part of the study made an adjustment to ticketing data to take into account error rates from under-reported destinations (sample sizes too small to be accurate) and the effect of low-cost carriers with relatively low ratios of agency-booked tickets. The third part of the study takes into account the population, earnings and GDP from the catchment area to determine the macro level size of enplanements generated in the market. The final adjusted results therefore produce more relevant data.

Methodology

Sixel Consulting Group has a three-pronged approach to determining the size and characteristics of an airport's catchment area true market. The volume of traffic at carrier destination detail that is currently captured at any airport is recorded in the Department of Transportation's Origin & Destination Survey. This data is analyzed and corrected to account for sampling errors and carriers that do not participate in the survey. The characteristics of leaked traffic are then lifted from an analysis of tickets sold by airlines serving the region that make settlement transactions through the Airline Reporting Corporation (ARC). This data is then evaluated to determine its fitness for inclusion in a representative sample to eradicate any outliers. The volume of leaked traffic is determined by analyzing demographic and socio-economic data in the catchment area relative to regional and national tendencies. This is done using a proprietary basis for disseminating and evaluating population, personal income, and gross domestic product for a defined catchment area.

Specific travel information is recorded on airline ticket stock retained by many airlines and sent to ARC for processing. Sixel Consulting Group, Inc. (SCG) staff collected airline ticket data from ARC-reporting airlines serving the area and collected data of customers located in zip codes within the area. The information collected included: originating airports, destinations, connecting airports, purchase dates, departure and return dates, and airlines utilized. This data is analyzed to accomplish the objectives of the Ticket Lift Survey.

Proprietary analysis was accomplished to determine travel on low-cost carriers such as Southwest and Frontier. While ARC-reporting airlines continue to book a significant portion of travel, low-cost carriers (such as Southwest, jetBlue, Frontier and Sun Country) and scheduled charter airlines (such as Allegiant) get the vast majority of their bookings through company web portals and do not settle transactions through ARC. Therefore, tickets purchased through these non-traditional channels are not collected in the traditional Ticket Lift Survey – or others based on travel agency sales.

For this survey, Sixel Consulting Group has estimated leakage to low-cost carriers at airports throughout the region. By combining the Ticket Lift Survey information with information provided by the airlines to the U.S. Department of Transportation, SCG estimated the "true market" for the local airport. The true market is the total number of air travelers, including those that are using a competing airport, in the geographic area served by Wichita Falls Regional Airport. The "true market" estimate includes the size of the total market, and can also be used to provide estimates for specific destinations.

Study Airports / Market Areas / Hubs Studied

Study Airports

SPS	Wichita Falls Regional Airport
DFW	Dallas Fort Worth International Airport
OKC	Will Rogers World Airport
DAL	Dallas Love Field
LAW	Lawton-Ft Sill Regional Airport

Market Areas

Chicago	ORD / MDW
Dallas / Ft. Worth	DFW / DAL
Houston	IAH / HOU
London	LHR / LGW
Los Angeles Basin	LAX / BUR / SNA / ONT / LGB
Moscow	SVO / DME
New York / Newark	EWR / JFK / LGA / ISP / HPN
Norfolk / Newport News	ORF / PHF
Orlando / Sanford	MCO / SFB / LAL
Panama City	PFN / ECP
Paris	CDG / ORY
Phoenix / Mesa	PHX / AZA
San Francisco Bay Area	SFO / OAK / SJC
South Florida	MIA / FLL / PBI
South Texas	MFE / HRL / BRO
Tampa / St. Petersburg	TPA / PIE
Washington / Baltimore	DCA / BWI / IAD
Southwest Florida	RSW / PGD

Hubs Studied

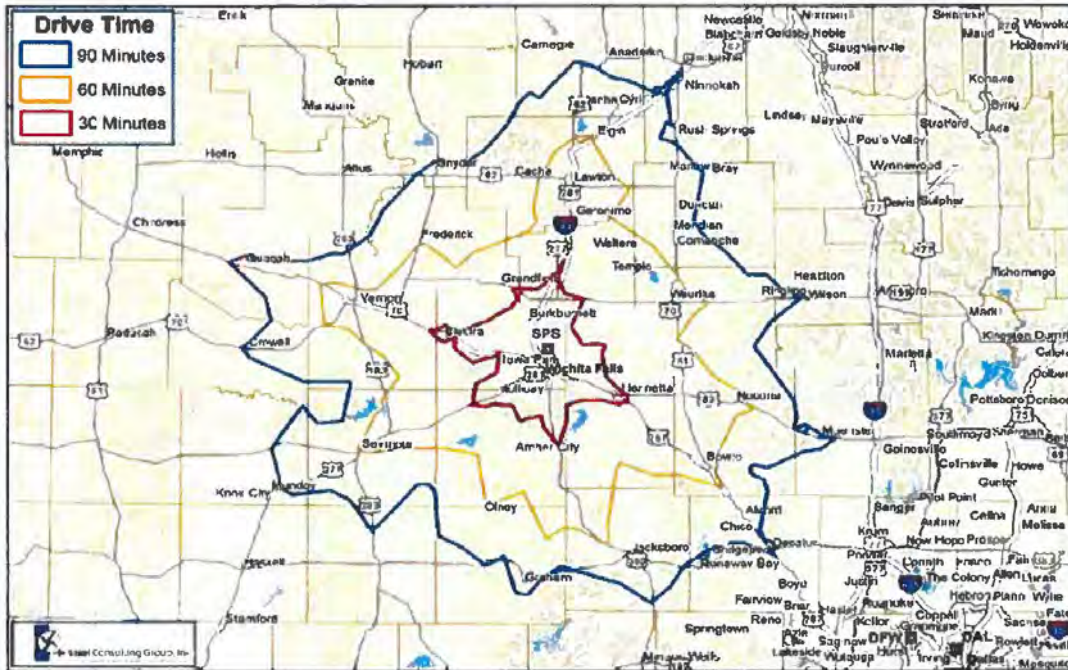
Atlanta / Delta	Ft Lauderdale / Spirit
Boston / American	Houston / United
Boston / JetBlue	Los Angeles / American
Charlotte / American	Los Angeles / United
Chicago / American	Miami / American
Chicago / Southwest	Minneapolis / Delta
Chicago / United	Newark / United
Cleveland / United	Philadelphia / American
Dallas / American	Phoenix / American
Denver / Frontier	Salt Lake City / Delta
Denver / Southwest	San Francisco / United
Denver / United	Seattle / Alaska
Detroit / Delta	

Wichita Falls Regional Airport - Wichita Falls, Texas



Section 1: Passenger Analysis

Distance / Population

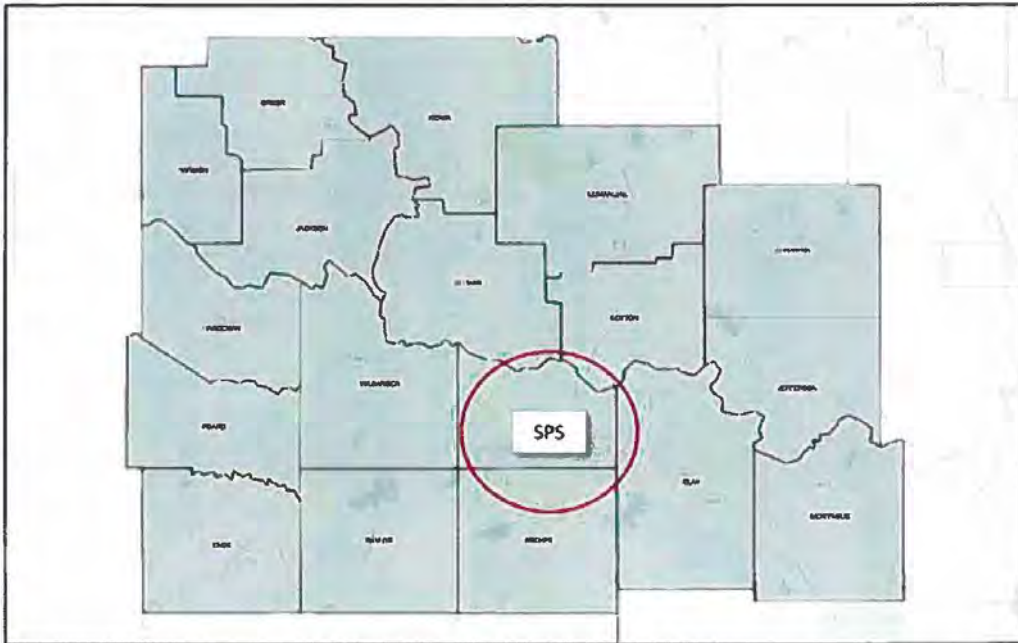


- Approximately 142,093 residents live within a 30 minute drive of Wichita Falls Regional Airport.
- Approximately 299,683 residents live within a 60 minute drive of Wichita Falls Regional Airport.
- Approximately 430,176 residents live within a 90 minute drive of Wichita Falls Regional Airport.

Wichita Falls Regional Airport - Wichita Falls, Texas

Wichita Falls Airport's Study Catchment Area

Study Area



Rank	County	Population	Per. Income*	Earnings*	SPS Share
1	Mills, TX	130,698	\$4,636,734	\$3,508,452	30.9%
2	Burnet, OK	125,815	\$4,653,216	\$3,760,861	31.3%
3	Bosque, OK	45,197	\$1,733,020	\$1,156,131	10.8%
4	Comanche, OK	26,447	\$855,070	\$649,421	5.9%
5	McLennan, TX	19,710	\$791,582	\$316,239	4.2%
6	Wilbarger, TX	13,404	\$463,394	\$315,875	3.0%
7	Lampasas, TX	10,721	\$469,528	\$162,456	2.3%
8	Bell, OK	9,416	\$281,230	\$129,439	1.7%
9	San Saba, TX	8,842	\$403,985	\$163,383	2.1%
10	Coryell, OK	8,061	\$200,343	\$91,339	1.3%
	Others	34,745	\$1,087,499	\$504,737	6.6%
	Total	433,056	\$15,575,601	\$10,758,333	100.0%

*thousands

Wichita Falls Regional Airport - Wichita Falls, Texas



Originating Airport for Wichita Falls Area Passengers

True Market with LCC Adjustment - TOTAL

Rank	Airport	Passengers	PDEW	Avg Fare	Share
1	Wichita Falls Regional Airport	91,270	125	\$258	9.2%
2	Dallas Fort Worth International Airport	343,080	470	\$245	34.6%
3	Will Rogers World Airport	342,697	468	\$213	34.5%
4	Dallas Love Field	109,652	150	\$137	11.0%
5	Lawton-Ft Sill Regional Airport	105,730	145	\$268	10.7%
Total Wichita Falls Area Passengers		992,439	1,360	\$226	100.0%

Originating Airport for Wichita Falls Area Passengers

True Market with LCC Adjustment - DOMESTIC ONLY

Rank	Airport	Passengers	PDEW	Avg Fare	Share
1	Wichita Falls Regional Airport	86,460	118	\$228	9.5%
2	Dallas Fort Worth International Airport	290,184	398	\$192	32.0%
3	Will Rogers World Airport	320,503	439	\$189	35.3%
4	Dallas Love Field	109,634	150	\$137	12.1%
5	Lawton-Ft Sill Regional Airport	100,890	138	\$242	11.1%
Wichita Falls Area Domestic Passengers		907,671	1,243	\$193	100.0%

Originating Airport for Wichita Falls Area Passengers

True Market with LCC Adjustment - INTERNATIONAL

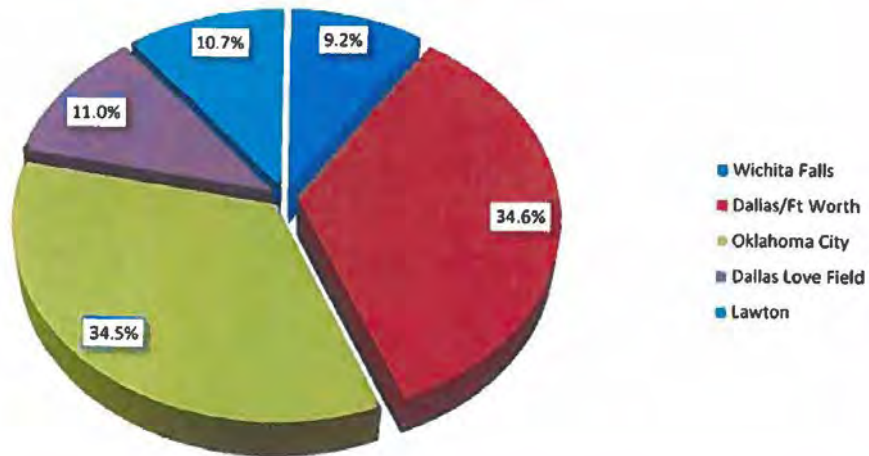
Rank	Airport	Passengers	PDEW	Avg Fare	Share
1	Wichita Falls Regional Airport	4,810	7	\$792	5.7%
2	Dallas Fort Worth International Airport	52,906	72	\$539	62.4%
3	Will Rogers World Airport	22,194	30	\$560	26.2%
4	Dallas Love Field	18	0	\$555	0.0%
5	Lawton-Ft Sill Regional Airport	4,840	7	\$824	5.7%
Wichita Falls Area Intl Passengers		84,768	116	\$575	100.0%

Wichita Falls Regional Airport - Wichita Falls, Texas



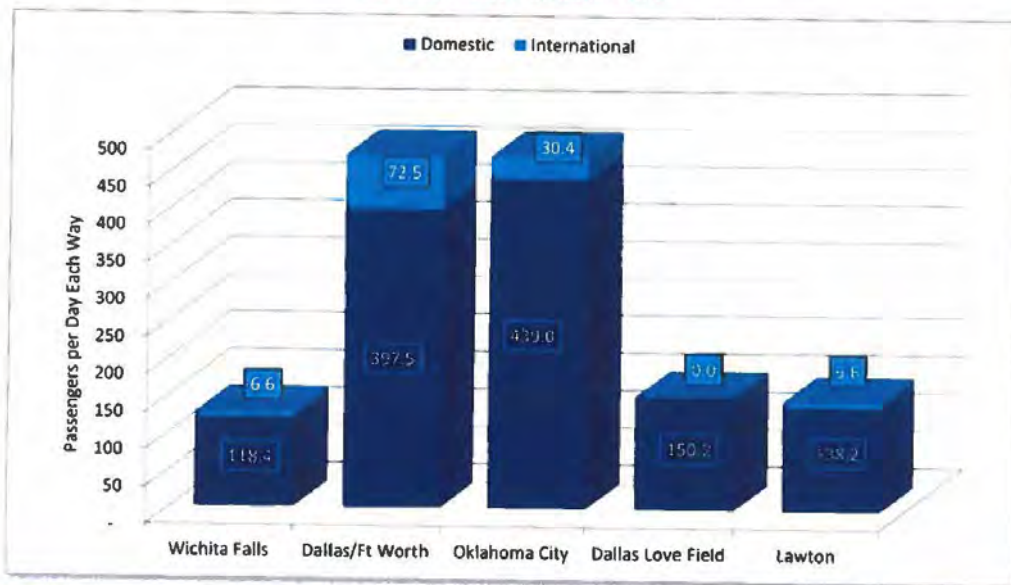
Originating Airport for Wichita Falls Area Passengers

True Market with LCC Adjustment - TOTAL



Originating Airport for Wichita Falls Area Passengers

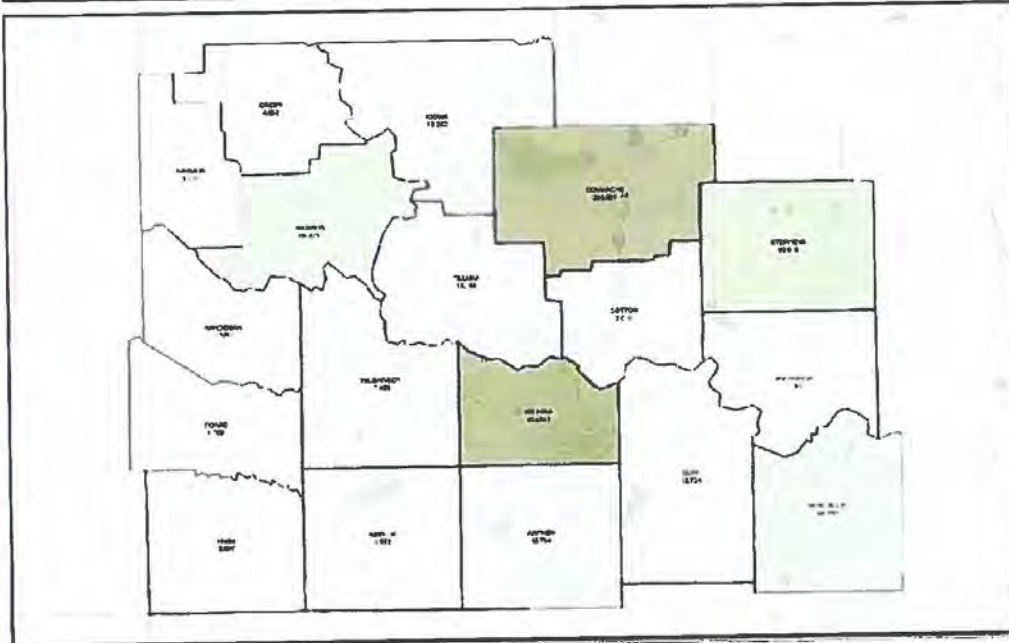
True Market with LCC Adjustment - TOTAL



Wichita Falls Regional Airport - Wichita Falls, Texas

Origination of Passengers in SPS Catchment Area by County

Passengers by County

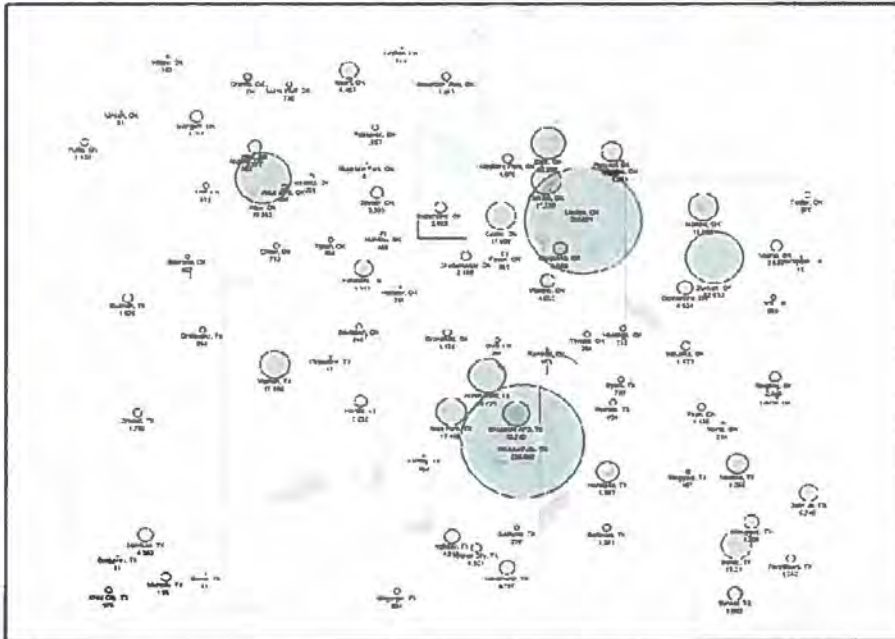


Rank	County	Passengers	Share	Rank	County	Passengers	Share
1	Wichita, TX	357,561	36.0%	11	Jefferson, OK	7,154	0.7%
2	Comanche, OK	338,537	34.1%	12	Cotton, OK	5,610	0.6%
3	Stephens, OK	88,618	8.9%	13	Greer, OK	4,553	0.5%
4	Jackson, OK	66,423	6.7%	14	Baylor, TX	4,553	0.5%
5	Montague, TX	44,390	4.5%	15	Knox, TX	3,089	0.3%
6	Wilbarger, TX	17,480	1.8%	16	Hardeman, TX	2,520	0.3%
7	Kiowa, OK	13,252	1.3%	17	Foard, TX	1,789	0.2%
8	Archer, TX	12,764	1.3%	18	Harmon, OK	1,220	0.1%
9	Clay, TX	12,764	1.3%				
10	Tillman, OK	10,163	1.0%				
	Others					0	0.0%
	Total					992,439	100.0%

Wichita Falls Regional Airport - Wichita Falls, Texas

Origination of Passengers in SPS Catchment Area by City

Passengers by City

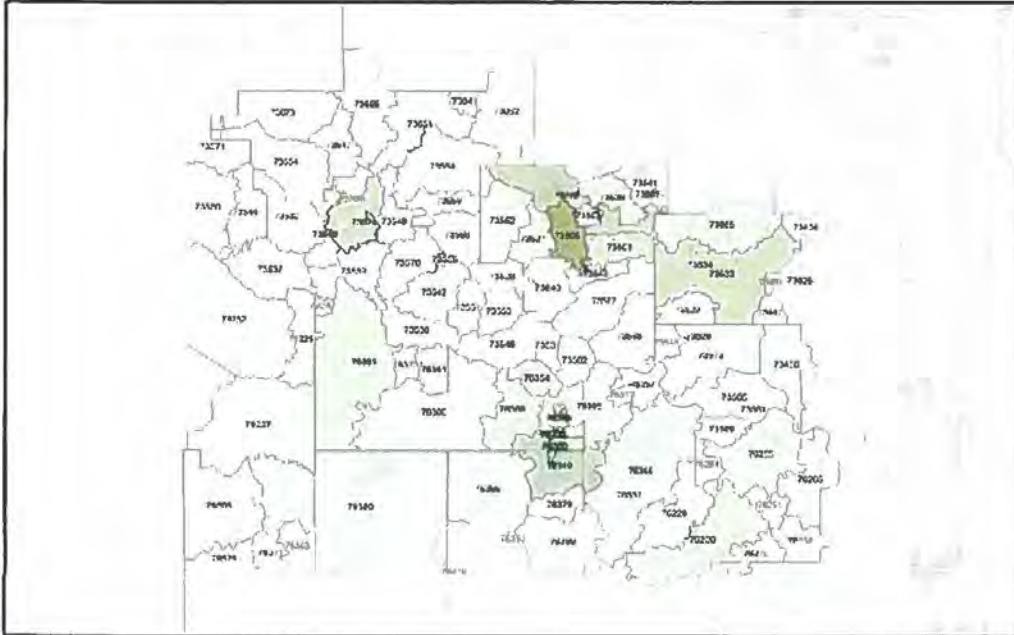


Rank	City	Passengers	Share	Rank	City	Passengers	Share
1	Wichita Falls, TX	296,098	29.8%	11	Fort Sill, OK	17,236	1.7%
2	Lawton, OK	260,081	26.2%	12	Marlow, OK	16,992	1.7%
3	Duncan, OK	62,683	6.3%	13	Sheppard AFB, TX	13,740	1.4%
4	Altus, OK	59,593	6.0%	14	Henrietta, TX	9,837	1.0%
5	Burkburnett, TX	26,829	2.7%	15	Nocona, TX	9,268	0.9%
6	Elgin, OK	22,602	2.3%	16	Fletcher, OK	8,618	0.9%
7	Bowie, TX	18,211	1.8%	17	Frederick, OK	6,911	0.7%
8	Cache, OK	17,805	1.8%	18	Saint Jo, TX	6,748	0.7%
9	Iowa Park, TX	17,480	1.8%	19	Hobart, OK	6,423	0.6%
10	Vernon, TX	17,398	1.8%	20	Windthorst, TX	4,797	0.5%
Others						93,090	9.4%
Total						992,439	100.0%

Wichita Falls Regional Airport - Wichita Falls, Texas

Origination of Passengers in SPS Catchment Area by Zip Code

Passengers by Zip Code



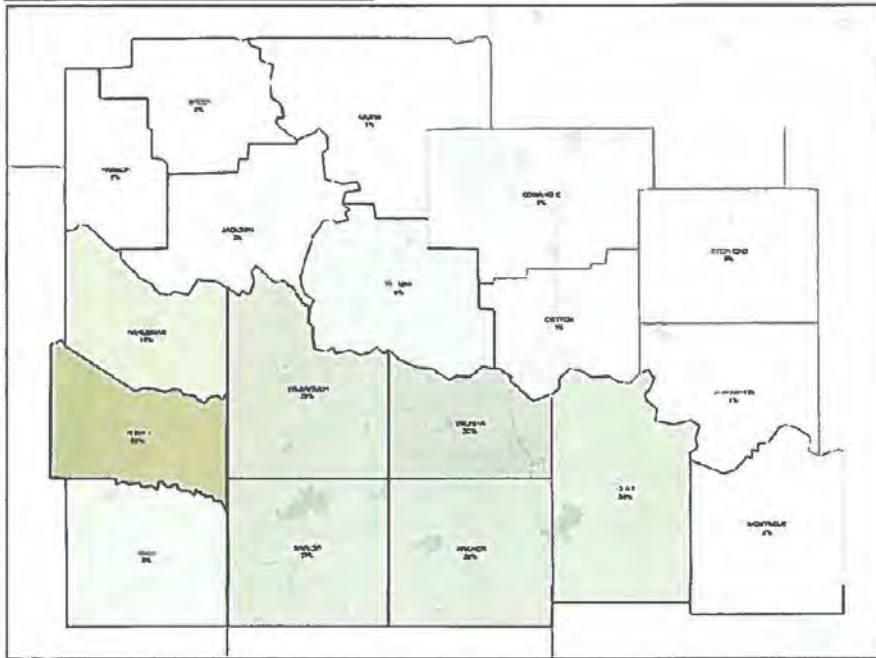
Rank	Zip Code	Passengers	Share	Rank	Zip Code	Passengers	Share
1	73505	138,699	14.0%	11	76354	26,829	2.7%
2	76308	87,886	8.9%	12	73538	22,602	2.3%
3	76310	76,260	7.7%	13	76301	20,813	2.1%
4	73507	74,472	7.5%	14	76230	18,211	1.8%
5	73533	59,187	6.0%	15	73527	17,805	1.8%
6	73521	57,805	5.8%	16	76367	17,480	1.8%
7	76309	40,407	4.1%	17	73503	17,236	1.7%
8	73501	37,398	3.8%	18	73055	16,992	1.7%
9	76306	28,537	2.9%	19	76384	15,610	1.6%
10	76302	27,805	2.8%	20	76311	13,740	1.4%
Others						176,667	17.8%
Total						992,439	100.0%

Wichita Falls Regional Airport - Wichita Falls, Texas



Retention of Passengers at SPS by County

Retention by County



Rank	County	Passengers	Retention	Rank	County	Passengers	Retention
1	Foard, TX	1,789	54.5%	11	Comanche, OK	338,537	2.6%
2	Wichita, TX	357,561	35.5%	12	Jackson, OK	66,423	2.6%
3	Wilbarger, TX	17,480	28.8%	13	Montague, TX	44,390	2.0%
4	Archer, TX	12,764	28.0%	14	Jefferson, OK	7,154	1.1%
5	Baylor, TX	4,553	26.8%	15	Kiowa, OK	13,252	0.6%
6	Clay, TX	12,764	24.2%	16	Stephens, OK	88,618	0.3%
7	Hardeman, TX	2,520	19.4%	17	Greer, OK	4,553	0.0%
8	Knox, TX	3,089	7.9%	18	Harmon, OK	1,220	0.0%
9	Tillman, OK	10,163	6.4%				
10	Cotton, OK	5,610	2.9%				
Others						0	
Total						992,439	

Wichita Falls Regional Airport - Wichita Falls, Texas



True Market Passenger Distribution at Wichita Falls



Passenger Summary

Destinations by market: Based on the analysis, the top five passenger markets for the Wichita Falls area are Houston, Las Vegas, Denver, the Los Angeles Basin and Chicago. These five market areas comprise 25.0% of Wichita Falls area demand, with the 20 largest markets generating at least 18 passengers per day each way.

Largest Destination: Based on the analysis, the largest true passenger market for the Wichita Falls area is Houston. The Wichita Falls area generated a total of 66,351 passengers in Twelve Months Ended September 2014 - 91 PDEW to Houston. 3.6% of Wichita Falls area - Houston passengers use Wichita Falls Regional Airport while 8.9% use Dallas Fort Worth International Airport.

Passenger Retention: Among the 50 largest true passenger markets, Wichita Falls Regional Airport retains the largest percentage of Wichita Falls area passengers to Dallas / Ft. Worth (59.6%), Pittsburgh, (32.2%) and Columbus (27.7%). Wichita Falls Regional Airport retains the lowest number of area passengers to Lubbock (0.4%), Amarillo, (0.2%) and Bullhead City / Laughlin (0.0%).

Passenger Retention: Among the 50 largest true passenger markets, Dallas Fort Worth International Airport captures the largest percentage of Wichita Falls area passengers to Cancun (78.5%), Boston, (57.9%) and South Florida (56.2%). Dallas Fort Worth International Airport captures the lowest number of area passengers to Raleigh / Durham (11.7%), Houston, (8.9%) and Dallas / Ft. Worth (0.0%).

Wichita Falls Regional Airport - Wichita Falls, Texas



100 Largest True O&D Passenger Markets to/from the Wichita Falls Area

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Airport(s)	SPS PDEW	Leaked PDEW	True PDEW	True O&D Pax	Avg Fare
1	Houston	IAH / HOU	3.3	87.6	90.9	66,351	\$150
2	Las Vegas	LAS	3.1	67.3	70.4	51,395	\$171
3	Denver	DEN	1.9	62.5	64.4	47,022	\$116
4	Los Angeles Basin	LAX / BUR / SNA / ONT / LGB	4.5	54.5	59.0	43,055	\$207
5	Chicago	ORD / MDW	2.8	52.9	55.8	40,705	\$167
6	Washington / Baltimore	DCA / BWI / IAD	5.3	42.1	47.4	34,608	\$226
7	San Francisco Bay Area	SFO / OAK / SJC	1.9	40.1	42.0	30,666	\$204
8	New York / Newark	EWB / JFK / LGA / ISP / HPN	4.7	37.0	41.8	30,485	\$240
9	Atlanta	ATL	3.4	34.5	37.9	27,677	\$179
10	Orlando / Sanford	MCO / SFB / LAL	2.8	30.8	33.6	24,558	\$173
11	Phoenix / Mesa	PHX / AZA	2.9	29.7	32.6	23,804	\$180
12	New Orleans	MSY	0.8	29.3	30.1	21,942	\$136
13	South Florida	MIA / FLL / PBI	1.9	25.1	27.0	19,741	\$189
14	El Paso	ELP	1.3	24.2	25.6	18,667	\$176
15	Seattle / Tacoma	SEA	2.4	21.4	23.8	17,339	\$229
16	San Diego	SAN	1.4	20.8	22.3	16,249	\$200
17	St Louis	STL	1.5	18.4	19.9	14,527	\$164
18	Kansas City	MCI	0.9	17.3	18.2	13,318	\$163
19	Austin	AUS	1.5	16.7	18.2	13,316	\$146
20	San Antonio	SAT	2.0	16.0	18.0	13,105	\$164
21	Boston	BOS	1.2	16.4	17.6	12,814	\$211
22	Philadelphia	PHL	2.2	14.5	16.7	12,207	\$218
23	Cancun	CUN	0.1	16.1	16.2	11,848	\$233
24	Minneapolis	MSP	1.5	13.7	15.3	11,138	\$200
25	Charlotte	CLT	1.5	13.4	15.0	10,914	\$227
26	Tampa / St. Petersburg	TPA / PIE	1.4	13.4	14.8	10,814	\$183
27	Detroit	DTW	1.2	12.2	13.4	9,798	\$207
28	Midland / Odessa	MAF	0.2	11.5	11.8	8,600	\$153
29	Lubbock	LBB	0.0	11.4	11.4	8,352	\$125
30	Nashville	BNA	1.8	9.5	11.3	8,242	\$191
31	Albuquerque	ABQ	0.8	9.4	10.1	7,402	\$159
32	South Texas	MFE / HRL / BRO	0.4	9.1	9.5	6,959	\$161
33	Portland, OR	PDX	0.8	8.7	9.5	6,928	\$210
34	Salt Lake City	SLC	1.8	7.7	9.5	6,925	\$208
35	Sacramento	SMF	1.6	7.4	9.0	6,581	\$240
36	Dallas / Ft. Worth	DFW / DAL	4.7	3.2	7.9	5,770	\$106
37	Amarillo	AMA	0.0	7.9	7.9	5,744	\$124
38	Huntsville	HSV	0.7	6.7	7.4	5,416	\$284
39	Pittsburgh	PIT	2.4	5.0	7.3	5,335	\$234
40	Bullhead City / Laughlin	IFP	0.0	7.1	7.1	5,203	\$224
41	Reno	RNO	0.3	6.7	7.1	5,160	\$218
42	Tulsa	TUL	0.2	6.0	6.1	4,485	\$95
43	Raleigh / Durham	ROU	1.7	4.4	6.1	4,478	\$224
44	Honolulu	HNL	0.8	5.2	5.9	4,310	\$455
45	Columbus	CMH	1.6	4.2	5.9	4,292	\$210
46	Jacksonville	JAX	1.0	4.9	5.9	4,283	\$208
47	Norfolk / Newport News	ORF / PHF	1.3	4.5	5.9	4,273	\$256
48	Indianapolis	IND	1.4	4.4	5.8	4,223	\$193
49	San Juan	SJU	0.3	5.2	5.8	4,057	\$266
50	Little Rock	LIT	1.0	4.4	5.4	3,936	\$159

continued on page 15

Wichita Falls Regional Airport - Wichita Falls, Texas



100 Largest True O&D Passenger Markets to/from the Wichita Falls Area

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Airport(s)	SPS PDEW	Leaked PDEW	True PDEW	True O&D PAX	Avg Fare
51	Charleston	CHS	0.6	4.6	5.2	3,802	\$217
52	Columbia	CAE	0.9	4.3	5.2	3,776	\$260
53	Birmingham	BHM	0.7	4.5	5.2	3,771	\$200
54	Cleveland	CLE	1.1	3.9	5.1	3,696	\$221
55	London	LHR / LGW	0.5	4.4	4.8	3,536	\$855
56	Southwest Florida	RSW / PGD	0.3	4.5	4.8	3,489	\$190
57	Fort Walton Beach	VPS	1.4	3.3	4.7	3,423	\$224
58	Milwaukee	MKE	0.5	4.1	4.6	3,372	\$192
59	Richmond	RIC	0.7	3.8	4.5	3,308	\$247
60	Corpus Christi	CRP	0.8	3.7	4.5	3,277	\$157
61	San Jose Del Cabo	SJD	0.0	4.0	4.0	2,937	\$245
62	Savannah	SAV	0.3	3.5	3.8	2,801	\$271
63	Omaha	OMA	1.0	2.7	3.7	2,714	\$192
64	Mexico City	MEX	0.1	3.5	3.6	2,598	\$261
65	Anchorage	ANC	0.7	2.7	3.4	2,482	\$383
66	Hartford	BDL	1.0	2.2	3.2	2,365	\$241
67	Louisville	SDF	0.6	2.5	3.2	2,317	\$202
68	Fayetteville	FAY	0.3	2.8	3.2	2,305	\$368
69	Pensacola	PNS	0.8	2.4	3.2	2,302	\$230
70	Cozumel	CZM	0.0	3.0	3.0	2,218	\$248
71	Buffalo	BUF	0.2	2.7	3.0	2,183	\$230
72	Kahului	OGG	0.0	2.9	3.0	2,182	\$417
73	Tucson	TUS	1.2	1.7	2.9	2,120	\$260
74	Manila	MNL	0.1	2.8	2.9	2,113	\$948
75	Dayton	DAY	1.0	1.7	2.7	1,976	\$202
76	Fresno	FAT	0.5	2.1	2.7	1,946	\$237
77	Frankfurt	FRA	0.6	2.0	2.6	1,876	\$688
78	Colorado Springs	COS	0.9	1.6	2.5	1,851	\$208
79	Seoul	ICN	0.2	2.3	2.5	1,782	\$902
80	Memphis	MEM	0.7	1.7	2.4	1,773	\$203
81	Toronto	YYZ	0.1	2.3	2.4	1,761	\$318
82	Vancouver	YVR	0.1	2.3	2.4	1,760	\$334
83	Cincinnati	CVG	0.5	1.8	2.4	1,741	\$259
84	Grand Rapids	GRR	0.7	1.7	2.4	1,721	\$212
85	Spokane	GEG	0.7	1.6	2.3	1,674	\$295
86	Oklahoma City	OKC	0.0	2.1	2.1	1,499	\$103
87	Greenville / Spartanburg	GSP	0.5	1.5	2.0	1,477	\$214
88	Knoxville	TYS	0.8	1.2	2.0	1,469	\$215
89	Des Moines	DSM	0.3	1.7	2.0	1,447	\$207
90	Wichita	ICT	0.1	1.8	1.9	1,381	\$115
91	Providence	PVD	0.1	1.7	1.8	1,338	\$255
92	Syracuse	SYR	0.3	1.5	1.8	1,335	\$259
93	Greensboro	GSO	0.2	1.6	1.8	1,304	\$233
94	Boise	BOI	0.5	1.2	1.7	1,277	\$295
95	Montego Bay	MBJ	0.0	1.7	1.7	1,266	\$294
96	Puerto Vallarta	PVR	0.1	1.6	1.7	1,265	\$260
97	Manchester	MHT	0.1	1.6	1.7	1,246	\$251
98	Nassau	NAS	0.1	1.6	1.7	1,222	\$291
99	St Thomas	STT	0.1	1.6	1.7	1,219	\$294
100	Punta Cana	PUJ	0.1	1.6	1.8	1,201	\$339
Total Passengers			109	1,106	1,215	419,511	\$215
Total True PDEW / Passengers / Avg Fare			125	1,234	1,360	892,439	\$226

Wichita Falls Regional Airport, Wichita Falls, Texas



Airport Shares at Largest True O&D Markets to/from the Wichita Falls Area Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeyed Passengers

Rank	Airport / Multiple Airport Metro Area	SPS PDEW	Other PDEW	True PDEW	True O&D Pax	True RDEW	True Revenue	Avg Fare
1	Houston	3.3	87.6	90.9	66,351	\$13,639	\$9,956,561	\$150
	Houston Hobby	1.5	79.5	81.0	59,108	\$11,970	\$8,737,771	\$148
	Houston IAH	1.8	8.2	9.9	7,243	\$1,670	\$1,218,810	\$168
4	Los Angeles Basin	4.5	54.5	59.0	43,055	\$11,414	\$8,897,035	\$207
	Los Angeles	2.2	36.5	38.7	28,217	\$7,794	\$5,689,644	\$202
	Orange County	1.3	9.9	11.3	8,221	\$2,329	\$1,700,460	\$207
	Ontario	0.9	4.7	5.6	4,099	\$1,291	\$942,174	\$230
	Burbank	0.0	3.2	3.2	2,343	\$703	\$512,940	\$219
	Long Beach	0.0	0.2	0.2	175	\$71	\$51,818	\$296
5	Chicago	2.8	52.8	55.6	40,705	\$9,335	\$6,815,254	\$167
	Chicago Midway	0.0	32.1	32.1	23,447	\$4,631	\$3,380,928	\$144
	Chicago O'Hare	2.8	20.8	23.6	17,258	\$4,705	\$3,434,326	\$199
6	Washington / Baltimore	5.3	42.1	47.4	34,808	\$10,704	\$7,814,017	\$226
	Baltimore	1.7	24.2	25.9	18,935	\$5,108	\$3,728,510	\$197
	Washington National	2.3	12.0	14.3	10,462	\$3,446	\$2,515,868	\$240
	Washington Dulles	1.3	5.9	7.1	5,211	\$2,150	\$1,569,639	\$301
7	San Francisco Bay Area	1.9	40.1	42.0	30,666	\$8,580	\$6,248,709	\$204
	San Francisco	1.4	22.4	23.8	17,364	\$4,989	\$3,642,070	\$210
	Oakland	0.0	11.4	11.4	8,297	\$1,994	\$1,455,512	\$175
	San Jose	0.5	6.4	6.9	5,005	\$1,577	\$1,151,128	\$230
8	New York / Newark	4.7	37.0	41.8	30,485	\$10,033	\$7,324,415	\$240
	La Guardia	2.9	24.5	27.4	20,015	\$6,444	\$4,704,144	\$235
	New York Newark	1.4	9.9	11.3	8,248	\$2,870	\$2,095,455	\$254
	New York J F Kennedy	0.3	1.8	2.1	1,559	\$516	\$376,409	\$241
	Islip	0.0	0.5	0.5	400	\$117	\$85,074	\$213
	White Plains	0.1	0.3	0.4	263	\$87	\$63,332	\$241
10	Orlando / Sanford	2.8	30.8	33.6	24,558	\$5,804	\$4,237,062	\$173
	Orlando	2.8	29.6	32.4	23,685	\$5,718	\$4,173,892	\$176
	Sanford	0.0	1.2	1.2	872	\$87	\$63,170	\$72
11	Phoenix / Mesa	2.9	29.7	32.6	23,804	\$5,885	\$4,296,391	\$180
	Phoenix	2.9	29.5	32.4	23,676	\$5,876	\$4,289,212	\$181
	Mesa Gateway	0.0	0.2	0.2	128	\$10	\$7,179	\$56
13	South Florida	1.9	25.1	27.0	19,741	\$5,117	\$3,735,210	\$189
	Fort Lauderdale	0.8	15.3	16.1	11,757	\$2,763	\$2,017,064	\$172
	Miami	0.7	7.6	8.3	6,035	\$1,800	\$1,314,251	\$218
	West Palm Beach	0.4	2.2	2.7	1,949	\$553	\$403,895	\$207
26	Tampa / St. Petersburg	1.4	13.4	14.8	10,814	\$2,715	\$1,982,019	\$183
	Tampa	1.4	13.4	14.8	10,814	\$2,715	\$1,982,019	\$183
	St. Petersburg	0.0	0.0	0.0	0	\$0	\$0	\$0

Wichita Falls Regional Airport - Wichita Falls, Texas



Airport Usage at 50 Largest True O&D Markets to/from the Wichita Falls Area

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeymen Passengers

Rank	Airport / Multiple Airport Metro Area	Wichita Falls		Dallas/Ft. Worth		Oklahoma City		Total O&D Pax
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	3.3	3.6%	8.1	8.9%	36.1	39.7%	66,351
2	Las Vegas	3.1	4.4%	25.4	36.0%	35.0	49.8%	51,395
3	Denver	1.9	2.9%	15.9	24.7%	44.7	69.3%	47,022
4	Los Angeles Basin	4.5	7.6%	24.5	41.5%	22.2	37.7%	43,055
5	Chicago	2.8	5.1%	9.3	16.6%	37.2	66.7%	40,705
6	Washington / Baltimore	5.3	11.2%	12.7	26.9%	18.3	38.6%	34,608
7	San Francisco Bay Area	1.9	4.5%	19.1	45.6%	16.0	38.2%	30,666
8	New York / Newark	4.7	11.3%	18.2	43.5%	12.8	30.7%	30,485
9	Atlanta	3.4	9.0%	11.8	31.1%	18.4	48.7%	27,677
10	Orlando / Sanford	2.8	8.4%	13.8	40.9%	11.9	35.5%	24,558
11	Phoenix / Mesa	2.9	9.0%	10.1	30.9%	14.9	45.6%	23,804
12	New Orleans	0.8	2.6%	9.8	32.7%	6.4	21.3%	21,942
13	South Florida	1.9	7.2%	15.2	56.2%	5.3	19.5%	19,741
14	El Paso	1.3	5.2%	5.6	22.1%	4.5	17.5%	16,657
15	Seattle / Tacoma	2.4	10.0%	11.5	48.5%	6.5	27.2%	17,339
16	San Diego	1.4	6.5%	9.8	44.0%	6.9	30.8%	16,249
17	St. Louis	1.5	7.6%	3.4	17.0%	10.2	51.2%	14,527
18	Kansas City	0.9	5.1%	4.5	24.6%	6.9	37.9%	13,316
19	Austin	1.5	8.4%	3.7	20.3%	3.8	20.8%	13,316
20	San Antonio	2.0	10.9%	2.5	14.1%	4.5	24.8%	13,105
21	Boston	1.2	6.6%	10.2	57.9%	4.4	24.8%	12,814
22	Philadelphia	2.2	13.2%	8.2	49.3%	3.5	20.9%	12,207
23	Cancun	0.1	0.8%	12.7	78.5%	3.1	19.2%	11,848
24	Minneapolis	1.5	10.1%	8.1	52.9%	4.0	26.3%	11,139
25	Charlotte	1.5	10.3%	7.0	48.7%	3.9	26.4%	10,914
26	Tampa / St. Petersburg	1.4	9.2%	6.3	42.4%	3.4	23.2%	10,814
27	Detroit	1.2	8.9%	5.8	43.6%	4.9	36.4%	9,798
28	Midland / Odessa	0.2	2.0%	2.3	19.7%	1.6	13.3%	8,600
29	Lubbock	0.0	0.4%	2.8	24.5%	1.7	14.9%	8,352
30	Nashville	1.8	15.8%	2.9	25.8%	3.0	26.5%	8,242
31	Albuquerque	0.8	7.7%	2.4	23.6%	2.3	23.2%	7,402
32	South Texas	0.4	4.6%	1.2	12.7%	3.5	36.6%	6,959
33	Portland, OR	0.8	7.9%	4.4	46.7%	3.3	34.9%	6,928
34	Salt Lake City	1.8	19.1%	2.9	30.8%	3.9	40.7%	6,925
35	Sacramento	1.6	17.6%	2.2	24.8%	3.4	37.9%	6,581
36	Dallas / Ft. Worth	4.7	59.6%	0.0	0.0%	0.0	0.0%	5,770
37	Amarillo	0.0	0.2%	2.1	26.1%	0.6	7.9%	5,744
38	Huntsville	0.7	10.0%	1.7	22.3%	2.4	32.1%	5,416
39	Pittsburgh	2.4	32.2%	1.8	24.0%	1.8	24.0%	5,335
40	Bullhead City / Laughlin	0.0	0.0%	2.8	39.4%	3.6	49.8%	5,203
41	Reno	0.3	4.8%	3.0	41.9%	3.3	46.8%	5,160
42	Tulsa	0.2	2.7%	2.4	39.8%	0.6	10.2%	4,485
43	Raleigh / Durham	1.7	27.7%	0.7	11.7%	0.6	10.3%	4,478
44	Honolulu	0.8	12.8%	3.0	51.2%	1.0	17.5%	4,310
45	Columbus	1.6	27.7%	1.4	23.7%	1.6	26.6%	4,292
46	Jacksonville	1.0	16.3%	2.1	36.7%	1.0	17.2%	4,283
47	Norfolk / Newport News	1.3	22.9%	1.4	24.2%	1.2	19.8%	4,273
48	Indianapolis	1.4	23.9%	1.8	31.5%	0.8	14.3%	4,223
49	San Juan	0.3	6.2%	2.3	41.9%	1.9	34.1%	4,057
50	Little Rock	1.0	17.8%	1.1	21.0%	1.5	27.2%	3,936
Grand Totals		125	9.2%	470	34.6%	469	34.5%	992,439

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Wichita Falls Regional Airport - Wichita Falls, Texas



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Steel Consulting Group, Inc.

Airport Usage at 50 Largest True O&D Markets to/from the Wichita Falls Area Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Dallas Love Field		Lawton		Total O&D Pax
		PDEW	Share	PDEW	Share	
1	Houston	41.7	45.9%	1.7	1.9%	66,351
2	Las Vegas	4.4	6.3%	2.5	3.5%	51,395
3	Denver	1.2	1.9%	0.7	1.1%	47,022
4	Los Angeles Basin	1.4	2.3%	6.4	10.9%	43,055
5	Chicago	4.4	7.9%	2.0	3.6%	40,705
6	Washington / Baltimore	1.9	3.9%	9.2	19.4%	34,608
7	San Francisco Bay Area	1.9	4.6%	3.0	7.1%	30,666
8	New York / Newark	0.3	0.6%	5.8	13.8%	30,485
9	Atlanta	1.1	2.8%	3.2	8.5%	27,677
10	Orlando / Sanford	2.1	6.3%	3.0	8.9%	24,558
11	Phoenix / Mesa	2.9	9.0%	1.8	5.5%	23,804
12	New Orleans	12.2	40.7%	0.8	2.7%	21,942
13	South Florida	0.9	3.3%	3.7	13.8%	19,741
14	El Paso	9.1	35.8%	5.0	19.4%	18,657
15	Seattle / Tacoma	0.0	0.2%	3.4	14.1%	17,339
16	San Diego	2.2	10.0%	1.9	8.7%	16,249
17	St Louis	3.4	17.3%	1.4	6.9%	14,527
18	Kansas City	4.9	26.8%	1.0	5.6%	13,318
19	Austin	8.3	45.7%	0.9	4.7%	13,316
20	San Antonio	5.3	29.5%	3.7	20.6%	13,105
21	Boston	0.0	0.0%	1.9	10.6%	12,814
22	Philadelphia	0.0	0.0%	2.8	16.6%	12,207
23	Cancun	0.0	0.0%	0.2	1.4%	11,848
24	Minneapolis	0.1	0.7%	1.5	10.1%	11,139
25	Charlotte	0.0	0.0%	2.5	16.7%	10,914
26	Tampa / St. Petersburg	1.2	8.4%	2.5	16.7%	10,814
27	Detroit	0.0	0.0%	1.5	11.1%	9,798
28	Midland / Odessa	7.5	63.3%	0.2	1.7%	8,600
29	Lubbock	6.9	59.9%	0.0	0.4%	8,352
30	Nashville	0.9	7.8%	2.7	24.1%	8,242
31	Albuquerque	4.1	40.8%	0.5	4.7%	7,402
32	South Texas	3.8	39.4%	0.6	6.8%	6,959
33	Portland, OR	0.2	1.9%	0.8	8.5%	6,828
34	Salt Lake City	0.0	0.2%	0.9	9.2%	6,825
35	Sacramento	0.3	3.6%	1.5	16.1%	6,581
36	Dallas / Ft. Worth	0.0	0.0%	3.2	40.4%	5,770
37	Amarillo	5.1	65.0%	0.1	0.9%	5,744
38	Huntsville	0.0	0.0%	2.6	35.6%	5,416
39	Pittsburgh	0.0	0.2%	1.4	19.5%	5,335
40	Bullhead City / Laughlin	0.0	0.0%	0.8	10.8%	5,203
41	Reno	0.2	3.2%	0.2	3.3%	5,160
42	Tulsa	2.9	47.3%	0.0	0.0%	4,485
43	Raleigh / Durham	0.1	1.0%	3.0	49.4%	4,478
44	Honolulu	0.0	0.0%	1.1	18.6%	4,310
45	Columbus	0.1	1.3%	1.2	20.7%	4,292
46	Jacksonville	0.2	2.7%	1.6	27.1%	4,283
47	Norfolk / Newport News	0.0	0.5%	1.9	32.5%	4,273
48	Indianapolis	0.2	2.8%	1.6	27.5%	4,223
49	San Juan	0.1	2.1%	0.9	15.8%	4,057
50	Little Rock	1.5	27.7%	0.3	6.4%	3,936
For 50 Markets		145	73.6%	101	5.9%	729,207
Total True PDEW / Share		150	11.0%	145	10.7%	892,439

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Wichita Falls Regional Airport - Wichita Falls, Texas



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Point of Origin at 100 Largest True O&D Markets to/from the Wichita Falls Area

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Airport(s)	Outbound PDEW	Outbound Share	Inbound PDEW	Inbound Share	True PDEW	Total O&D PDEW
1	Houston	IAH / HOU	57.3	63.0%	33.6	37.0%	90.9	66,351
2	Las Vegas	LAS	59.7	84.8%	10.7	15.2%	70.4	51,398
3	Denver	DEN	35.4	55.0%	29.0	45.0%	64.4	47,022
4	Los Angeles Basin	LAX / BUR / SNA / ONT / LGB	32.0	54.2%	27.0	45.8%	59.0	43,055
5	Chicago	ORD / MDW	28.6	51.3%	27.2	48.7%	55.8	40,705
6	Washington / Baltimore	DCA / BWI / IAD	25.5	53.8%	21.9	46.2%	47.4	34,608
7	San Francisco Bay Area	SFO / OAK / SJC	24.9	59.3%	17.1	40.7%	42.0	30,666
8	New York / Newark	EWK / JFK / LGA / ISP / HPN	21.8	52.3%	19.8	47.7%	41.8	30,485
9	Atlanta	ATL	18.0	47.4%	19.9	52.6%	37.9	27,677
10	Orlando / Sanford	MCO / SFB / LAL	26.4	75.4%	8.3	24.6%	33.6	24,558
11	Phoenix / Mesa	PHX / AZA	18.7	57.3%	13.8	42.7%	32.6	23,804
12	New Orleans	MSY	21.4	71.2%	8.6	28.8%	30.1	21,942
13	South Florida	MIA / FLL / PBI	17.3	64.0%	9.7	36.0%	27.0	19,741
14	El Paso	ELP	15.4	60.4%	10.1	39.6%	25.6	18,657
15	Seattle / Tacoma	SEA	13.1	55.0%	10.7	45.0%	23.8	17,339
16	San Diego	SAN	14.1	63.5%	8.1	36.5%	22.3	16,249
17	St Louis	STL	11.5	57.8%	8.4	42.2%	19.9	14,527
18	Kansas City	MCI	11.1	60.7%	7.2	39.3%	18.2	13,318
19	Austin	AUS	11.3	62.0%	6.9	38.0%	18.2	13,316
20	San Antonio	SAT	11.9	66.1%	8.1	33.9%	18.0	13,105
21	Boston	BOS	9.6	54.6%	8.0	45.4%	17.6	12,814
22	Philadelphia	PHL	7.9	47.2%	8.8	52.8%	16.7	12,207
23	Cancun	CUN	14.5	89.2%	1.8	10.8%	16.2	11,848
24	Minneapolis	MSP	8.9	45.3%	8.3	54.7%	15.3	11,139
25	Charlotte	CLT	7.1	47.6%	7.8	52.4%	15.0	10,914
26	Tampa / St. Petersburg	TPA / PIE	8.5	57.5%	6.3	42.5%	14.8	10,814
27	Detroit	DTW	5.9	44.1%	7.5	55.9%	13.4	9,798
28	Midland / Odessa	MAF	8.1	69.0%	3.7	31.0%	11.8	8,600
29	Lubbock	LBB	7.5	65.9%	3.9	34.1%	11.4	8,352
30	Nashville	BNA	6.5	57.2%	4.8	42.8%	11.3	8,242
31	Albuquerque	ABQ	6.8	67.1%	3.3	32.9%	10.1	7,402
32	South Texas	MFE / HRL / BRO	5.6	58.8%	3.9	41.2%	9.5	6,959
33	Portland, OR	PDX	5.0	52.2%	4.5	47.8%	9.5	6,928
34	Salt Lake City	SLC	5.2	54.7%	4.3	45.3%	9.5	6,825
35	Sacramento	SMF	4.3	48.0%	4.7	52.0%	9.0	6,581
36	Dallas / Ft. Worth	DFW / DAL	4.0	50.6%	3.9	49.4%	7.9	5,770
37	Amarillo	AMA	5.1	64.3%	2.8	35.7%	7.9	5,744
38	Huntsville	HSV	3.6	48.6%	3.8	51.4%	7.4	5,416
39	Pittsburgh	PIT	3.6	49.9%	3.7	50.1%	7.3	5,335
40	Bullhead City / Laughlin	IFP	3.6	51.1%	3.5	48.9%	7.1	5,203
41	Reno	RNO	5.1	71.8%	2.0	28.2%	7.1	5,160
42	Tulsa	TUL	3.6	58.4%	2.6	41.6%	6.1	4,485
43	Raleigh / Durham	RDU	3.0	48.7%	3.1	51.3%	6.1	4,478
44	Honolulu	HNL	4.6	78.3%	1.3	21.7%	5.9	4,310
45	Columbus	CMH	2.9	49.5%	3.0	50.5%	5.9	4,292
46	Jacksonville	JAX	3.2	55.0%	2.6	45.0%	5.9	4,283
47	Norfolk / Newport News	ORF / PHF	2.9	49.9%	2.9	50.1%	5.9	4,273
48	Indianapolis	IND	2.8	48.2%	3.0	51.8%	5.8	4,223
49	San Juan	SJU	3.8	68.7%	1.7	31.3%	5.6	4,057
50	Little Rock	LIT	3.3	60.6%	2.1	39.4%	5.4	3,938

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Point of Origin at 100 Largest True O&D Markets to/from the Wichita Falls Area
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeyed Passengers

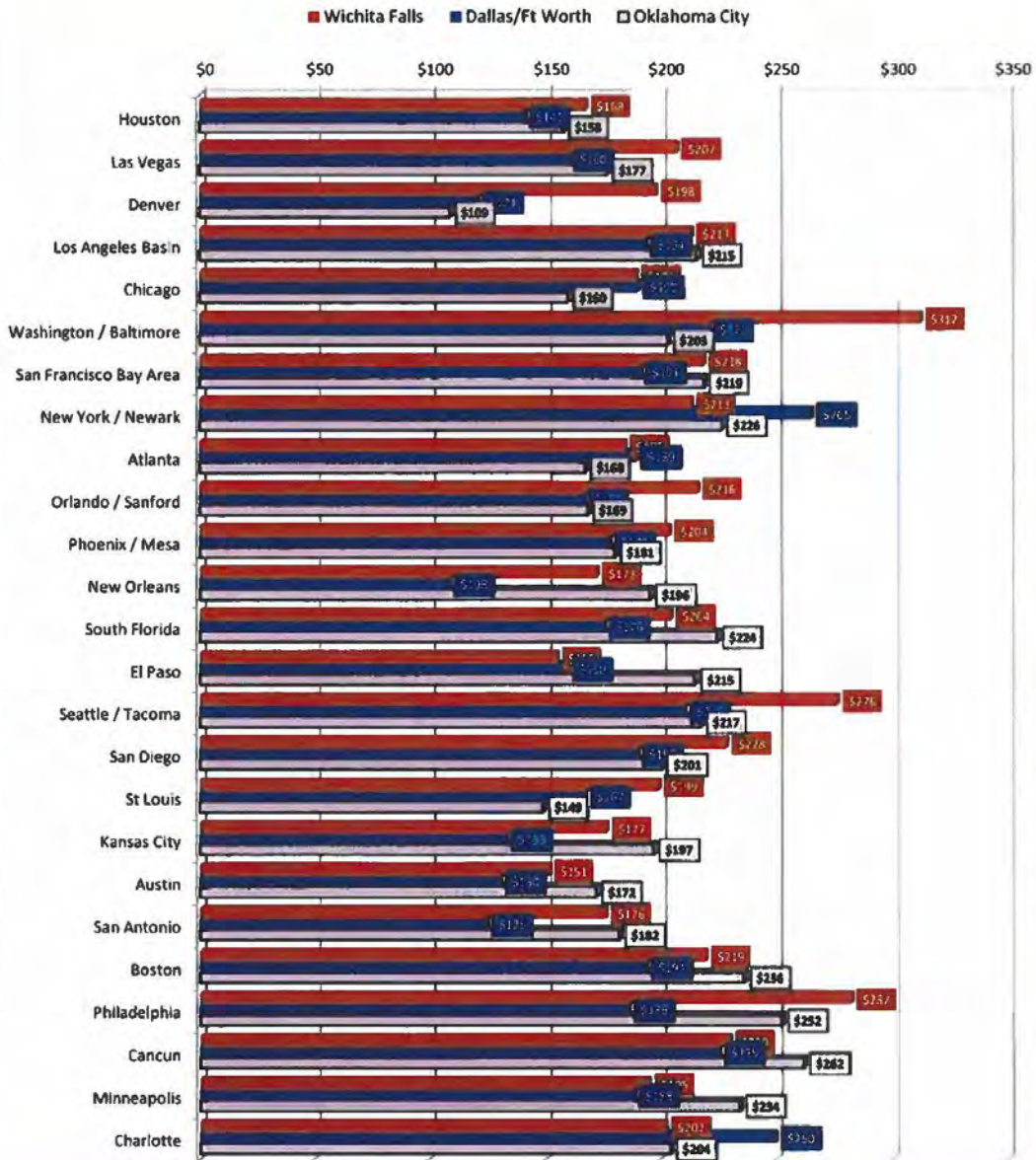
Rank	Airport / Multiple Airport Metro Area	Airport(s)	Outbound PDEW	Outbound Share	Inbound PDEW	Inbound Share	True PDEW	Total O&D Pax
51	Charleston	CHS	3.3	62.8%	1.9	37.2%	5.2	3,802
52	Columbia	CAE	2.7	51.9%	2.5	48.1%	5.2	3,776
53	Birmingham	BHM	2.9	56.8%	2.2	43.2%	5.2	3,771
54	Cleveland	CLE	2.4	47.6%	2.7	52.4%	5.1	3,695
55	London	LHR / LGW	3.0	61.5%	1.9	38.5%	4.8	3,536
56	Southwest Florida	RSW / PGD	3.2	66.0%	1.6	34.0%	4.8	3,489
57	Fort Walton Beach	VPS	3.7	78.0%	1.0	22.0%	4.7	3,423
58	Milwaukee	MKE	2.3	49.5%	2.3	50.5%	4.6	3,372
59	Richmond	RIC	2.2	48.6%	2.3	51.4%	4.5	3,308
60	Corpus Christi	CRP	2.9	64.7%	1.6	35.3%	4.5	3,277
61	San Jose Del Cabo	SJD	3.7	92.2%	0.3	7.8%	4.0	2,937
62	Savannah	SAV	2.4	63.0%	1.4	37.0%	3.8	2,801
63	Omaha	OMA	1.8	48.9%	1.9	51.1%	3.7	2,714
64	Mexico City	MEX	1.8	51.3%	1.7	48.7%	3.6	2,598
65	Anchorage	ANC	2.0	57.5%	1.4	42.5%	3.4	2,482
66	Hartford	BDL	1.5	46.9%	1.7	53.1%	3.2	2,365
67	Louisville	SDF	1.7	53.6%	1.5	46.4%	3.2	2,317
68	Fayetteville	FAY	1.5	46.5%	1.7	53.5%	3.2	2,305
69	Pensacola	PNS	2.1	65.4%	1.1	34.6%	3.2	2,302
70	Cozumel	CZM	2.7	88.7%	0.3	11.3%	3.0	2,218
71	Buffalo	BUF	1.5	49.1%	1.5	50.9%	3.0	2,183
72	Kahului	OGG	2.7	91.9%	0.2	8.1%	3.0	2,182
73	Tucson	TUS	1.6	53.6%	1.3	46.4%	2.9	2,120
74	Manila	MNL	2.0	69.2%	0.9	30.8%	2.9	2,113
75	Dayton	DAY	1.2	44.0%	1.5	56.0%	2.7	1,976
76	Fresno	FAT	1.3	48.5%	1.4	51.5%	2.7	1,946
77	Frankfurt	FRA	1.5	58.0%	1.1	42.0%	2.6	1,876
78	Colorado Springs	COS	1.6	61.5%	1.0	38.5%	2.5	1,851
79	Seoul	ICN	1.2	48.8%	1.3	51.2%	2.5	1,792
80	Memphis	MEM	1.3	54.4%	1.1	45.6%	2.4	1,773
81	Toronto	YYZ	1.5	61.3%	0.9	38.7%	2.4	1,761
82	Vancouver	YVR	1.6	67.5%	0.8	32.5%	2.4	1,760
83	Cincinnati	CVG	1.0	43.5%	1.3	56.5%	2.4	1,741
84	Grand Rapids	GRR	1.1	44.6%	1.3	55.4%	2.4	1,721
85	Spokane	GEG	1.2	50.9%	1.1	49.1%	2.3	1,674
86	Oklahoma City	OKC	1.4	68.6%	0.6	31.4%	2.1	1,499
87	Greenville / Spartanburg	GSP	1.0	50.3%	1.0	49.7%	2.0	1,477
88	Knoxville	TYS	1.0	51.2%	1.0	48.8%	2.0	1,469
89	Des Moines	DSM	0.9	47.9%	1.0	52.1%	2.0	1,447
90	Wichita	ICT	1.1	56.5%	0.8	43.5%	1.9	1,361
91	Providence	PVD	0.8	41.3%	1.1	58.7%	1.8	1,338
92	Syracuse	SYR	0.9	49.0%	0.9	51.0%	1.8	1,335
93	Greensboro	GSO	0.9	50.1%	0.9	49.9%	1.8	1,304
94	Boise	BOI	0.8	45.8%	0.9	54.2%	1.7	1,277
95	Montego Bay	MBJ	1.6	93.0%	0.1	7.0%	1.7	1,266
96	Puerto Vallarta	PVR	1.6	91.9%	0.1	8.1%	1.7	1,255
97	Manchester	MHT	0.7	39.3%	1.0	60.7%	1.7	1,246
98	Nassau	NAS	1.5	91.6%	0.1	8.4%	1.7	1,222
99	St Thomas	STT	1.5	88.8%	0.2	11.2%	1.7	1,219
100	Punta Cana	PUJ	1.4	85.9%	0.2	14.1%	1.6	1,201
Top 100 Markets			726	58.8%	488	40.2%	1,216	991,981
Total True PDEW / Passengers			814	59.8%	546	40.2%	1,360	992,439

Wichita Falls Regional Airport - Wichita Falls, Texas



Section 2: Revenue and Fare Analysis

Average Fares at Top 25 Wichita Falls Area Markets



Wichita Falls Regional Airport - Wichita Falls, Texas

Originating Airport for Wichita Falls Area Revenue

True Market with LCC Adjustment - TOTAL

Rank	Airport	Revenue	RDEW	Avg Fare	Share
1	Wichita Falls Regional Airport	\$23,562,821	\$32,278	\$258	10.5%
2	Dallas Fort Worth International Airport	\$84,098,115	\$115,203	\$245	37.5%
3	Will Rogers World Airport	\$72,972,443	\$99,962	\$213	32.6%
4	Dallas Love Field	\$15,001,966	\$20,551	\$137	6.7%
5	Lawton-Ft Sill Regional Airport	\$28,369,410	\$38,862	\$268	12.7%
Total Wichita Falls Area Revenue		\$224,004,755	\$306,856	\$226	100.0%

Originating Airport for Wichita Falls Area Revenue

True Market with LCC Adjustment - DOMESTIC ONLY

Rank	Airport	Revenue	RDEW	Avg Fare	Share
1	Wichita Falls Regional Airport	\$19,754,198	\$27,061	\$228	11.3%
2	Dallas Fort Worth International Airport	\$55,596,829	\$76,160	\$192	31.7%
3	Will Rogers World Airport	\$60,539,001	\$82,930	\$189	34.5%
4	Dallas Love Field	\$14,991,807	\$20,537	\$137	8.6%
5	Lawton-Ft Sill Regional Airport	\$24,382,819	\$33,401	\$242	13.9%
Wichita Falls Area Domestic Revenue		\$175,264,654	\$240,089	\$193	100.0%

Originating Airport for Wichita Falls Area Revenue

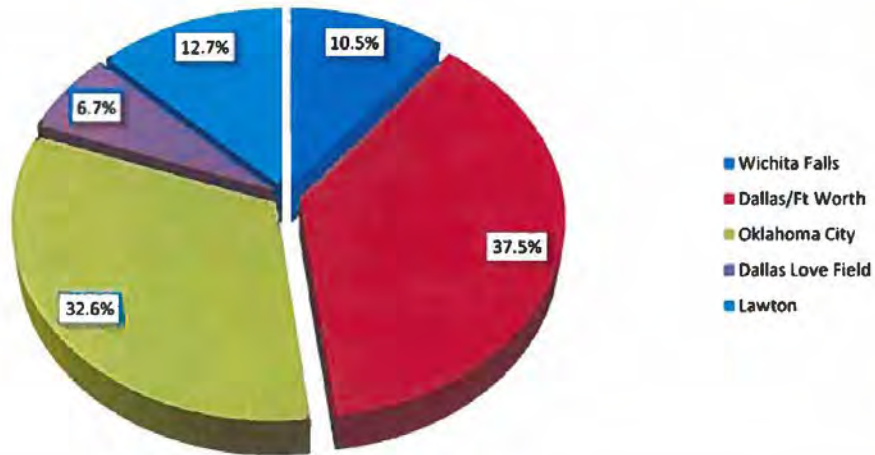
True Market with LCC Adjustment - INTERNATIONAL

Rank	Airport	Revenue	RDEW	Avg Fare	Share
1	Wichita Falls Regional Airport	\$3,808,623	\$5,217	\$792	7.8%
2	Dallas Fort Worth International Airport	\$28,501,287	\$39,043	\$539	58.5%
3	Will Rogers World Airport	\$12,433,441	\$17,032	\$560	25.5%
4	Dallas Love Field	\$10,159	\$14	\$555	0.0%
5	Lawton-Ft Sill Regional Airport	\$3,986,592	\$5,461	\$824	8.2%
Wichita Falls Area Intl Revenue		\$48,740,101	\$66,767	\$575	100.0%

Wichita Falls Regional Airport - Wichita Falls, Texas

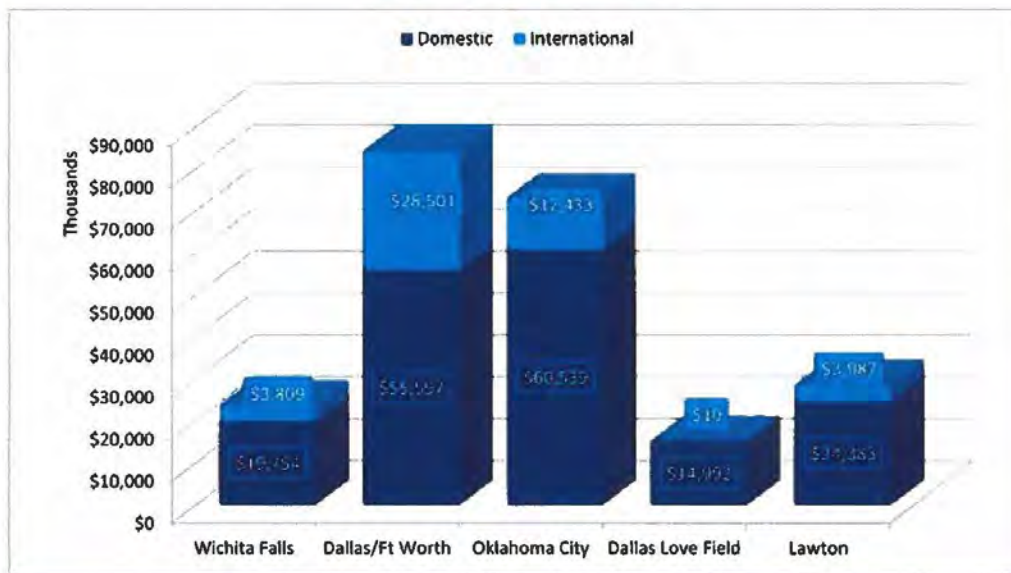
Originating Airport for Wichita Falls Area Revenue

True Market with LCC Adjustment - TOTAL



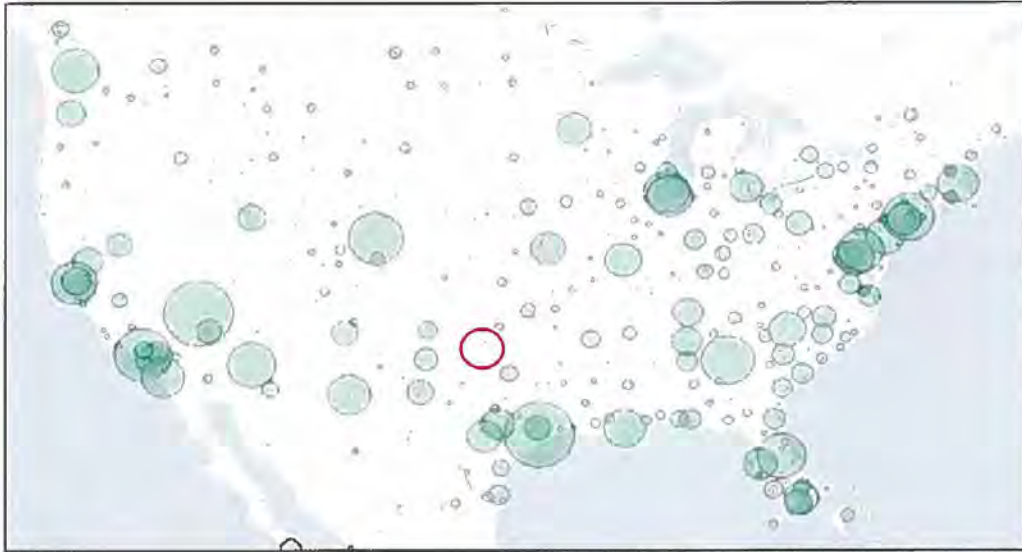
Originating Airport for Wichita Falls Area Revenue

True Market with LCC Adjustment - TOTAL



Wichita Falls Regional Airport - Wichita Falls, Texas

True Market Revenue Distribution at Wichita Falls



Revenue Summary

Destinations by market: Based on the analysis, the top five revenue markets for the Wichita Falls area are Houston, the Los Angeles Basin, Las Vegas, Washington / Baltimore and New York / Newark. These five market areas comprise 19.1% of Wichita Falls area revenue, with the 20 largest markets generating at least \$3,642 per day each way.

Largest Destination: Based on the analysis, the largest true revenue market for the Wichita Falls area is Houston. The Wichita Falls area generated a total of \$10.0 million in Twelve Months Ended September 2014 - \$13,639 RDEW to Houston. 4.0% of Wichita Falls area - Houston revenue is captured at Wichita Falls Regional Airport while 8.3% is captured at Dallas Fort Worth International Airport.

Revenue Retention: Among the 50 largest true revenue markets, Wichita Falls Regional Airport retains the largest percentage of Wichita Falls area revenue to Raleigh / Durham (32.5%), Pittsburgh, (31.9%) and Anchorage (26.7%). Wichita Falls Regional Airport retains the lowest amount of area revenue to Cancun (0.8%), Lubbock, (0.7%) and Bullhead City / Laughlin (0.0%).

Revenue Retention: Among the 50 largest true revenue markets, Dallas Fort Worth International Airport captures the largest percentage of Wichita Falls area revenue to Cancun (75.9%), Manila, (74.0%) and London (68.9%). Dallas Fort Worth International Airport captures the lowest amount of area revenue to South Texas (11.6%), San Antonio, (10.7%) and Houston (8.4%).

Wichita Falls Regional Airport - Wichita Falls, Texas



100 Largest True O&D Revenue Markets to/from the Wichita Falls Area

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Airport(s)	SPS O&D Rev	Linked O&D Rev	Total O&D Rev	RDBW	Avg Fare
1	Houston	IAH / HOU	\$398,820	\$9,557,781	\$9,956,581	\$13,639	\$150
2	Los Angeles Basin	LAX / BUR / SNA / ONT / LGB	\$696,030	\$8,201,005	\$8,897,035	\$12,188	\$207
3	Las Vegas	LAS	\$464,870	\$8,302,133	\$8,767,003	\$12,010	\$171
4	Washington / Baltimore	DCA / BWI / IAD	\$1,210,710	\$6,603,307	\$7,814,017	\$10,704	\$226
5	New York / Newark	EWK / JFK / LGA / ISP / HPN	\$735,140	\$6,589,275	\$7,324,415	\$10,033	\$240
6	Chicago	ORD / MDW	\$392,230	\$6,423,024	\$6,815,254	\$9,336	\$167
7	San Francisco Bay Area	SFO / OAK / SJC	\$303,340	\$5,945,369	\$6,248,709	\$8,560	\$204
8	Denver	DEN	\$273,070	\$5,189,884	\$5,462,954	\$7,483	\$116
9	Atlanta	ATL	\$459,720	\$4,499,234	\$4,958,954	\$6,793	\$179
10	Phoenix / Mesa	PHX / AZA	\$435,620	\$3,860,771	\$4,296,391	\$5,885	\$180
11	Orlando / Sanford	MCO / SFB / LAL	\$446,310	\$3,790,752	\$4,237,062	\$5,804	\$173
12	Seattle / Tacoma	SEA	\$477,210	\$3,500,680	\$3,977,890	\$5,448	\$229
13	South Florida	MIA / FLL / PBI	\$290,040	\$3,445,170	\$3,735,210	\$5,117	\$189
14	El Paso	ELP	\$150,310	\$3,138,293	\$3,288,603	\$4,505	\$176
15	San Diego	SAN	\$239,880	\$3,004,559	\$3,244,419	\$4,444	\$200
16	London	LHR / LGW	\$253,560	\$2,770,741	\$3,024,302	\$4,143	\$855
17	New Orleans	MSY	\$98,380	\$2,888,833	\$2,987,213	\$4,092	\$136
18	Cancun	CUN	\$22,970	\$2,737,190	\$2,760,160	\$3,781	\$233
19	Boston	BOS	\$185,390	\$2,514,363	\$2,700,753	\$3,700	\$211
20	Philadelphia	PHL	\$453,740	\$2,205,266	\$2,659,006	\$3,642	\$218
21	Charlotte	CLT	\$226,380	\$2,250,930	\$2,477,290	\$3,394	\$227
22	St Louis	STL	\$220,950	\$2,156,109	\$2,377,059	\$3,256	\$164
23	Minneapolis	MSP	\$218,430	\$2,013,793	\$2,232,223	\$3,058	\$200
24	Kansas City	MCI	\$120,160	\$2,055,183	\$2,175,343	\$2,980	\$163
25	San Antonio	SAT	\$252,210	\$1,901,428	\$2,153,638	\$2,950	\$164
26	Detroit	DTW	\$173,900	\$1,855,586	\$2,029,486	\$2,780	\$207
27	Manila	MNL	\$30,840	\$1,972,693	\$2,003,533	\$2,745	\$948
28	Tampa / St. Petersburg	TPA / PIE	\$200,070	\$1,781,849	\$1,981,919	\$2,715	\$183
29	Honolulu	HNL	\$286,200	\$1,672,857	\$1,959,057	\$2,684	\$455
30	Austin	AUS	\$169,510	\$1,772,790	\$1,942,300	\$2,661	\$146
31	Seoul	ICN	\$97,560	\$1,518,540	\$1,616,100	\$2,214	\$902
32	Sacramento	SMF	\$376,290	\$1,203,154	\$1,579,444	\$2,164	\$240
33	Nashville	BNA	\$221,460	\$1,350,868	\$1,572,328	\$2,154	\$191
34	Huntsville	HSV	\$102,510	\$1,435,477	\$1,537,987	\$2,107	\$284
35	Portland, OR	PDX	\$172,280	\$1,283,074	\$1,455,354	\$1,994	\$210
36	Salt Lake City	SLC	\$289,760	\$1,151,613	\$1,441,373	\$1,974	\$208
37	Midland / Odessa	MAF	\$32,950	\$1,285,622	\$1,318,572	\$1,806	\$163
38	Frankfurt	FRA	\$294,900	\$995,840	\$1,290,740	\$1,768	\$688
39	Pittsburgh	PIT	\$398,400	\$848,787	\$1,247,187	\$1,708	\$234
40	Albuquerque	ABQ	\$112,070	\$1,064,426	\$1,176,496	\$1,612	\$159
41	Bullhead City / Laughlin	IFP	\$0	\$1,164,861	\$1,164,861	\$1,596	\$224
42	Reno	RNO	\$52,850	\$1,070,596	\$1,123,446	\$1,538	\$218
43	South Texas	MFE / HRL / BRO	\$81,810	\$1,057,541	\$1,139,351	\$1,533	\$161
44	Tokyo	NRT	\$71,950	\$1,037,840	\$1,109,790	\$1,520	\$1,137
45	Norfolk / Newport News	ORF / PHF	\$267,320	\$826,405	\$1,093,725	\$1,498	\$256
46	San Juan	SJU	\$82,560	\$998,501	\$1,081,061	\$1,481	\$266
47	Lubbock	LBB	\$7,400	\$1,033,659	\$1,041,059	\$1,426	\$125
48	Raleigh / Durham	RDU	\$326,870	\$678,146	\$1,005,016	\$1,377	\$224
49	Oakland	OAK	\$222,190	\$735,015	\$957,205	\$1,311	\$1,244
50	Anchorage	ANC	\$254,430	\$697,509	\$951,940	\$1,304	\$383

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100 Largest True O&D Revenue Markets to/from the Wichita Falls Area Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Airport(s)	SPS O&D Rev	Leaked O&D Rev	Total O&D Rev	RDEW	Avg Fare
51	Columbia	CAE	\$135,480	\$808,846	\$944,336	\$1,294	\$250
52	Paris	CDG / ORY	\$151,500	\$777,779	\$929,280	\$1,273	\$825
53	Kahului	OGG	\$20,600	\$888,383	\$908,983	\$1,245	\$417
54	Columbus	CMH	\$223,070	\$678,250	\$901,320	\$1,235	\$210
55	Jacksonville	JAX	\$157,850	\$733,510	\$891,360	\$1,221	\$208
56	Fayetteville	FAY	\$117,100	\$732,313	\$849,413	\$1,164	\$368
57	Charleston	CHS	\$153,540	\$670,898	\$824,438	\$1,129	\$217
58	Richmond	RIC	\$102,030	\$715,953	\$817,983	\$1,121	\$247
59	Cleveland	CLE	\$152,910	\$663,080	\$816,000	\$1,118	\$221
60	Indianapolis	IND	\$170,650	\$646,144	\$815,794	\$1,118	\$193
61	Fort Walton Beach	VPS	\$316,510	\$449,834	\$766,344	\$1,050	\$224
62	Savannah	SAV	\$81,200	\$678,427	\$759,627	\$1,041	\$271
63	Birmingham	BHM	\$106,790	\$646,146	\$752,936	\$1,031	\$200
64	San Jose Del Cabo	SJD	\$7,810	\$710,708	\$718,518	\$984	\$245
65	Saigon	SGN	\$44,300	\$673,497	\$717,797	\$983	\$681
66	Amarillo	AMA	\$2,170	\$711,556	\$713,726	\$978	\$124
67	Mexico City	MEX	\$14,830	\$662,758	\$677,588	\$928	\$261
68	Beijing	PEK	\$61,250	\$609,720	\$670,971	\$919	\$997
69	Munich	MUC	\$16,700	\$649,173	\$665,873	\$912	\$841
70	Southwest Florida	RSW / PGD	\$44,140	\$617,779	\$661,919	\$907	\$190
71	Shanghai	PVG	\$91,510	\$564,391	\$655,901	\$898	\$1,026
72	Milwaukee	MKE	\$83,200	\$564,777	\$647,977	\$888	\$192
73	Little Rock	LIT	\$165,980	\$459,201	\$625,181	\$856	\$159
74	Tel Aviv	TLV	\$9,230	\$604,383	\$613,613	\$841	\$1,283
75	Dallas / Ft Worth	DFW / DAL	\$319,520	\$291,020	\$610,540	\$836	\$106
76	Rome	FCO	\$177,160	\$422,593	\$599,753	\$822	\$711
77	Vancouver	YVR	\$32,640	\$554,953	\$587,593	\$805	\$334
78	Hartford	BDL	\$197,850	\$371,712	\$569,562	\$780	\$241
79	Johannesburg	JNB	\$15,330	\$548,404	\$563,734	\$772	\$1,164
80	Toronto	YYZ	\$27,070	\$533,186	\$560,256	\$767	\$318
81	Cozumel	CZM	\$0	\$549,578	\$549,578	\$753	\$248
82	Tucson	TUS	\$210,400	\$319,747	\$530,147	\$726	\$250
83	Pensacola	PNS	\$168,690	\$361,278	\$529,968	\$726	\$230
84	Omaha	OMA	\$154,020	\$365,734	\$519,754	\$712	\$192
85	Corpus Christi	CRP	\$85,060	\$428,918	\$513,978	\$704	\$157
86	Buffalo	BUF	\$48,810	\$454,167	\$502,977	\$689	\$230
87	Amsterdam	AMS	\$111,430	\$391,491	\$502,921	\$689	\$869
88	Spokane	GEG	\$222,070	\$272,211	\$494,281	\$677	\$295
89	Dublin	DUB	\$4,620	\$486,665	\$491,285	\$673	\$600
90	Louisville	SDF	\$76,290	\$391,178	\$467,468	\$640	\$202
91	Hong Kong	HKG	\$14,040	\$450,873	\$464,913	\$637	\$1,364
92	Dubai	DXB	\$10,390	\$453,439	\$463,830	\$635	\$1,206
93	Fresno	FAT	\$91,700	\$368,667	\$460,367	\$631	\$237
94	Cincinnati	CVG	\$89,920	\$361,005	\$450,925	\$618	\$259
95	Calgary	YYC	\$36,050	\$413,498	\$449,548	\$616	\$380
96	Taipei	TPE	\$31,640	\$413,151	\$444,791	\$609	\$909
97	Fairbanks	FAI	\$68,670	\$371,777	\$440,447	\$603	\$474
98	Tulsa	TUL	\$18,580	\$406,888	\$425,468	\$583	\$95
99	Sao Paulo	GRU	\$16,000	\$403,970	\$419,970	\$575	\$888
100	Delhi	DEL	\$0	\$415,080	\$415,080	\$569	\$966
Top 100 Markets			\$21,699,810	\$163,240,506	\$184,940,316	\$241,960	\$274
Total True Revenue / RDEW / Avg Fare			\$23,562,821	\$200,441,934	\$224,004,755	\$306,856	\$226

Wichita Falls Regional Airport - Wichita Falls, Texas



Airport Usage at 50 Largest True O&D Revenue Markets to/from the Wichita Falls Area **Twelve Months Ended September 2014**

Approximates 100% Sample - Directional Journeymen Passengers

Rank	Airport / Multiple Airport Metro Area	Wichita Falls		Dallas Ft. Worth		Oklahoma City		Total O&D Rev.
		RDEW	Share	RDEW	Share	RDEW	Share	
1	Houston	\$546	4.0%	\$1,138	8.4%	\$5,702	41.8%	\$8,956,581
2	Los Angeles Basin	\$953	7.8%	\$4,742	38.9%	\$4,785	39.3%	\$8,897,035
3	Las Vegas	\$637	5.3%	\$4,062	33.8%	\$6,201	51.6%	\$8,767,003
4	Washington / Baltimore	\$1,659	15.5%	\$2,808	26.3%	\$3,724	34.8%	\$7,814,017
5	New York / Newark	\$1,007	10.0%	\$4,816	48.0%	\$2,908	29.0%	\$7,324,415
6	Chicago	\$537	5.8%	\$1,764	18.9%	\$5,950	63.7%	\$6,815,254
7	San Francisco Bay Area	\$416	4.9%	\$3,659	42.8%	\$3,507	41.0%	\$6,248,708
8	Denver	\$374	5.0%	\$1,924	25.7%	\$4,862	65.0%	\$5,462,954
9	Atlanta	\$630	9.3%	\$2,231	32.9%	\$3,091	45.5%	\$4,958,954
10	Phoenix / Mesa	\$597	10.1%	\$1,794	30.5%	\$2,686	45.6%	\$4,296,301
11	Orlando / Sanford	\$611	10.5%	\$2,290	39.5%	\$2,012	34.7%	\$4,237,062
12	Seattle / Tacoma	\$654	12.0%	\$2,423	44.5%	\$1,405	25.8%	\$3,977,890
13	South Florida	\$397	7.8%	\$2,671	52.2%	\$1,184	23.1%	\$3,735,210
14	El Paso	\$206	4.6%	\$902	20.0%	\$962	21.3%	\$3,288,603
15	San Diego	\$329	7.4%	\$1,860	41.9%	\$1,376	31.0%	\$3,244,419
16	London	\$347	8.4%	\$2,854	68.9%	\$637	15.4%	\$3,024,302
17	New Orleans	\$135	3.3%	\$1,067	26.1%	\$1,255	30.7%	\$2,987,213
18	Cancun	\$31	0.8%	\$2,869	75.9%	\$816	21.6%	\$2,760,160
19	Boston	\$255	6.9%	\$1,970	53.3%	\$1,031	27.9%	\$2,700,753
20	Philadelphia	\$622	17.1%	\$1,534	42.1%	\$884	24.3%	\$2,659,006
21	Charlotte	\$310	9.1%	\$1,741	51.3%	\$806	23.8%	\$2,477,290
22	St. Louis	\$303	9.3%	\$566	17.4%	\$1,518	46.6%	\$2,377,059
23	Minneapolis	\$299	9.8%	\$1,519	49.7%	\$942	30.8%	\$2,232,223
24	Kansas City	\$165	5.5%	\$588	20.1%	\$1,361	45.7%	\$2,175,343
25	San Antonio	\$345	11.7%	\$316	10.7%	\$814	27.6%	\$2,153,638
26	Detroit	\$238	8.6%	\$1,168	42.0%	\$1,070	38.5%	\$2,029,486
27	Manila	\$42	1.5%	\$2,030	74.0%	\$659	24.0%	\$2,003,533
28	Tampa / St. Petersburg	\$274	10.1%	\$1,042	38.4%	\$732	27.0%	\$1,982,019
29	Honolulu	\$392	14.6%	\$1,224	45.6%	\$481	17.9%	\$1,959,057
30	Austin	\$232	8.7%	\$483	18.1%	\$655	24.6%	\$1,942,300
31	Seoul	\$134	6.0%	\$851	38.5%	\$378	17.1%	\$1,816,100
32	Sacramento	\$615	23.8%	\$516	23.9%	\$739	34.1%	\$1,579,444
33	Nashville	\$303	14.1%	\$533	24.7%	\$649	30.1%	\$1,572,328
34	Huntsville	\$140	6.7%	\$416	19.8%	\$642	30.5%	\$1,537,987
35	Portland, OR	\$236	11.8%	\$856	42.9%	\$684	34.3%	\$1,455,365
36	Salt Lake City	\$397	20.1%	\$615	31.2%	\$750	38.0%	\$1,441,373
37	Midland / Odessa	\$45	2.5%	\$355	19.7%	\$307	17.0%	\$1,318,572
38	Frankfurt	\$404	22.8%	\$642	36.3%	\$287	16.2%	\$1,290,740
39	Pittsburgh	\$546	31.9%	\$408	23.9%	\$438	25.7%	\$1,247,187
40	Albuquerque	\$154	9.5%	\$358	22.2%	\$447	27.7%	\$1,176,496
41	Bullhead City / Laughlin	\$0	0.0%	\$757	47.5%	\$712	44.6%	\$1,164,881
42	Reno	\$72	4.7%	\$608	39.5%	\$765	49.7%	\$1,123,446
43	South Texas	\$85	5.5%	\$177	11.6%	\$685	44.7%	\$1,119,351
44	Tokyo	\$99	6.5%	\$983	64.7%	\$249	16.4%	\$1,109,590
45	Norfolk / Newport News	\$366	24.4%	\$332	22.2%	\$293	19.6%	\$1,093,725
46	San Juan	\$113	7.6%	\$608	41.1%	\$474	32.0%	\$1,081,081
47	Lubbock	\$10	0.7%	\$362	25.4%	\$267	18.7%	\$1,041,059
48	Raleigh / Durham	\$448	32.5%	\$159	11.6%	\$155	11.3%	\$1,005,016
49	Osaka	\$304	23.2%	\$532	40.6%	\$104	7.9%	\$957,205
50	Anchorage	\$349	26.7%	\$401	30.8%	\$363	27.8%	\$951,940
Total True RDEW		\$32,278	10.5%	\$115,203	37.5%	\$99,962	12.6%	\$229,004,755

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Wichita Falls, Raynolds, PA, Wichita Falls, Texas

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Airport Usage at 50 Largest True O&D Revenue Markets to/from the Wichita Falls Area
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Dallas Love Field		Lawton		Total O&D Rev
		RDEW	Share	RDEW	Share	
1	Houston	\$5,930	43.5%	\$323	2.4%	\$9,958,581
2	Los Angeles Basin	\$200	1.6%	\$1,507	12.4%	\$8,897,035
3	Las Vegas	\$589	4.9%	\$521	4.3%	\$8,767,003
4	Washington / Baltimore	\$256	2.4%	\$2,256	21.1%	\$7,814,017
5	New York / Newark	\$45	0.4%	\$1,259	12.5%	\$7,324,415
6	Chicago	\$668	7.2%	\$417	4.5%	\$6,815,254
7	San Francisco Bay Area	\$352	4.1%	\$626	7.3%	\$6,248,709
8	Denver	\$150	2.0%	\$173	2.3%	\$5,462,954
9	Atlanta	\$173	2.6%	\$667	9.8%	\$4,958,954
10	Phoenix / Mesa	\$387	6.6%	\$421	7.1%	\$4,296,391
11	Orlando / Sanford	\$288	5.0%	\$603	10.4%	\$4,237,062
12	Seattle / Tacoma	\$6	0.1%	\$962	17.6%	\$3,977,890
13	South Florida	\$118	2.3%	\$747	14.6%	\$3,735,210
14	El Paso	\$1,388	30.8%	\$1,048	23.3%	\$3,288,803
15	San Diego	\$324	7.3%	\$556	12.5%	\$3,244,419
16	London	\$0	0.0%	\$305	7.4%	\$3,024,302
17	New Orleans	\$1,468	35.9%	\$168	4.1%	\$2,987,213
18	Cancun	\$0	0.0%	\$64	1.7%	\$2,760,160
19	Boston	\$0	0.0%	\$444	12.0%	\$2,700,753
20	Philadelphia	\$0	0.0%	\$603	16.6%	\$2,659,006
21	Charlotte	\$0	0.0%	\$536	15.8%	\$2,477,290
22	St Louis	\$558	17.1%	\$311	9.6%	\$2,377,059
23	Minneapolis	\$17	0.5%	\$281	9.2%	\$2,232,223
24	Kansas City	\$652	21.9%	\$205	6.9%	\$2,175,343
25	San Antonio	\$669	22.7%	\$806	27.3%	\$2,153,638
26	Detroit	\$0	0.0%	\$304	10.9%	\$2,029,486
27	Manila	\$0	0.0%	\$13	0.5%	\$2,003,533
28	Tampa / St. Petersburg	\$173	6.4%	\$494	18.2%	\$1,982,019
29	Honolulu	\$0	0.0%	\$586	21.8%	\$1,959,057
30	Austin	\$1,131	42.5%	\$160	6.0%	\$1,842,300
31	Seoul	\$0	0.0%	\$851	38.4%	\$1,816,100
32	Sacramento	\$54	2.5%	\$339	15.7%	\$1,579,444
33	Nashville	\$122	5.6%	\$548	25.4%	\$1,572,328
34	Huntsville	\$0	0.0%	\$908	43.1%	\$1,537,987
35	Portland, OR	\$28	1.4%	\$191	9.6%	\$1,455,365
36	Salt Lake City	\$4	0.2%	\$209	10.6%	\$1,441,373
37	Midland / Odessa	\$1,059	58.6%	\$40	2.2%	\$1,318,572
38	Frankfurt	\$0	0.0%	\$435	24.6%	\$1,290,740
39	Pittsburgh	\$3	0.2%	\$314	18.4%	\$1,247,187
40	Albuquerque	\$566	35.1%	\$87	5.4%	\$1,176,496
41	Bullhead City / Laughlin	\$0	0.0%	\$127	7.9%	\$1,164,861
42	Reno	\$36	2.3%	\$58	3.8%	\$1,123,446
43	South Texas	\$467	30.4%	\$119	7.8%	\$1,119,351
44	Tokyo	\$0	0.0%	\$189	12.4%	\$1,109,590
45	Norfolk / Newport News	\$6	0.4%	\$501	33.5%	\$1,093,725
46	San Juan	\$19	1.3%	\$267	18.0%	\$1,081,061
47	Lubbock	\$780	54.7%	\$8	0.6%	\$1,041,059
48	Raleigh / Durham	\$10	0.7%	\$604	43.9%	\$1,005,016
49	Osaka	\$0	0.0%	\$371	28.3%	\$957,205
50	Anchorage	\$0	0.0%	\$191	14.7%	\$951,940
True O&D Passengers		\$19,991	9.1%	\$21,722	11.6%	\$119,106,203
Total True RDEW / Share		\$20,551	6.7%	\$38,862	12.7%	\$224,004,755

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Wichita Falls Regional Airport - Wichita Falls, Texas



Avg Fares by Airport at 50 Largest True O&D Markets to/from the Wichita Falls Area
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeymen Passengers

Rank	Airport - Multiple Airport Metro Area	Wichita Falls		Dallas Ft Worth		Oklahoma City		Total Avg Fare
		Avg Fare	PDEW	Avg Fare	PDEW	Avg Fare	PDEW	
1	Houston	\$168	3.3	\$141	8.1	\$158	36.1	\$150
2	Las Vegas	\$207	3.1	\$160	25.4	\$177	35.0	\$171
3	Denver	\$198	1.9	\$121	15.9	\$109	44.7	\$116
4	Los Angeles Basin	\$213	4.5	\$194	24.5	\$215	22.2	\$207
5	Chicago	\$189	2.8	\$190	9.3	\$160	37.2	\$167
6	Washington / Baltimore	\$312	6.3	\$221	12.7	\$203	18.3	\$226
7	San Francisco Bay Area	\$218	1.9	\$191	19.1	\$219	16.0	\$204
8	New York / Newark	\$213	4.7	\$265	18.2	\$226	12.8	\$240
9	Atlanta	\$185	3.4	\$189	11.8	\$168	18.4	\$179
10	Orlando / Sanford	\$216	2.8	\$166	13.8	\$169	11.9	\$173
11	Phoenix / Mesa	\$204	2.9	\$178	10.1	\$181	14.9	\$180
12	New Orleans	\$173	0.8	\$108	9.8	\$106	6.4	\$136
13	South Florida	\$204	1.9	\$176	15.2	\$224	5.3	\$189
14	El Paso	\$155	1.3	\$160	5.6	\$215	4.5	\$176
15	Seattle / Tacoma	\$276	2.4	\$210	11.5	\$217	6.5	\$229
16	San Diego	\$228	1.4	\$190	9.8	\$201	6.9	\$200
17	St Louis	\$199	1.5	\$167	3.4	\$149	10.2	\$164
18	Kansas City	\$177	0.9	\$133	4.5	\$197	6.9	\$163
19	Austin	\$151	1.5	\$130	3.7	\$172	3.8	\$146
20	San Antonio	\$176	2.0	\$125	2.5	\$182	4.5	\$164
21	Boston	\$219	1.2	\$194	10.2	\$236	4.4	\$211
22	Philadelphia	\$282	2.2	\$186	8.2	\$252	3.5	\$218
23	Cancun	\$230	0.1	\$225	12.7	\$262	3.1	\$233
24	Minneapolis	\$195	1.5	\$188	8.1	\$234	4.0	\$200
25	Charlotte	\$202	1.5	\$250	7.0	\$204	3.9	\$227
26	Tampa / St. Petersburg	\$200	1.4	\$166	6.3	\$213	3.4	\$183
27	Detroit	\$200	1.2	\$200	5.8	\$219	4.9	\$207
28	Midland / Odessa	\$194	0.2	\$153	2.3	\$197	1.6	\$153
29	Lubbock	\$247	0.0	\$129	2.8	\$157	1.7	\$125
30	Nashville	\$170	1.8	\$183	2.9	\$217	3.0	\$191
31	Albuquerque	\$197	0.8	\$150	2.4	\$190	2.3	\$159
32	South Texas	\$193	0.4	\$146	1.2	\$196	3.5	\$161
33	Portland, OR	\$313	0.8	\$193	4.4	\$206	3.3	\$210
34	Salt Lake City	\$220	1.8	\$210	2.9	\$194	3.9	\$208
35	Sacramento	\$324	1.6	\$231	2.2	\$216	3.4	\$240
36	Dallas / Ft. Worth	\$93	4.7	\$0	0.0	\$0	0.0	\$106
37	Amarillo	\$217	0.0	\$131	2.1	\$177	0.6	\$124
38	Huntsville	\$180	0.7	\$251	1.7	\$270	2.4	\$264
39	Pittsburgh	\$232	2.4	\$232	1.8	\$249	1.8	\$234
40	Bullhead City / Laughlin	\$0	0.0	\$269	2.8	\$201	3.6	\$224
41	Reno	\$211	0.3	\$205	3.0	\$231	3.3	\$218
42	Tulsa	\$155	0.2	\$107	2.4	\$0	0.6	\$95
43	Raleigh / Durham	\$264	1.7	\$223	0.7	\$246	0.6	\$224
44	Honolulu	\$520	0.8	\$405	3.0	\$467	1.0	\$455
45	Columbus	\$187	1.6	\$197	1.4	\$242	1.6	\$210
46	Jacksonville	\$226	1.0	\$209	2.1	\$229	1.0	\$208
47	Norfolk / Newport News	\$273	1.3	\$234	1.4	\$253	1.2	\$256
48	Indianapolis	\$169	1.4	\$202	1.8	\$224	0.8	\$193
49	San Juan	\$330	0.3	\$261	2.3	\$250	1.9	\$266
50	Little Rock	\$237	1.0	\$119	1.1	\$178	1.5	\$159
Average True Fare / PDEW		\$258	125.0	\$245	470.0	\$213	469.4	\$226

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Wichita Falls Regional Airport - Wichita Falls, Texas

Avg Fares by Airport at 50 Largest True O&D Markets to/from the Wichita Falls Area
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Dallas Love Field		Lawton		Total Avg Fare
		Avg Fare	PDEW	Avg Fare	PDEW	
1	Houston	\$142	41.7	\$189	1.7	\$150
2	Las Vegas	\$133	4.4	\$210	2.5	\$171
3	Denver	\$120	1.2	\$253	0.7	\$116
4	Los Angeles Basin	\$148	1.4	\$234	6.4	\$207
5	Chicago	\$151	4.4	\$206	2.0	\$167
6	Washington / Baltimore	\$137	1.9	\$246	9.2	\$226
7	San Francisco Bay Area	\$181	1.9	\$210	3.0	\$204
8	New York / Newark	\$175	0.3	\$218	5.8	\$240
9	Atlanta	\$164	1.1	\$207	3.2	\$179
10	Orlando / Sanford	\$136	2.1	\$201	3.0	\$173
11	Phoenix / Mesa	\$132	2.9	\$236	1.8	\$180
12	New Orleans	\$120	12.2	\$208	0.8	\$136
13	South Florida	\$131	0.9	\$200	3.7	\$189
14	El Paso	\$152	9.1	\$211	5.0	\$176
15	Seattle / Tacoma	\$150	0.0	\$287	3.4	\$229
16	San Diego	\$145	2.2	\$286	1.9	\$200
17	St Louis	\$163	3.4	\$227	1.4	\$164
18	Kansas City	\$133	4.9	\$202	1.0	\$163
19	Austin	\$136	8.3	\$185	0.9	\$146
20	San Antonio	\$126	5.3	\$218	3.7	\$164
21	Boston	\$0	0.0	\$238	1.9	\$211
22	Philadelphia	\$0	0.0	\$217	2.8	\$218
23	Cancun	\$0	0.0	\$274	0.2	\$233
24	Minneapolis	\$157	0.1	\$183	1.5	\$200
25	Charlotte	\$0	0.0	\$215	2.5	\$227
26	Tampa / St. Petersburg	\$139	1.2	\$199	2.5	\$183
27	Detroit	\$0	0.0	\$204	1.5	\$207
28	Midland / Odessa	\$142	7.5	\$193	0.2	\$153
29	Lubbock	\$114	6.9	\$194	0.0	\$125
30	Nashville	\$139	0.9	\$201	2.7	\$191
31	Albuquerque	\$137	4.1	\$182	0.5	\$159
32	South Texas	\$124	3.8	\$186	0.6	\$161
33	Portland, OR	\$153	0.2	\$236	0.8	\$210
34	Salt Lake City	\$157	0.0	\$238	0.9	\$208
35	Sacramento	\$166	0.3	\$233	1.5	\$240
36	Dallas / Ft. Worth	\$0	0.0	\$125	3.2	\$108
37	Amarillo	\$113	5.1	\$238	0.1	\$124
38	Huntsville	\$0	0.0	\$344	2.6	\$284
39	Pittsburgh	\$175	0.0	\$220	1.4	\$234
40	Bullhead City / Laughlin	\$0	0.0	\$165	0.8	\$224
41	Reno	\$160	0.2	\$250	0.2	\$218
42	Tulsa	\$101	2.9	\$0	0.0	\$95
43	Raleigh / Durham	\$164	0.1	\$200	3.0	\$224
44	Honolulu	\$0	0.0	\$535	1.1	\$455
45	Columbus	\$159	0.1	\$218	1.2	\$210
46	Jacksonville	\$152	0.2	\$189	1.6	\$208
47	Norfolk / Newport News	\$183	0.0	\$263	1.9	\$256
48	Indianapolis	\$142	0.2	\$194	1.6	\$193
49	San Juan	\$165	0.1	\$305	0.9	\$266
50	Little Rock	\$107	1.5	\$219	0.3	\$159
Average True Fare / PDEW		\$137	150.2	\$268	144.8	\$226

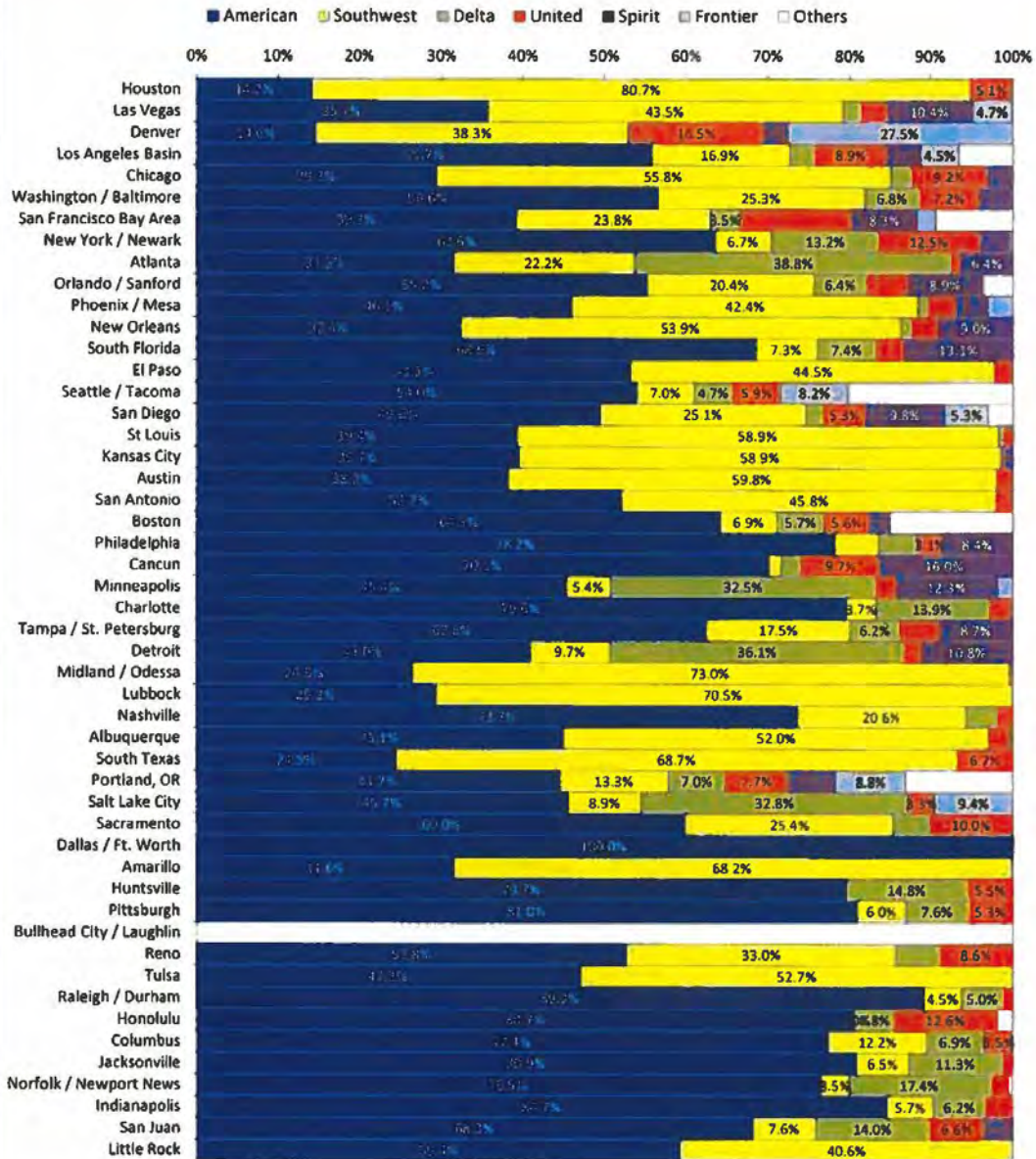
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Wichita Falls Regional Airport - Wichita Falls, Texas



Section 3: Air Carrier Analysis

Airline Share at Top 50 Wichita Falls Area Markets



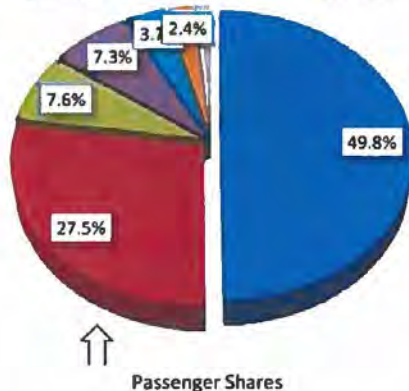
Wichita Falls Regional Airport - Wichita Falls, Texas

Originating Airline for Wichita Falls Study Area Passengers

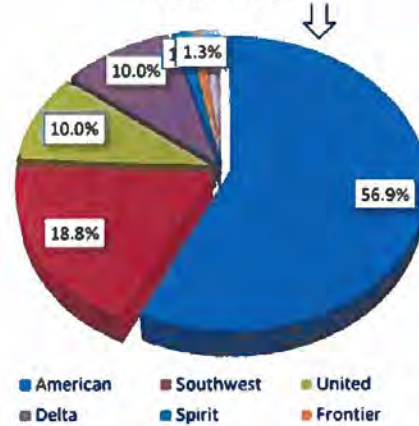
True Market with LCC Adjustment - TOTAL

Rank	Airline	Wichita Falls True Market			Wichita Falls Regional Airport		
		Pax	PDEW	Share	Pax	PDEW	Share
1	American	491,532	673.3	49.5%	88,920	121.8	97.4%
2	Southwest	271,532	372.0	27.4%	0	0.0	0.0%
3	Delta	75,410	103.3	7.6%	640	0.9	0.7%
4	United	72,167	98.9	7.3%	590	0.8	0.6%
5	Spirit	36,340	49.8	3.7%	0	0.0	0.0%
6	Frontier	24,057	33.0	2.4%	10	0.0	0.0%
7	Alaska	7,716	10.6	0.8%	610	0.8	0.7%
8	Virgin America	5,441	7.5	0.5%	0	0.0	0.0%
9	JetBlue	2,034	2.8	0.2%	10	0.0	0.0%
10	Great Lakes	27	0.0	0.0%	0	0.0	0.0%
Total Area Passengers		992,439	1,360	100.0%	91,270	125	100.0%

■ American ■ Southwest ■ Delta
■ United ■ Spirit ■ Frontier



Revenue Shares



Originating Airline for Wichita Falls Study Area Revenue

True Market with LCC Adjustment - TOTAL

Rank	Airline	Rev	Wichita Falls True Market			Avg Fare	Wichita Falls Regional Airport		
			RDEW	Share			Rev	RDEW	Share
1	American	\$126,795,738	\$173,693	56.6%	\$258		\$21,878,110	\$29,970	92.9%
2	Southwest	\$41,858,931	\$57,341	18.7%	\$154		\$0	\$0	0.0%
3	United	\$22,339,755	\$30,602	10.0%	\$310		\$278,130	\$381	1.2%
4	Delta	\$22,217,449	\$30,435	9.9%	\$295		\$397,460	\$544	1.7%
5	Spirit	\$3,223,204	\$4,415	1.4%	\$89		\$0	\$0	0.0%
6	Frontier	\$2,852,346	\$3,907	1.3%	\$119		\$3,850	\$5	0.0%
7	Alaska	\$1,939,272	\$2,657	0.9%	\$251		\$224,890	\$308	1.0%
8	Virgin America	\$1,064,924	\$1,459	0.5%	\$186		\$0	\$0	0.0%
9	JetBlue	\$358,138	\$491	0.2%	\$176		\$1,950	\$3	0.0%
10	Great Lakes	\$13,325	\$18	0.0%	\$493		\$0	\$0	0.0%
Total SPS Area Revenue		\$224,004,755	\$308,856	100.0%	\$226		\$23,562,821	\$32,278	100.0%

Wichita Falls Regional Airport - Wichita Falls, Texas

Flight



\$222,663,082

99.4%

\$22,784,390

96.7%

Air Carrier Usage at 50 Largest True O&D Markets to/from the Wichita Falls Area **Twelve Months Ended September 2014**

Approximates 100% Sample Directional Journeyed Passengers

Rank	Airport / Multiple Airport Metro Area	American		Southwest		Delta		Total PDEW
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	12.9	14.2%	73.3	80.7%	0.0	0.0%	80.9
2	Las Vegas	25.1	35.7%	30.6	43.5%	1.6	2.2%	70.4
3	Denver	9.4	14.6%	24.7	38.3%	0.1	0.1%	64.4
4	Los Angeles Basin	32.9	55.7%	10.0	16.9%	1.8	3.0%	59.0
5	Chicago	16.4	29.3%	31.1	55.8%	1.4	2.6%	55.8
6	Washington / Baltimore	26.8	56.6%	12.0	25.3%	3.2	6.8%	47.4
7	San Francisco Bay Area	16.5	39.3%	10.0	23.8%	1.5	3.5%	42.0
8	New York / Newark	26.6	63.6%	2.8	6.7%	5.5	13.2%	41.8
9	Atlanta	11.9	31.5%	8.4	22.2%	14.7	38.8%	37.9
10	Orlando / Sanford	18.6	55.2%	6.9	20.4%	2.2	6.4%	33.6
11	Phoenix / Mesa	15.0	46.1%	13.8	42.4%	0.4	1.3%	32.6
12	New Orleans	9.7	32.4%	16.2	53.9%	0.4	1.4%	30.1
13	South Florida	18.6	68.6%	2.0	7.3%	2.0	7.4%	27.9
14	El Paso	13.6	53.3%	11.4	44.5%	0.0	0.0%	25.6
15	Seattle / Tacoma	12.8	54.0%	1.7	7.0%	1.1	4.7%	23.8
16	San Diego	11.0	49.6%	5.6	25.1%	0.5	2.1%	22.3
17	St. Louis	7.8	39.4%	11.7	58.9%	0.1	0.6%	19.9
18	Kansas City	7.2	39.7%	10.7	58.9%	0.0	0.2%	18.2
19	Austin	7.0	38.2%	10.9	59.8%	0.0	0.0%	18.2
20	San Antonio	9.4	52.2%	8.2	45.8%	0.0	0.0%	18.0
21	Boston	11.3	64.3%	1.2	6.9%	1.0	5.7%	17.6
22	Philadelphia	13.1	78.2%	0.9	5.4%	0.8	4.9%	16.7
23	Cancun	11.4	70.1%	0.3	1.6%	0.4	2.3%	16.2
24	Minneapolis	6.9	45.4%	0.8	5.4%	5.0	32.5%	15.3
25	Charlotte	11.9	79.6%	0.6	3.7%	2.1	13.9%	15.0
26	Tampa / St. Petersburg	9.3	62.6%	2.6	17.5%	0.9	6.2%	14.8
27	Detroit	5.5	41.0%	1.3	9.7%	4.8	36.1%	13.4
28	Midland / Odessa	3.1	26.5%	8.6	73.0%	0.0	0.0%	11.8
29	Lubbock	3.4	29.3%	8.1	70.5%	0.0	0.0%	11.4
30	Nashville	8.3	73.7%	2.3	20.6%	0.4	3.8%	11.3
31	Albuquerque	4.6	45.1%	5.3	52.0%	0.0	0.0%	10.1
32	South Texas	2.3	24.5%	6.6	68.7%	0.0	0.0%	9.5
33	Portland, OR	4.2	44.7%	1.3	13.3%	0.7	7.0%	9.5
34	Salt Lake City	4.3	45.7%	0.8	8.9%	3.1	32.8%	9.5
35	Sacramento	5.4	60.0%	2.3	25.4%	0.4	4.5%	9.0
36	Dallas / Ft. Worth	7.9	100.0%	0.0	0.0%	0.0	0.0%	7.9
37	Amarillo	2.5	31.6%	5.4	68.2%	0.0	0.0%	7.9
38	Huntsville	5.9	79.7%	0.0	0.0%	1.1	14.8%	7.4
39	Pittsburgh	5.9	81.0%	0.4	6.0%	0.6	7.6%	7.3
40	Bullhead City / Laughlin	0.0	0.0%	0.0	0.0%	0.0	0.0%	7.1
41	Reno	3.7	52.8%	2.3	33.0%	0.4	5.5%	7.1
42	Tulsa	2.9	47.2%	3.2	52.7%	0.0	0.0%	6.1
43	Raleigh / Durham	5.5	89.3%	0.3	4.5%	0.3	5.0%	6.1
44	Honolulu	4.8	80.7%	0.0	0.0%	0.3	4.8%	5.9
45	Columbus	4.6	77.4%	0.7	12.2%	0.4	6.9%	5.9
46	Jacksonville	4.7	80.9%	0.4	6.5%	0.7	11.3%	5.9
47	Norfolk / Newport News	4.5	76.5%	0.2	3.5%	1.0	17.4%	5.9
48	Indianapolis	4.9	84.7%	0.3	5.7%	0.4	6.2%	5.8
49	San Juan	3.8	68.3%	0.4	7.6%	0.8	14.0%	5.6
50	Little Rock	3.2	59.4%	2.2	40.6%	0.0	0.0%	5.4
Top 50 Markets		479.1	44.6%	370.0	33.8%	52.0	5.9%	1,067.3
Total True PDEW / Share		673.3	49.5%	372.0	27.4%	103.3	7.6%	1,359.5

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Wichita Falls Regional Airport - Wichita Falls, Texas



Air Carrier Usage at 50 Largest True O&D Markets to/from the Wichita Falls Area **Twelve Months Ended September 2014**

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	United		Spirit		Frontier		Total PDEW
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	4.7	5.1%	0.0	0.0%	0.0	0.0%	90.9
2	Las Vegas	2.4	3.4%	7.3	10.4%	3.3	4.7%	70.4
3	Denver	10.6	16.5%	1.9	2.9%	17.7	27.5%	64.4
4	Los Angeles Basin	5.3	8.9%	2.6	4.3%	2.7	4.5%	58.0
5	Chicago	5.1	9.2%	1.6	2.8%	0.2	0.3%	55.8
6	Washington / Baltimore	3.4	7.2%	1.9	3.9%	0.1	0.1%	47.4
7	San Francisco Bay Area	5.7	13.6%	3.5	8.3%	1.0	2.3%	42.0
8	New York / Newark	5.2	12.5%	1.5	3.6%	0.1	0.1%	41.8
9	Atlanta	0.4	1.1%	2.4	6.4%	0.0	0.0%	37.9
10	Orlando / Sanford	1.8	5.3%	3.0	8.9%	0.1	0.2%	33.6
11	Phoenix / Mesa	1.1	3.2%	1.3	4.0%	1.0	3.0%	32.6
12	New Orleans	1.0	3.4%	2.7	9.0%	0.0	0.0%	30.1
13	South Florida	1.0	3.6%	3.5	13.1%	0.0	0.0%	27.0
14	El Paso	0.6	2.2%	0.0	0.0%	0.0	0.0%	25.6
15	Seattle / Tacoma	1.4	5.9%	0.0	0.0%	1.9	8.2%	23.8
16	San Diego	1.2	5.3%	2.2	9.8%	1.2	5.3%	22.3
17	St Louis	0.2	1.1%	0.0	0.0%	0.0	0.0%	19.9
18	Kansas City	0.1	0.3%	0.2	1.0%	0.0	0.0%	18.2
19	Austin	0.4	2.0%	0.0	0.0%	0.0	0.0%	18.2
20	San Antonio	0.4	2.0%	0.0	0.0%	0.0	0.0%	18.0
21	Boston	1.0	5.6%	0.5	2.7%	0.0	0.0%	17.6
22	Philadelphia	0.5	3.1%	1.4	8.4%	0.0	0.0%	16.7
23	Cancun	1.6	9.7%	2.6	16.0%	0.0	0.3%	16.2
24	Minneapolis	0.4	2.6%	1.9	12.3%	0.3	1.9%	15.3
25	Charlotte	0.4	2.8%	0.0	0.0%	0.0	0.0%	15.0
26	Tampa / St. Petersburg	0.7	4.9%	1.3	8.7%	0.0	0.1%	14.6
27	Detroit	0.3	2.2%	1.5	10.8%	0.0	0.1%	13.4
28	Midland / Odessa	0.1	0.5%	0.0	0.0%	0.0	0.0%	11.8
29	Lubbock	0.0	0.2%	0.0	0.0%	0.0	0.0%	11.4
30	Nashville	0.2	1.9%	0.0	0.0%	0.0	0.0%	11.3
31	Albuquerque	0.3	2.5%	0.0	0.0%	0.0	0.3%	10.1
32	South Texas	0.6	6.7%	0.0	0.0%	0.0	0.0%	9.5
33	Portland, OR	0.7	7.7%	0.5	5.7%	0.8	8.8%	9.5
34	Salt Lake City	0.3	3.3%	0.0	0.0%	0.9	9.4%	9.5
35	Sacramento	0.9	10.0%	0.0	0.0%	0.0	0.0%	9.0
36	Dallas / Ft. Worth	0.0	0.0%	0.0	0.0%	0.0	0.0%	7.9
37	Amarillo	0.0	0.2%	0.0	0.0%	0.0	0.0%	7.9
38	Huntsville	0.4	5.5%	0.0	0.0%	0.0	0.0%	7.4
39	Pittsburgh	0.4	5.3%	0.0	0.0%	0.0	0.0%	7.3
40	Bullhead City / Laughlin	0.0	0.0%	0.0	0.0%	0.0	0.0%	7.1
41	Reno	0.8	8.6%	0.0	0.0%	0.0	0.0%	7.1
42	Tulsa	0.0	0.1%	0.0	0.0%	0.0	0.0%	6.1
43	Raleigh / Durham	0.1	1.2%	0.0	0.0%	0.0	0.0%	6.1
44	Honolulu	0.7	12.6%	0.0	0.0%	0.0	0.1%	5.9
45	Columbus	0.2	3.5%	0.0	0.0%	0.0	0.0%	5.9
46	Jacksonville	0.1	1.2%	0.0	0.0%	0.0	0.0%	5.9
47	Norfolk / Newport News	0.1	2.2%	0.0	0.0%	0.0	0.4%	5.9
48	Indianapolis	0.2	3.1%	0.0	0.0%	0.0	0.2%	5.8
49	San Juan	0.4	6.6%	0.2	3.3%	0.0	0.0%	5.6
50	Little Rock	0.0	0.0%	0.0	0.0%	0.0	0.0%	5.4
Total True PDEW (Share)		98.9	7.3%	49.8	3.7%	33.0	2.4%	1,359.5

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Wichita Falls Regional Airport - Wichita Falls, Texas



Air Carrier Avg Fares at 50 Largest True O&D Markets to/from the Wichita Falls Area
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeyed Passengers

Rank	Airport / Multiple Airport Metro Area	American		Southwest		Delta		Total Avg Fare
		Avg Fare	PDEW	Avg Fare	PDEW	Avg Fare	PDEW	
1	Houston	\$152	12.9	\$148	73.3	\$0	0.0	\$150
2	Las Vegas	\$195	25.1	\$171	30.6	\$189	1.6	\$171
3	Denver	\$170	9.4	\$103	24.7	\$161	0.1	\$116
4	Los Angeles Basin	\$221	32.9	\$183	10.0	\$220	1.8	\$207
5	Chicago	\$204	16.4	\$143	31.1	\$179	1.4	\$167
6	Washington / Baltimore	\$253	26.8	\$186	12.0	\$211	3.2	\$226
7	San Francisco Bay Area	\$219	16.5	\$205	10.0	\$244	1.5	\$204
8	New York / Newark	\$242	26.6	\$179	2.8	\$260	5.5	\$240
9	Atlanta	\$193	11.9	\$135	8.4	\$209	14.7	\$178
10	Orlando / Sanford	\$195	18.6	\$154	6.9	\$208	2.2	\$176
11	Phoenix / Mesa	\$199	15.0	\$175	13.8	\$178	0.4	\$180
12	New Orleans	\$149	9.7	\$137	16.2	\$228	0.4	\$136
13	South Florida	\$204	18.6	\$163	2.0	\$228	2.0	\$189
14	El Paso	\$184	13.6	\$164	11.4	\$0	0.0	\$176
15	Seattle / Tacoma	\$250	12.8	\$218	1.7	\$252	1.1	\$229
16	San Diego	\$234	11.0	\$179	5.6	\$212	0.5	\$200
17	St Louis	\$180	7.8	\$153	11.7	\$177	0.1	\$164
18	Kansas City	\$166	7.2	\$164	10.7	\$164	0.0	\$163
19	Austin	\$148	7.0	\$143	10.9	\$0	0.0	\$146
20	San Antonio	\$178	9.4	\$146	8.2	\$0	0.0	\$164
21	Boston	\$218	11.3	\$201	1.2	\$271	1.0	\$211
22	Philadelphia	\$229	13.1	\$237	0.9	\$247	0.8	\$218
23	Cancun	\$243	11.4	\$219	0.3	\$252	0.4	\$233
24	Minneapolis	\$205	6.9	\$168	0.8	\$253	5.0	\$200
25	Charlotte	\$235	11.9	\$163	0.6	\$199	2.1	\$227
26	Tampa / St. Petersburg	\$196	9.3	\$169	2.6	\$220	0.9	\$183
27	Detroit	\$206	5.5	\$156	1.3	\$256	4.8	\$207
28	Midland / Odessa	\$169	3.1	\$148	8.6	\$0	0.0	\$153
29	Lubbock	\$135	3.4	\$120	8.1	\$0	0.0	\$125
30	Nashville	\$189	8.3	\$184	2.3	\$224	0.4	\$191
31	Albuquerque	\$166	4.6	\$149	5.3	\$322	0.0	\$159
32	South Texas	\$168	2.3	\$152	6.6	\$0	0.0	\$161
33	Portland, OR	\$243	4.2	\$195	1.3	\$224	0.7	\$210
34	Salt Lake City	\$215	4.3	\$184	0.8	\$229	3.1	\$208
35	Sacramento	\$258	5.4	\$204	2.3	\$218	0.4	\$240
36	Dallas / Ft. Worth	\$106	7.9	\$0	0.0	\$0	0.0	\$108
37	Amarillo	\$142	2.5	\$116	5.4	\$0	0.0	\$124
38	Huntsville	\$291	5.9	\$0	0.0	\$263	1.1	\$284
39	Pittsburgh	\$231	5.9	\$221	0.4	\$253	0.6	\$234
40	Bullhead City / Laughlin	\$0	0.0	\$0	0.0	\$0	0.0	\$0
41	Reno	\$215	3.7	\$219	2.3	\$235	0.4	\$218
42	Tulsa	\$99	2.9	\$91	3.2	\$0	0.0	\$95
43	Raleigh / Durham	\$224	5.5	\$210	0.3	\$242	0.3	\$224
44	Honolulu	\$459	4.8	\$0	0.0	\$422	0.3	\$455
45	Columbus	\$205	4.6	\$223	0.7	\$227	0.4	\$210
46	Jacksonville	\$206	4.7	\$185	0.4	\$229	0.7	\$208
47	Norfolk / Newport News	\$256	4.5	\$211	0.2	\$271	1.0	\$256
48	Indianapolis	\$191	4.9	\$179	0.3	\$213	0.4	\$193
49	San Juan	\$280	3.8	\$163	0.4	\$275	0.8	\$266
50	Little Rock	\$180	3.2	\$128	2.2	\$0	0.0	\$159
Top 22 Markets		\$210	47.1	\$164	36.7	\$229	67.7	\$179
Average True Fare / PDEW		\$258	673.3	\$184	372.0	\$295	103.3	\$226

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Wichita Falls Regional Airport - Wichita Falls, Texas



Air Carrier Avg Fares at 50 Largest True O&D Markets to/from the Wichita Falls Area
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	United		Spirit		Frontier		Total Avg Fare
		Avg Fare	PDEW	Avg Fare	PDEW	Avg Fare	PDEW	
1	Houston	\$183	4.7	\$0	0.0	\$0	0.0	\$150
2	Las Vegas	\$199	2.4	\$85	7.3	\$135	3.3	\$171
3	Denver	\$152	10.8	\$39	1.9	\$93	17.7	\$116
4	Los Angeles Basin	\$234	5.3	\$94	2.6	\$140	2.7	\$207
5	Chicago	\$222	5.1	\$85	1.6	\$116	0.2	\$167
6	Washington / Baltimore	\$241	3.4	\$90	1.9	\$179	0.1	\$226
7	San Francisco Bay Area	\$236	5.7	\$77	3.5	\$147	1.0	\$204
8	New York / Newark	\$277	5.2	\$126	1.5	\$166	0.1	\$240
9	Atlanta	\$183	0.4	\$83	2.4	\$206	0.0	\$179
10	Orlando / Sanford	\$188	1.8	\$82	3.0	\$155	0.1	\$176
11	Phoenix / Mesa	\$181	1.1	\$81	1.3	\$131	1.0	\$180
12	New Orleans	\$210	1.0	\$41	2.7	\$0	0.0	\$136
13	South Florida	\$224	1.0	\$96	3.6	\$196	0.0	\$189
14	El Paso	\$234	0.6	\$0	0.0	\$0	0.0	\$176
15	Seattle / Tacoma	\$223	1.4	\$0	0.0	\$167	1.9	\$229
16	San Diego	\$232	1.2	\$87	2.2	\$150	1.2	\$200
17	St Louis	\$184	0.2	\$0	0.0	\$0	0.0	\$164
18	Kansas City	\$169	0.1	\$26	0.2	\$0	0.0	\$163
19	Austin	\$197	0.4	\$0	0.0	\$0	0.0	\$146
20	San Antonio	\$223	0.4	\$0	0.0	\$0	0.0	\$164
21	Boston	\$245	1.0	\$80	0.5	\$0	0.0	\$211
22	Philadelphia	\$268	0.5	\$70	1.4	\$0	0.0	\$218
23	Cancun	\$270	1.6	\$167	2.6	\$244	0.0	\$233
24	Minneapolis	\$215	0.4	\$64	1.9	\$138	0.3	\$200
25	Charlotte	\$236	0.4	\$0	0.0	\$0	0.0	\$227
26	Tampa / St. Petersburg	\$228	0.7	\$67	1.3	\$139	0.0	\$183
27	Detroit	\$213	0.3	\$92	1.5	\$139	0.0	\$207
28	Midland / Odessa	\$170	0.1	\$0	0.0	\$0	0.0	\$153
29	Lubbock	\$213	0.0	\$0	0.0	\$0	0.0	\$125
30	Nashville	\$275	0.2	\$0	0.0	\$151	0.0	\$191
31	Albuquerque	\$228	0.3	\$0	0.0	\$114	0.0	\$159
32	South Texas	\$226	0.6	\$0	0.0	\$0	0.0	\$161
33	Portland, OR	\$225	0.7	\$89	0.5	\$159	0.8	\$210
34	Salt Lake City	\$220	0.3	\$0	0.0	\$140	0.9	\$208
35	Sacramento	\$233	0.9	\$0	0.0	\$501	0.0	\$240
36	Dallas / Ft. Worth	\$0	0.0	\$0	0.0	\$0	0.0	\$106
37	Amarillo	\$114	0.0	\$0	0.0	\$0	0.0	\$124
38	Huntsville	\$237	0.4	\$0	0.0	\$0	0.0	\$284
39	Pittsburgh	\$260	0.4	\$0	0.0	\$0	0.0	\$234
40	Bullhead City / Laughlin	\$0	0.0	\$0	0.0	\$0	0.0	\$0
41	Reno	\$216	0.6	\$0	0.0	\$0	0.0	\$218
42	Tulsa	\$303	0.0	\$0	0.0	\$0	0.0	\$95
43	Raleigh / Durham	\$251	0.1	\$0	0.0	\$0	0.0	\$224
44	Honolulu	\$448	0.7	\$0	0.0	\$503	0.0	\$455
45	Columbus	\$252	0.2	\$0	0.0	\$0	0.0	\$210
46	Jacksonville	\$259	0.1	\$0	0.0	\$0	0.0	\$208
47	Norfolk / Newport News	\$227	0.1	\$0	0.0	\$169	0.0	\$256
48	Indianapolis	\$228	0.2	\$0	0.0	\$147	0.0	\$193
49	San Juan	\$267	0.4	\$190	0.2	\$0	0.0	\$266
50	Little Rock	\$253	0.0	\$0	0.0	\$0	0.0	\$159
Grand Totals		\$216	1.21	\$81	15.2	\$215	37.2	\$170
Average True Fare / PDEW		\$310	98.9	\$89	49.8	\$119	33.0	\$226

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Wichita Falls Regional Airport - Wichita Falls, Texas



Air Carrier Usage at 50 Largest True O&D Passenger Markets at SPS Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	American		Delta		Alaska		Total PDEW
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	3.2	99.6%	0.0	0.0%	0.0	0.0%	3.3
2	Las Vegas	3.1	99.1%	0.0	0.4%	0.0	0.0%	3.1
3	Denver	1.9	100.0%	0.0	0.0%	0.0	0.0%	1.9
4	Los Angeles Basin	4.5	100.0%	0.0	0.0%	0.0	0.0%	4.5
5	Chicago	2.8	100.0%	0.0	0.0%	0.0	0.0%	2.8
6	Washington / Baltimore	5.3	99.7%	0.0	0.3%	0.0	0.0%	5.3
7	San Francisco Bay Area	1.9	99.3%	0.0	0.0%	0.0	0.0%	1.9
8	New York / Newark	4.7	100.0%	0.0	0.0%	0.0	0.0%	4.7
9	Atlanta	3.4	99.6%	0.0	0.4%	0.0	0.0%	3.4
10	Orlando / Sanford	2.8	99.5%	0.0	0.0%	0.0	0.0%	2.8
11	Phoenix / Mesa	2.9	100.0%	0.0	0.0%	0.0	0.0%	2.9
12	New Orleans	0.8	100.0%	0.0	0.0%	0.0	0.0%	0.8
13	South Florida	1.9	100.0%	0.0	0.0%	0.0	0.0%	1.9
14	El Paso	1.3	100.0%	0.0	0.0%	0.0	0.0%	1.3
15	Seattle / Tacoma	2.1	87.9%	0.0	0.0%	0.3	12.1%	2.4
16	San Diego	1.4	99.0%	0.0	0.0%	0.0	0.0%	1.4
17	St Louis	1.5	100.0%	0.0	0.0%	0.0	0.0%	1.5
18	Kansas City	0.9	100.0%	0.0	0.0%	0.0	0.0%	0.9
19	Austin	1.5	100.0%	0.0	0.0%	0.0	0.0%	1.5
20	San Antonio	2.0	100.0%	0.0	0.0%	0.0	0.0%	2.0
21	Boston	1.2	98.8%	0.0	0.0%	0.0	0.0%	1.2
22	Philadelphia	2.2	100.0%	0.0	0.0%	0.0	0.0%	2.2
23	Cancun	0.1	100.0%	0.0	0.0%	0.0	0.0%	0.1
24	Minneapolis	1.5	99.1%	0.0	0.9%	0.0	0.0%	1.5
25	Charlotte	1.5	100.0%	0.0	0.0%	0.0	0.0%	1.5
26	Tampa / St. Petersburg	1.4	99.0%	0.0	1.0%	0.0	0.0%	1.4
27	Detroit	1.2	98.9%	0.0	1.1%	0.0	0.0%	1.2
28	Midland / Odessa	0.2	100.0%	0.0	0.0%	0.0	0.0%	0.2
29	Lubbock	0.0	100.0%	0.0	0.0%	0.0	0.0%	0.0
30	Nashville	1.8	100.0%	0.0	0.0%	0.0	0.0%	1.8
31	Albuquerque	0.8	100.0%	0.0	0.0%	0.0	0.0%	0.8
32	South Texas	0.4	100.0%	0.0	0.0%	0.0	0.0%	0.4
33	Portland, OR	0.8	100.0%	0.0	0.0%	0.0	0.0%	0.8
34	Salt Lake City	1.8	99.2%	0.0	0.8%	0.0	0.0%	1.8
35	Sacramento	1.6	99.1%	0.0	0.0%	0.0	0.0%	1.6
36	Dallas / Ft. Worth	4.7	100.0%	0.0	0.0%	0.0	0.0%	4.7
37	Amarillo	0.0	100.0%	0.0	0.0%	0.0	0.0%	0.0
38	Huntsville	0.7	100.0%	0.0	0.0%	0.0	0.0%	0.7
39	Pittsburgh	2.4	100.0%	0.0	0.0%	0.0	0.0%	2.4
40	Bullhead City / Laughlin	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
41	Reno	0.3	100.0%	0.0	0.0%	0.0	0.0%	0.3
42	Tulsa	0.2	100.0%	0.0	0.0%	0.0	0.0%	0.2
43	Raleigh / Durham	1.7	100.0%	0.0	0.0%	0.0	0.0%	1.7
44	Honolulu	0.7	94.5%	0.0	0.0%	0.0	1.8%	0.8
45	Columbus	1.6	100.0%	0.0	0.0%	0.0	0.0%	1.6
46	Jacksonville	1.0	100.0%	0.0	0.0%	0.0	0.0%	1.0
47	Norfolk / Newport News	1.3	99.0%	0.0	1.0%	0.0	0.0%	1.3
48	Indianapolis	1.4	100.0%	0.0	0.0%	0.0	0.0%	1.4
49	San Juan	0.3	100.0%	0.0	0.0%	0.0	0.0%	0.3
50	Little Rock	1.0	100.0%	0.0	0.0%	0.0	0.0%	1.0
Top 50 Markets		83.3	99.4%	0.0	0.1%	0.0	0.0%	83.3
Total True PDEW / Share		121.8	97.4%	0.9	0.7%	0.8	0.7%	125.0

Wichita Falls Regional Airport - Wichita Falls, Texas

Airline Revenue and Average Fares at 50 Largest True O&D Passenger Markets at SPS
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	American		Delta		Alaska		Average Fare
		RDEW	Fare	RDEW	Fare	RDEW	Fare	
1	Houston	\$543	\$167	\$0	\$0	\$0	\$0	\$168
2	Las Vegas	\$623	\$204	\$11	\$775	\$0	\$0	\$207
3	Denver	\$374	\$198	\$0	\$0	\$0	\$0	\$198
4	Los Angeles Basin	\$953	\$213	\$0	\$0	\$0	\$0	\$213
5	Chicago	\$537	\$189	\$0	\$0	\$0	\$0	\$189
6	Washington / Baltimore	\$1,851	\$311	\$8	\$580	\$0	\$0	\$312
7	San Francisco Bay Area	\$413	\$218	\$0	\$0	\$0	\$0	\$218
8	New York / Newark	\$1,007	\$213	\$0	\$0	\$0	\$0	\$213
9	Atlanta	\$624	\$184	\$6	\$441	\$0	\$0	\$185
10	Orlando / Sanford	\$609	\$218	\$0	\$0	\$0	\$0	\$216
11	Phoenix / Mesa	\$597	\$204	\$0	\$0	\$0	\$0	\$204
12	New Orleans	\$135	\$173	\$0	\$0	\$0	\$0	\$173
13	South Florida	\$397	\$204	\$0	\$0	\$0	\$0	\$204
14	El Paso	\$206	\$155	\$0	\$0	\$0	\$0	\$155
15	Seattle / Tacoma	\$584	\$280	\$0	\$0	\$70	\$242	\$276
16	San Diego	\$323	\$227	\$0	\$0	\$0	\$0	\$228
17	St Louis	\$303	\$199	\$0	\$0	\$0	\$0	\$199
18	Kansas City	\$165	\$177	\$0	\$0	\$0	\$0	\$177
19	Austin	\$232	\$151	\$0	\$0	\$0	\$0	\$151
20	San Antonio	\$345	\$178	\$0	\$0	\$0	\$0	\$176
21	Boston	\$253	\$220	\$0	\$0	\$0	\$0	\$218
22	Philadelphia	\$622	\$282	\$0	\$0	\$0	\$0	\$282
23	Cancun	\$31	\$230	\$0	\$0	\$0	\$0	\$230
24	Minneapolis	\$293	\$193	\$6	\$445	\$0	\$0	\$195
25	Charlotte	\$310	\$202	\$0	\$0	\$0	\$0	\$202
26	Tampa / St. Petersburg	\$269	\$198	\$6	\$403	\$0	\$0	\$200
27	Detroit	\$234	\$199	\$4	\$308	\$0	\$0	\$200
28	Midland / Odessa	\$45	\$194	\$0	\$0	\$0	\$0	\$194
29	Lubbock	\$10	\$247	\$0	\$0	\$0	\$0	\$247
30	Nashville	\$303	\$170	\$0	\$0	\$0	\$0	\$170
31	Albuquerque	\$154	\$187	\$0	\$0	\$0	\$0	\$187
32	South Texas	\$85	\$193	\$0	\$0	\$0	\$0	\$193
33	Portland, OR	\$236	\$313	\$0	\$0	\$0	\$0	\$313
34	Salt Lake City	\$388	\$216	\$9	\$675	\$0	\$0	\$220
35	Sacramento	\$510	\$324	\$0	\$0	\$0	\$0	\$324
36	Dallas / Ft. Worth	\$438	\$93	\$0	\$0	\$0	\$0	\$93
37	Amarillo	\$3	\$217	\$0	\$0	\$0	\$0	\$217
38	Huntsville	\$140	\$190	\$0	\$0	\$0	\$0	\$190
39	Pittsburgh	\$546	\$232	\$0	\$0	\$0	\$0	\$232
40	Bullhead City / Laughlin	\$0	\$0	\$0	\$0	\$0	\$0	\$0
41	Reno	\$72	\$211	\$0	\$0	\$0	\$0	\$211
42	Tulsa	\$25	\$155	\$0	\$0	\$0	\$0	\$155
43	Raleigh / Durham	\$448	\$264	\$0	\$0	\$0	\$0	\$264
44	Honolulu	\$382	\$536	\$0	\$0	\$0	\$0	\$520
45	Columbus	\$306	\$187	\$0	\$0	\$0	\$0	\$187
46	Jacksonville	\$216	\$228	\$0	\$0	\$0	\$0	\$228
47	Norfolk / Newport News	\$362	\$272	\$5	\$332	\$0	\$0	\$273
48	Indianapolis	\$234	\$169	\$0	\$0	\$0	\$0	\$169
49	San Juan	\$113	\$330	\$0	\$0	\$0	\$0	\$330
50	Little Rock	\$227	\$237	\$0	\$0	\$0	\$0	\$237
Total True RDEW / Fare		\$29,833	\$246	\$570	\$622	\$108	\$360	\$258

Air Carrier Usage at 50 Largest True O&D Passenger Markets at DFW

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	American		Spirit		Delta		Total PDEW
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	7.0	86.1%	0.0	0.0%	0.0	0.0%	8.1
2	Las Vegas	17.1	67.3%	7.3	28.9%	0.3	1.3%	25.4
3	Denver	6.1	38.6%	1.9	11.9%	0.0	0.3%	15.9
4	Los Angeles Basin	16.4	66.8%	2.6	10.5%	0.4	1.7%	24.5
5	Chicago	6.1	66.1%	1.6	16.9%	0.3	2.7%	9.3
6	Washington / Baltimore	9.3	72.7%	1.9	14.6%	0.7	5.7%	12.7
7	San Francisco Bay Area	9.2	48.3%	3.5	18.1%	0.4	2.1%	19.1
8	New York / Newark	11.6	63.7%	1.5	8.2%	3.2	17.8%	16.2
9	Atlanta	4.5	38.0%	2.4	20.5%	4.9	41.2%	11.8
10	Orlando / Sanford	10.0	72.8%	3.0	21.8%	0.6	4.1%	13.8
11	Phoenix / Mesa	8.6	85.1%	1.3	12.8%	0.1	0.8%	10.1
12	New Orleans	6.9	70.4%	2.7	27.4%	0.1	0.9%	9.8
13	South Florida	10.8	71.3%	3.5	23.3%	0.6	4.1%	15.2
14	El Paso	5.6	98.5%	0.0	0.0%	0.0	0.0%	5.6
15	Seattle / Tacoma	6.2	54.2%	0.0	0.0%	0.4	3.7%	11.5
16	San Diego	6.4	65.9%	2.2	22.2%	0.2	2.0%	9.8
17	St Louis	3.3	96.9%	0.0	0.0%	0.1	2.1%	3.4
18	Kansas City	4.2	94.5%	0.2	4.0%	0.0	0.7%	4.5
19	Austin	3.7	99.2%	0.0	0.0%	0.0	0.0%	3.7
20	San Antonio	2.5	99.3%	0.0	0.0%	0.0	0.0%	2.5
21	Boston	6.6	65.3%	0.5	4.6%	0.2	2.5%	10.2
22	Philadelphia	6.5	78.7%	1.4	17.1%	0.2	2.9%	8.2
23	Cancun	9.7	76.1%	2.8	21.7%	0.1	0.6%	12.7
24	Minneapolis	3.2	39.3%	2.0	24.7%	2.8	34.5%	8.1
25	Charlotte	6.4	91.2%	0.0	0.0%	0.5	7.1%	7.0
26	Tampa / St Petersburg	4.6	73.2%	1.3	20.5%	0.3	4.8%	6.3
27	Detroit	2.2	37.1%	1.5	24.9%	2.1	36.7%	5.8
28	Midland / Odessa	2.3	98.2%	0.0	0.0%	0.0	0.0%	2.3
29	Lubbock	2.8	99.7%	0.0	0.0%	0.0	0.0%	2.8
30	Nashville	2.8	95.8%	0.0	0.0%	0.1	3.6%	2.9
31	Albuquerque	2.3	97.8%	0.0	0.0%	0.0	0.0%	2.4
32	South Texas	1.1	93.1%	0.0	0.0%	0.0	0.0%	1.2
33	Portland, OR	2.2	49.3%	0.5	12.3%	0.2	5.3%	4.4
34	Salt Lake City	1.4	48.9%	0.0	0.0%	1.1	38.7%	2.9
35	Sacramento	1.9	85.9%	0.0	0.0%	0.1	6.1%	2.2
36	Dallas / Ft. Worth	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
37	Amarillo	2.0	99.7%	0.0	0.0%	0.0	0.0%	2.1
38	Huntsville	1.5	88.8%	0.0	0.0%	0.2	9.1%	1.7
39	Pittsburgh	1.6	88.9%	0.0	0.0%	0.1	6.9%	1.8
40	Birmingham / Lathrop	0.0	0.0%	0.0	0.0%	0.0	0.0%	2.8
41	Reno	2.7	91.1%	0.0	0.0%	0.1	4.2%	3.0
42	Tulsa	2.4	99.9%	0.0	0.0%	0.0	0.0%	2.4
43	Raleigh / Durham	0.6	86.0%	0.0	0.0%	0.1	12.8%	0.7
44	Honolulu	2.5	81.2%	0.0	0.0%	0.2	5.2%	3.0
45	Columbus	1.2	89.1%	0.0	0.0%	0.1	8.2%	1.4
46	Jacksonville	1.8	85.9%	0.0	0.0%	0.3	13.2%	2.1
47	Norfolk / Newport News	1.1	75.6%	0.0	0.0%	0.3	21.1%	1.4
48	Indianapolis	1.6	87.2%	0.0	0.0%	0.2	9.4%	1.8
49	San Juan	1.9	82.0%	0.2	7.8%	0.2	7.1%	2.3
50	Little Rock	1.1	99.9%	0.0	0.0%	0.0	0.0%	1.1
Top 50 Markets		233.0	69.3%	10.5	12.3%	21.4	6.2%	324.9
Total True PDEW / Share		324.6	69.1%	49.9	10.6%	39.0	8.3%	470.0

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Wichita Falls Regional Airport - Wichita Falls, Texas



Air Carrier Usage at 50 Largest True O&D Passenger Markets at DFW **Twelve Months Ended September 2014**

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	United		Alaska		Frontier		Total PDEW
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	1.1	13.8%	0.0	0.0%	0.0	0.0%	8.1
2	Las Vegas	0.3	1.4%	0.0	0.0%	0.2	0.6%	25.4
3	Denver	1.6	10.0%	0.0	0.0%	6.3	39.3%	15.9
4	Los Angeles Basin	1.3	5.5%	0.6	2.3%	0.1	0.3%	24.5
5	Chicago	1.3	14.2%	0.0	0.0%	0.0	0.1%	9.3
6	Washington / Baltimore	0.8	6.7%	0.0	0.0%	0.0	0.0%	12.7
7	San Francisco Bay Area	2.1	10.9%	0.2	0.8%	0.0	0.2%	19.1
8	New York / Newark	1.8	9.7%	0.0	0.0%	0.0	0.0%	18.2
9	Atlanta	0.0	0.4%	0.0	0.0%	0.0	0.0%	11.8
10	Orlando / Sanford	0.2	1.1%	0.0	0.0%	0.0	0.1%	13.8
11	Phoenix / Mesa	0.1	0.8%	0.0	0.0%	0.1	0.7%	10.1
12	New Orleans	0.1	1.3%	0.0	0.0%	0.0	0.0%	9.8
13	South Florida	0.2	1.2%	0.0	0.0%	0.0	0.0%	15.2
14	El Paso	0.1	1.5%	0.0	0.0%	0.0	0.0%	5.8
15	Seattle / Tacoma	0.5	4.0%	3.9	34.2%	0.2	1.6%	11.5
16	San Diego	0.3	3.0%	0.5	5.3%	0.0	0.3%	9.8
17	St Louis	0.0	1.0%	0.0	0.0%	0.0	0.0%	3.4
18	Kansas City	0.0	0.8%	0.0	0.0%	0.0	0.0%	4.5
19	Austin	0.0	0.8%	0.0	0.0%	0.0	0.0%	3.7
20	San Antonio	0.0	0.7%	0.0	0.0%	0.0	0.0%	2.5
21	Boston	0.2	2.0%	0.0	0.0%	0.0	0.0%	10.2
22	Philadelphia	0.1	1.2%	0.0	0.0%	0.0	0.0%	8.2
23	Cancun	0.2	1.5%	0.0	0.0%	0.0	0.0%	12.7
24	Minneapolis	0.1	1.2%	0.0	0.0%	0.0	0.3%	8.1
25	Charlotte	0.1	1.6%	0.0	0.0%	0.0	0.0%	7.0
26	Tampa / St. Petersburg	0.1	1.4%	0.0	0.0%	0.0	0.0%	6.3
27	Detroit	0.1	1.2%	0.0	0.0%	0.0	0.1%	5.8
28	Midland / Odessa	0.0	1.8%	0.0	0.0%	0.0	0.0%	2.3
29	Lubbock	0.0	0.3%	0.0	0.0%	0.0	0.0%	2.8
30	Nashville	0.0	0.6%	0.0	0.0%	0.0	0.0%	2.9
31	Albuquerque	0.0	1.9%	0.0	0.0%	0.0	0.2%	2.4
32	South Texas	0.1	6.9%	0.0	0.0%	0.0	0.0%	1.2
33	Portland, OR	0.2	4.4%	1.2	26.0%	0.1	2.1%	4.4
34	Salt Lake City	0.1	2.2%	0.0	0.1%	0.3	10.2%	2.9
35	Sacramento	0.2	7.8%	0.0	0.2%	0.0	0.0%	2.2
36	Dallas / Ft. Worth	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
37	Amarillo	0.0	0.3%	0.0	0.0%	0.0	0.0%	2.1
38	Huntsville	0.0	2.1%	0.0	0.0%	0.0	0.0%	1.7
39	Pittsburgh	0.1	4.2%	0.0	0.0%	0.0	0.0%	1.8
40	Bullhead City / Laughlin	0.0	0.0%	0.0	0.0%	0.0	0.0%	2.8
41	Reno	0.1	4.4%	0.0	0.3%	0.0	0.0%	3.0
42	Tulsa	0.0	0.1%	0.0	0.0%	0.0	0.0%	2.4
43	Raleigh / Durham	0.0	1.2%	0.0	0.0%	0.0	0.0%	0.7
44	Honolulu	0.3	10.6%	0.1	2.8%	0.0	0.0%	3.0
45	Columbus	0.0	2.8%	0.0	0.0%	0.0	0.0%	1.4
46	Jacksonville	0.0	0.8%	0.0	0.0%	0.0	0.0%	2.1
47	Norfolk / Newport News	0.0	2.9%	0.0	0.0%	0.0	0.5%	1.4
48	Indianapolis	0.1	3.0%	0.0	0.0%	0.0	0.3%	1.8
49	San Juan	0.1	2.8%	0.0	0.0%	0.0	0.0%	2.3
50	Little Rock	0.0	0.1%	0.0	0.0%	0.0	0.0%	1.1
Top 50 Markets		25.1	5.3%	8.2	1.7%	7.9	1.7%	410.0
Total True PDEW Share								

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Wichita Falls Regional Airport - Wichita Falls, Texas

Airline Revenue and Average Fares at 50 Largest True O&D Passenger Markets at DFW

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeyed Passengers

Rank	Airport / Multiple Airport Metro Area	American		Spirit		Delta		Average Fare
		RDEW	Fare	RDEW	Fare	RDEW	Fare	
1	Houston	\$961	\$138	\$0	\$0	\$0	\$0	\$141
2	Las Vegas	\$3,282	\$192	\$623	\$85	\$50	\$151	\$160
3	Denver	\$946	\$154	\$73	\$39	\$7	\$159	\$121
4	Los Angeles Basin	\$3,424	\$209	\$241	\$94	\$83	\$197	\$194
5	Chicago	\$1,288	\$210	\$133	\$85	\$42	\$167	\$190
6	Washington / Baltimore	\$2,282	\$246	\$166	\$89	\$131	\$179	\$221
7	San Francisco Bay Area	\$2,066	\$223	\$268	\$77	\$86	\$219	\$191
8	New York / Newark	\$3,231	\$278	\$188	\$126	\$847	\$262	\$265
9	Atlanta	\$901	\$201	\$199	\$82	\$1,123	\$231	\$189
10	Orlando / Sanford	\$1,918	\$191	\$245	\$82	\$98	\$172	\$166
11	Phoenix / Mesa	\$1,682	\$196	\$79	\$61	\$11	\$167	\$178
12	New Orleans	\$922	\$133	\$112	\$41	\$15	\$170	\$108
13	South Florida	\$2,191	\$202	\$338	\$95	\$108	\$173	\$176
14	El Paso	\$888	\$160	\$0	\$0	\$0	\$0	\$160
15	Seattle / Tacoma	\$1,421	\$227	\$0	\$0	\$90	\$209	\$210
16	San Diego	\$1,449	\$225	\$189	\$87	\$35	\$178	\$190
17	St Louis	\$547	\$167	\$0	\$0	\$13	\$176	\$167
18	Kansas City	\$582	\$137	\$5	\$26	\$5	\$164	\$133
19	Austin	\$476	\$130	\$0	\$0	\$0	\$0	\$130
20	San Antonio	\$313	\$124	\$0	\$0	\$0	\$0	\$125
21	Boston	\$1,387	\$209	\$37	\$79	\$55	\$218	\$194
22	Philadelphia	\$1,379	\$213	\$96	\$68	\$37	\$152	\$186
23	Cancun	\$1,812	\$187	\$359	\$130	\$15	\$177	\$225
24	Minneapolis	\$660	\$208	\$114	\$57	\$603	\$217	\$188
25	Charlotte	\$1,611	\$253	\$0	\$0	\$102	\$204	\$250
26	Tampa / St. Petersburg	\$887	\$193	\$85	\$66	\$54	\$175	\$166
27	Detroit	\$487	\$224	\$133	\$91	\$532	\$248	\$200
28	Midland / Odessa	\$348	\$153	\$0	\$0	\$0	\$0	\$153
29	Lubbock	\$360	\$129	\$0	\$0	\$0	\$0	\$129
30	Nashville	\$512	\$183	\$0	\$0	\$17	\$166	\$183
31	Albuquerque	\$349	\$149	\$0	\$0	\$0	\$354	\$150
32	South Texas	\$163	\$145	\$0	\$0	\$0	\$0	\$146
33	Portland, OR	\$495	\$226	\$48	\$88	\$46	\$196	\$193
34	Salt Lake City	\$300	\$210	\$0	\$0	\$257	\$227	\$210
35	Sacramento	\$455	\$238	\$0	\$0	\$26	\$188	\$231
36	Dallas / Ft. Worth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
37	Amarillo	\$268	\$131	\$0	\$0	\$0	\$0	\$131
38	Huntsville	\$373	\$254	\$0	\$0	\$34	\$225	\$251
39	Pittsburgh	\$371	\$238	\$0	\$0	\$23	\$188	\$232
40	Bullhead City / Laughlin	\$0	\$0	\$0	\$0	\$0	\$0	\$269
41	Reno	\$554	\$205	\$0	\$0	\$25	\$206	\$205
42	Tulsa	\$261	\$107	\$0	\$0	\$0	\$0	\$107
43	Raleigh / Durham	\$141	\$229	\$0	\$0	\$17	\$182	\$223
44	Honolulu	\$941	\$383	\$0	\$0	\$49	\$316	\$405
45	Columbus	\$248	\$200	\$0	\$0	\$19	\$164	\$197
46	Jacksonville	\$394	\$213	\$0	\$0	\$50	\$177	\$209
47	Norfolk / Newport News	\$258	\$241	\$0	\$0	\$64	\$214	\$234
48	Indianapolis	\$326	\$205	\$0	\$0	\$30	\$175	\$202
49	San Juan	\$517	\$271	\$34	\$186	\$41	\$248	\$261
50	Little Rock	\$134	\$118	\$0	\$0	\$0	\$0	\$119
Total True PDEW / Share		\$78,715	\$250	\$4,299	\$88	\$10,255	\$272	\$245

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Wichita Falls Regional Airport - Wichita Falls, Texas



Airline Revenue and Average Fares at 50 Largest True O&D Passenger Markets at DFW Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeyed Passengers

Rank	Airport / Multiple Airport Metro Area	United RDEW	United Fare	Alaska RDEW	Alaska Fare	Frontier RDEW	Frontier Fare	Average Fare
1	Houston	\$177	\$158	\$0	\$0	\$0	\$0	\$141
2	Las Vegas	\$60	\$173	\$1	\$108	\$20	\$126	\$160
3	Denver	\$293	\$184	\$0	\$0	\$604	\$97	\$121
4	Los Angeles Basin	\$257	\$192	\$112	\$195	\$10	\$140	\$194
5	Chicago	\$299	\$228	\$0	\$0	\$2	\$184	\$190
6	Washington / Baltimore	\$224	\$263	\$0	\$0	\$1	\$163	\$221
7	San Francisco Bay Area	\$463	\$221	\$31	\$192	\$5	\$130	\$191
8	New York / Newark	\$532	\$302	\$0	\$0	\$1	\$182	\$265
9	Atlanta	\$10	\$223	\$0	\$0	\$0	\$193	\$189
10	Orlando / Sanford	\$27	\$169	\$0	\$0	\$2	\$137	\$166
11	Phoenix / Mesa	\$15	\$179	\$0	\$0	\$8	\$118	\$178
12	New Orleans	\$18	\$145	\$0	\$0	\$0	\$0	\$108
13	South Florida	\$33	\$179	\$0	\$0	\$0	\$457	\$176
14	El Paso	\$14	\$160	\$0	\$128	\$0	\$0	\$160
15	Seattle / Tacoma	\$85	\$187	\$755	\$192	\$30	\$182	\$210
16	San Diego	\$60	\$205	\$105	\$202	\$4	\$152	\$190
17	St Louis	\$6	\$187	\$0	\$0	\$0	\$0	\$167
18	Kansas City	\$6	\$182	\$0	\$0	\$0	\$0	\$133
19	Austin	\$7	\$216	\$0	\$0	\$0	\$0	\$139
20	San Antonio	\$3	\$157	\$0	\$0	\$0	\$0	\$125
21	Boston	\$42	\$209	\$0	\$1,009	\$0	\$0	\$194
22	Philadelphia	\$21	\$222	\$0	\$0	\$0	\$0	\$186
23	Cancun	\$35	\$186	\$0	\$0	\$1	\$188	\$225
24	Minneapolis	\$19	\$206	\$0	\$0	\$5	\$181	\$188
25	Charlotte	\$28	\$246	\$0	\$0	\$0	\$0	\$250
26	Tampa / St. Petersburg	\$16	\$184	\$0	\$75	\$0	\$289	\$166
27	Detroit	\$15	\$224	\$0	\$0	\$1	\$178	\$200
28	Midland / Odessa	\$7	\$172	\$0	\$0	\$0	\$0	\$153
29	Lubbock	\$1	\$182	\$0	\$0	\$0	\$0	\$129
30	Nashville	\$3	\$181	\$0	\$0	\$0	\$0	\$183
31	Albuquerque	\$8	\$173	\$0	\$0	\$1	\$125	\$150
32	South Texas	\$12	\$142	\$0	\$0	\$0	\$0	\$146
33	Portland, OR	\$40	\$204	\$208	\$180	\$14	\$149	\$193
34	Salt Lake City	\$14	\$220	\$0	\$17	\$44	\$148	\$210
35	Sacramento	\$34	\$195	\$2	\$320	\$0	\$495	\$231
36	Dallas / Ft. Worth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
37	Amarillo	\$1	\$116	\$0	\$0	\$0	\$0	\$131
38	Huntsville	\$9	\$263	\$0	\$0	\$0	\$0	\$251
39	Pittsburgh	\$14	\$188	\$0	\$0	\$0	\$0	\$232
40	Bullhead City / Laughlin	\$0	\$0	\$0	\$0	\$0	\$0	\$269
41	Reno	\$26	\$201	\$2	\$216	\$0	\$0	\$203
42	Tulsa	\$1	\$356	\$0	\$0	\$0	\$0	\$107
43	Raleigh / Durham	\$2	\$233	\$0	\$0	\$0	\$0	\$223
44	Honolulu	\$121	\$376	\$33	\$399	\$0	\$275	\$405
45	Columbus	\$7	\$188	\$0	\$0	\$0	\$0	\$197
46	Jacksonville	\$4	\$214	\$0	\$0	\$0	\$0	\$209
47	Norfolk / Newport News	\$9	\$219	\$0	\$0	\$1	\$146	\$234
48	Indianapolis	\$11	\$194	\$0	\$0	\$1	\$134	\$202
49	San Juan	\$14	\$216	\$0	\$0	\$0	\$0	\$261
50	Little Rock	\$0	\$319	\$0	\$0	\$0	\$0	\$119
TOTAL True RDEW / Fare		\$7,477	\$311	\$1,765	\$213	\$967	\$109	\$245

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Worksheet: Airport Revenue and Average Fares by Airline

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Air Carrier Usage at 50 Largest True O&D Passenger Markets at OKC

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Southwest		American		United		Total PDEW
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	32.1	88.9%	0.7	2.0%	3.3	9.1%	36.1
2	Las Vegas	26.2	74.8%	2.5	7.2%	2.0	5.6%	35.0
3	Denver	23.4	52.4%	0.7	1.5%	9.0	20.2%	44.7
4	Los Angeles Basin	8.7	38.8%	5.7	25.5%	3.9	17.3%	22.2
5	Chicago	26.7	71.7%	5.3	14.3%	3.9	10.4%	37.2
6	Washington / Baltimore	10.2	55.6%	3.2	17.4%	2.5	13.5%	18.3
7	San Francisco Bay Area	8.0	50.1%	2.4	14.8%	3.6	22.6%	16.0
8	New York / Newark	2.6	20.0%	4.5	35.1%	3.4	26.8%	12.8
9	Atlanta	7.7	41.5%	0.9	5.1%	0.4	1.9%	18.4
10	Orlando / Sanford	4.8	40.4%	2.7	22.7%	1.6	13.3%	11.9
11	Phoenix / Mesa	10.9	73.3%	1.7	11.8%	0.9	6.4%	14.9
12	New Orleans	4.1	63.2%	1.2	19.3%	0.8	12.6%	6.4
13	South Florida	1.1	21.5%	2.0	38.6%	0.7	14.2%	5.3
14	El Paso	2.3	50.7%	1.8	39.5%	0.4	9.8%	4.5
15	Seattle / Tacoma	1.6	25.2%	1.2	18.7%	0.9	14.5%	6.5
16	San Diego	3.4	49.4%	1.3	18.4%	0.8	11.7%	6.9
17	St Louis	6.3	81.4%	1.7	16.4%	0.2	1.8%	10.2
18	Kansas City	5.9	84.9%	1.0	15.1%	0.0	0.0%	6.9
19	Austin	2.6	67.8%	0.9	23.9%	0.3	8.4%	3.8
20	San Antonio	2.9	65.6%	1.2	27.1%	0.3	7.3%	4.5
21	Boston	1.2	27.7%	1.6	37.7%	0.8	17.4%	4.4
22	Philadelphia	0.9	25.9%	1.6	46.2%	0.4	11.6%	3.5
23	Cancun	0.2	6.7%	1.5	47.7%	1.1	36.6%	3.1
24	Minneapolis	0.7	16.8%	0.7	16.3%	0.3	7.0%	4.0
25	Charlotte	0.6	14.1%	1.5	38.5%	0.3	7.7%	3.9
26	Tampa / St. Petersburg	1.4	40.6%	0.8	24.4%	0.6	17.9%	3.4
27	Detroit	1.3	26.6%	0.7	14.3%	0.2	4.6%	4.9
28	Midland / Odessa	1.2	74.0%	0.4	26.0%	0.0	0.0%	1.6
29	Lubbock	1.2	71.4%	0.5	28.2%	0.0	0.4%	1.7
30	Nashville	1.5	49.2%	1.0	34.6%	0.2	5.7%	3.0
31	Albuquerque	1.2	49.1%	1.0	41.3%	0.2	8.3%	2.3
32	South Texas	2.8	79.6%	0.1	3.8%	0.6	16.6%	3.5
33	Portland, OR	1.1	32.7%	0.5	14.7%	0.5	15.9%	3.3
34	Salt Lake City	0.8	21.2%	0.3	6.8%	0.2	6.4%	3.9
35	Sacramento	2.0	57.8%	0.5	14.1%	0.7	20.5%	3.4
36	Dallas / Ft. Worth	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
37	Amarillo	0.3	42.4%	0.4	57.6%	0.0	0.0%	0.6
38	Huntsville	0.0	0.0%	1.1	45.2%	0.4	15.6%	2.4
39	Pittsburgh	0.4	24.3%	0.6	33.1%	0.3	18.0%	1.8
40	Bullhead City / Laughlin	0.0	0.0%	0.0	0.0%	0.0	0.0%	3.6
41	Reno	2.1	63.7%	0.5	13.9%	0.5	14.4%	3.3
42	Tulsa	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.6
43	Raleigh / Durham	0.2	35.1%	0.1	21.6%	0.1	10.1%	0.6
44	Honolulu	0.0	0.0%	0.5	52.8%	0.4	35.2%	1.0
45	Columbus	0.7	41.8%	0.5	29.6%	0.2	10.5%	1.6
46	Jacksonville	0.2	24.6%	0.4	34.8%	0.1	5.2%	1.0
47	Norfolk / Newport News	0.2	15.9%	0.2	18.4%	0.1	7.3%	1.2
48	Indianapolis	0.2	22.3%	0.3	41.0%	0.1	14.7%	0.8
49	San Juan	0.3	16.8%	0.7	35.1%	0.3	15.8%	1.9
50	Little Rock	0.7	47.4%	0.8	52.6%	0.0	0.0%	1.5
Top 50 Markets		376.1	44.9%	61.2	71.8%	47.5	78.0%	504.8
Total True PDEW / Share		222.8	47.5%	82.3	17.5%	69.6	14.8%	469.4

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Wichita Falls Regional Airport - Wichita Falls, Texas



Air Carrier Usage at 50 Largest True O&D Passenger Markets at OKC

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Delta		Frontier		Alaska		Total PDEW
		PDEW	Share	PDEW	Share	PDEW	Share	
1	Houston	0.0	0.0%	0.0	0.0%	0.0	0.0%	38.1
2	Las Vegas	1.2	3.4%	3.1	8.9%	0.0	0.0%	35.0
3	Denver	0.0	0.1%	11.5	25.7%	0.0	0.0%	44.7
4	Los Angeles Basin	1.3	6.0%	2.6	11.6%	0.1	0.6%	22.2
5	Chicago	1.2	3.1%	0.1	0.4%	0.0	0.0%	37.2
6	Washington / Baltimore	2.4	13.2%	0.0	0.3%	0.0	0.0%	18.3
7	San Francisco Bay Area	1.1	6.8%	0.9	5.7%	0.0	0.0%	16.0
8	New York / Newark	2.3	17.7%	0.1	0.4%	0.0	0.0%	12.6
9	Atlanta	9.5	51.4%	0.0	0.0%	0.0	0.0%	18.4
10	Orlando / Sanford	1.6	13.2%	0.0	0.4%	0.0	0.0%	11.9
11	Phoenix / Mesa	0.4	2.4%	0.9	6.1%	0.0	0.0%	14.9
12	New Orleans	0.3	4.9%	0.0	0.0%	0.0	0.0%	6.4
13	South Florida	1.3	25.5%	0.0	0.2%	0.0	0.0%	5.3
14	El Paso	0.0	0.0%	0.0	0.0%	0.0	0.0%	4.5
15	Seattle / Tacoma	0.7	10.7%	1.8	27.2%	0.2	3.7%	6.5
16	San Diego	0.3	3.8%	1.1	16.7%	0.0	0.0%	6.9
17	St Louis	0.0	0.4%	0.0	0.0%	0.0	0.0%	10.2
18	Kansas City	0.0	0.0%	0.0	0.0%	0.0	0.0%	6.9
19	Austin	0.0	0.0%	0.0	0.0%	0.0	0.0%	3.8
20	San Antonio	0.0	0.0%	0.0	0.0%	0.0	0.0%	4.5
21	Boston	0.7	17.1%	0.0	0.0%	0.0	0.0%	4.4
22	Philadelphia	0.6	16.3%	0.0	0.0%	0.0	0.0%	3.5
23	Cancun	0.2	8.0%	0.0	1.0%	0.0	0.0%	3.1
24	Minneapolis	2.2	53.8%	0.2	6.0%	0.0	0.0%	4.0
25	Charlotte	1.6	39.7%	0.0	0.0%	0.0	0.0%	3.9
26	Tampa / St. Petersburg	0.6	16.7%	0.0	0.3%	0.0	0.0%	3.4
27	Detroit	2.6	54.1%	0.0	0.3%	0.0	0.0%	4.9
28	Midland / Odessa	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.6
29	Lubbock	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.7
30	Nashville	0.3	10.4%	0.0	0.2%	0.0	0.0%	3.0
31	Albuquerque	0.0	0.2%	0.0	1.1%	0.0	0.0%	2.3
32	South Texas	0.0	0.0%	0.0	0.0%	0.0	0.0%	3.5
33	Portland, OR	0.4	12.9%	0.7	22.4%	0.0	1.3%	3.3
34	Salt Lake City	1.9	50.2%	0.6	15.4%	0.0	0.1%	3.9
35	Sacramento	0.3	7.6%	0.0	0.0%	0.0	0.0%	3.4
36	Dallas / Ft. Worth	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
37	Amarillo	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.6
38	Huntsville	0.9	39.3%	0.0	0.0%	0.0	0.0%	2.4
39	Pittsburgh	0.4	24.7%	0.0	0.0%	0.0	0.0%	1.8
40	Bullhead City / Laughlin	0.0	0.0%	0.0	0.0%	0.0	0.0%	3.6
41	Reno	0.3	8.0%	0.0	0.0%	0.0	0.0%	3.3
42	Tulsa	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.6
43	Raleigh / Durham	0.2	33.3%	0.0	0.0%	0.0	0.0%	0.8
44	Honolulu	0.1	11.1%	0.0	0.7%	0.0	0.2%	1.0
45	Columbus	0.3	18.1%	0.0	0.0%	0.0	0.0%	1.6
46	Jacksonville	0.4	35.5%	0.0	0.0%	0.0	0.0%	1.0
47	Norfolk / Newport News	0.7	56.8%	0.0	1.6%	0.0	0.0%	1.2
48	Indianapolis	0.2	21.5%	0.0	0.5%	0.0	0.0%	0.8
49	San Juan	0.6	32.3%	0.0	0.0%	0.0	0.0%	1.9
50	Little Rock	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.5
Total O&D Markets		69.8	12.9%	24.9	5.3%	1.0	0.2%	94.7
Total True PDEW / Share		69.8	12.9%	24.9	5.3%	1.0	0.2%	94.7

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Wichita FCS Regional Airport - Wichita, KS, 67201

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Airline Revenue and Average Fares at 50 Largest True O&D Passenger Markets at OKC
Twelve Months Ended September 2014

Approximate 100% Sample - Directional Journaled Passengers

Rank	Airport / Multiple Airport Metro Area	Southwest		American		United		Average Fare
		RDEW	Fare	RDEW	Fare	RDEW	Fare	
1	Houston	\$4,969	\$155	\$103	\$143	\$569	\$173	\$158
2	Las Vegas	\$4,649	\$177	\$497	\$198	\$401	\$203	\$177
3	Denver	\$2,381	\$102	\$108	\$157	\$1,326	\$147	\$109
4	Los Angeles Basin	\$1,708	\$197	\$1,450	\$256	\$932	\$242	\$215
5	Chicago	\$3,788	\$142	\$1,059	\$199	\$829	\$213	\$160
6	Washington / Baltimore	\$1,964	\$193	\$681	\$214	\$559	\$225	\$203
7	San Francisco Bay Area	\$1,683	\$209	\$534	\$225	\$881	\$243	\$219
8	New York / Newark	\$458	\$178	\$966	\$214	\$898	\$261	\$226
9	Atlanta	\$1,019	\$133	\$170	\$179	\$64	\$177	\$168
10	Orlando / Sanford	\$773	\$160	\$501	\$185	\$300	\$189	\$169
11	Phoenix / Mesa	\$2,024	\$186	\$311	\$178	\$171	\$180	\$181
12	New Orleans	\$763	\$188	\$235	\$190	\$181	\$224	\$196
13	South Florida	\$210	\$185	\$457	\$224	\$175	\$234	\$224
14	El Paso	\$473	\$209	\$377	\$213	\$111	\$254	\$215
15	Seattle / Tacoma	\$358	\$220	\$274	\$227	\$224	\$239	\$217
16	San Diego	\$678	\$200	\$288	\$228	\$184	\$228	\$201
17	St Louis	\$1,233	\$149	\$248	\$148	\$29	\$161	\$149
18	Kansas City	\$1,111	\$189	\$249	\$240	\$0	\$0	\$197
19	Austin	\$430	\$167	\$183	\$180	\$62	\$195	\$172
20	San Antonio	\$526	\$180	\$213	\$176	\$75	\$229	\$182
21	Boston	\$240	\$199	\$388	\$236	\$190	\$250	\$236
22	Philadelphia	\$208	\$230	\$409	\$253	\$109	\$269	\$252
23	Cancun	\$47	\$222	\$381	\$256	\$316	\$277	\$262
24	Minneapolis	\$117	\$174	\$145	\$222	\$61	\$215	\$234
25	Charlotte	\$87	\$156	\$363	\$239	\$67	\$219	\$204
26	Tampa / St. Petersburg	\$267	\$191	\$183	\$218	\$144	\$233	\$213
27	Detroit	\$202	\$155	\$136	\$194	\$47	\$209	\$219
28	Midland / Odessa	\$214	\$185	\$94	\$230	\$0	\$0	\$197
29	Lubbock	\$190	\$156	\$74	\$155	\$2	\$317	\$157
30	Nashville	\$302	\$205	\$229	\$221	\$42	\$250	\$217
31	Albuquerque	\$223	\$193	\$172	\$177	\$48	\$245	\$190
32	South Texas	\$529	\$190	\$26	\$193	\$131	\$226	\$196
33	Portland, OR	\$218	\$201	\$110	\$226	\$123	\$232	\$206
34	Salt Lake City	\$134	\$164	\$55	\$209	\$53	\$218	\$194
35	Sacramento	\$409	\$207	\$109	\$226	\$165	\$235	\$216
36	Dallas / Ft. Worth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
37	Amarillo	\$44	\$165	\$67	\$186	\$0	\$0	\$177
38	Huntsville	\$0	\$0	\$314	\$292	\$86	\$231	\$270
39	Pittsburgh	\$94	\$222	\$140	\$240	\$87	\$276	\$249
40	Bullhead City / Laughlin	\$0	\$0	\$0	\$0	\$0	\$0	\$201
41	Reno	\$471	\$224	\$124	\$271	\$104	\$218	\$231
42	Tulsa	\$0	\$0	\$0	\$0	\$0	\$0	\$0
43	Raleigh / Durham	\$48	\$217	\$36	\$263	\$16	\$250	\$246
44	Honolulu	\$0	\$0	\$241	\$443	\$176	\$484	\$467
45	Columbus	\$148	\$227	\$115	\$249	\$44	\$266	\$242
46	Jacksonville	\$49	\$198	\$74	\$210	\$14	\$270	\$229
47	Norfolk / Newport News	\$39	\$213	\$52	\$243	\$19	\$225	\$253
48	Indianapolis	\$39	\$208	\$73	\$213	\$30	\$244	\$224
49	San Juan	\$51	\$160	\$173	\$259	\$82	\$273	\$250
50	Little Rock	\$121	\$174	\$140	\$181	\$0	\$0	\$178
Total True PDEW / Share		\$36,891	\$166	\$20,128	\$248	\$18,556	\$274	\$213

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Wichita Falls Regional Airport - Wichita Falls, Texas



Airline Revenue and Average Fares at 50 Largest True O&D Passenger Markets at OKC
Twelve Months Ended September 2014

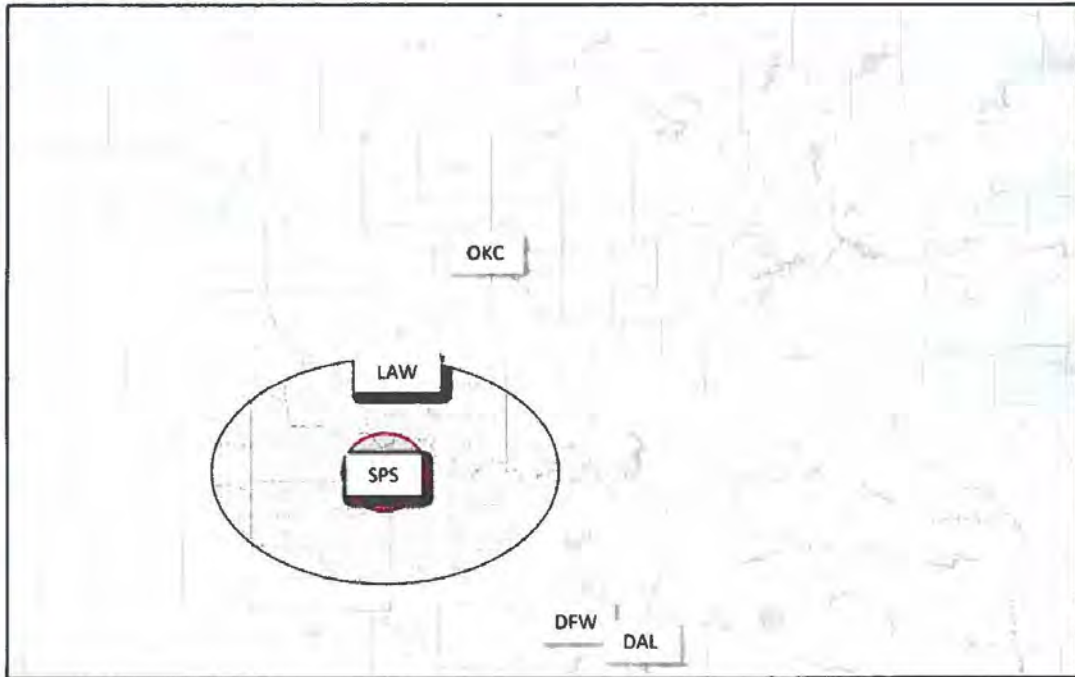
Approximates 100% Sample - Directional Journeyed Passengers

Rank	Airport / Multiple Airport Metro Area	Delta		Frontier		Alaska		Average Fare
		RDEW	Fare	RDEW	Fare	RDEW	Fare	
1	Houston	\$0	\$0	\$0	\$0	\$0	\$0	\$158
2	Las Vegas	\$232	\$193	\$421	\$135	\$0	\$0	\$177
3	Denver	\$6	\$164	\$1,041	\$91	\$0	\$0	\$109
4	Los Angeles Basin	\$295	\$223	\$360	\$139	\$39	\$277	\$215
5	Chicago	\$210	\$180	\$16	\$111	\$0	\$0	\$160
6	Washington / Baltimore	\$513	\$212	\$7	\$151	\$0	\$0	\$203
7	San Francisco Bay Area	\$274	\$251	\$135	\$148	\$0	\$104	\$219
8	New York / Newark	\$576	\$254	\$8	\$163	\$0	\$0	\$226
9	Atlanta	\$1,838	\$194	\$1	\$210	\$0	\$0	\$168
10	Orlando / Sanford	\$344	\$219	\$8	\$158	\$0	\$0	\$169
11	Phoenix / Mesa	\$63	\$178	\$118	\$131	\$0	\$0	\$181
12	New Orleans	\$77	\$246	\$0	\$0	\$0	\$0	\$198
13	South Florida	\$340	\$253	\$1	\$176	\$0	\$0	\$224
14	El Paso	\$0	\$0	\$0	\$0	\$0	\$0	\$215
15	Seattle / Tacoma	\$191	\$277	\$294	\$168	\$63	\$263	\$217
16	San Diego	\$56	\$217	\$171	\$149	\$0	\$0	\$201
17	St Louis	\$8	\$184	\$0	\$0	\$0	\$0	\$149
18	Kansas City	\$0	\$0	\$0	\$0	\$0	\$0	\$107
19	Austin	\$0	\$0	\$0	\$0	\$0	\$0	\$172
20	San Antonio	\$0	\$0	\$0	\$0	\$0	\$0	\$182
21	Boston	\$213	\$285	\$0	\$0	\$0	\$0	\$236
22	Philadelphia	\$158	\$276	\$0	\$0	\$0	\$0	\$252
23	Cancun	\$65	\$261	\$8	\$247	\$0	\$0	\$262
24	Minneapolis	\$586	\$271	\$33	\$135	\$0	\$0	\$234
25	Charlotte	\$289	\$185	\$0	\$0	\$0	\$0	\$204
26	Tampa / St. Petersburg	\$137	\$237	\$1	\$131	\$0	\$0	\$213
27	Detroit	\$682	\$258	\$2	\$129	\$0	\$0	\$219
28	Midland / Odessa	\$0	\$0	\$0	\$0	\$0	\$0	\$197
29	Lubbock	\$0	\$0	\$0	\$0	\$0	\$0	\$157
30	Nashville	\$75	\$240	\$1	\$148	\$0	\$0	\$217
31	Albuquerque	\$1	\$315	\$3	\$112	\$0	\$0	\$190
32	South Texas	\$0	\$0	\$0	\$0	\$0	\$0	\$196
33	Portland, OR	\$102	\$239	\$119	\$160	\$12	\$266	\$206
34	Salt Lake City	\$427	\$221	\$80	\$135	\$1	\$220	\$194
35	Sacramento	\$56	\$215	\$0	\$0	\$0	\$0	\$216
36	Dallas / Ft. Worth	\$0	\$0	\$0	\$0	\$0	\$0	\$0
37	Amarillo	\$0	\$0	\$0	\$0	\$0	\$0	\$177
38	Huntsville	\$243	\$260	\$0	\$0	\$0	\$0	\$270
39	Pittsburgh	\$117	\$270	\$0	\$0	\$0	\$0	\$249
40	Bullhead City / Laughlin	\$0	\$0	\$0	\$0	\$0	\$0	\$201
41	Reno	\$65	\$247	\$0	\$0	\$0	\$0	\$231
42	Tulsa	\$0	\$0	\$0	\$0	\$0	\$0	\$0
43	Raleigh / Durham	\$56	\$265	\$0	\$0	\$0	\$0	\$246
44	Honolulu	\$53	\$458	\$4	\$510	\$1	\$369	\$487
45	Columbus	\$71	\$252	\$0	\$0	\$0	\$0	\$242
46	Jacksonville	\$95	\$264	\$0	\$0	\$0	\$0	\$229
47	Norfolk / Newport News	\$180	\$273	\$3	\$167	\$0	\$0	\$253
48	Indianapolis	\$44	\$248	\$1	\$162	\$0	\$0	\$224
49	San Juan	\$169	\$276	\$0	\$0	\$0	\$0	\$250
50	Little Rock	\$0	\$0	\$0	\$0	\$0	\$0	\$178
Total True RDEW / Fare		\$16,106	\$260	\$1,018	\$121	\$144	\$343	\$213

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Worksheet: Airline Revenue and Average Fares at 50 Largest True O&D Passenger Markets at OKC

Section 4: Competitive Airports within the Region



- Dallas Fort Worth International Airport is 122 miles and a 1 hour 50 minute drive from Wichita Falls.
- Will Rogers World Airport is 134 miles and a 1 hour 55 minute drive from Wichita Falls.
- Dallas Love Field is 137 miles and a 2 hour 2 minute drive from Wichita Falls.

Wichita Falls Has Non-Stop Service to 1 Destination with a June 2015 Average of 4.0 Departures and 200 Seats per Day

Service at SPS



Comparisons

	SPS Catchment**	SPS True Market	SPS Region*
**includes LAW			
Population - YE 3Q 2014	433,056	433,056	29,466,189
Personal Income (\$millions)	\$15,576	\$15,576	\$1,173,612
Earnings (\$millions)	\$10,758	\$10,758	\$899,847
O&D Passengers - YE 3Q 2014	95,540	496,220	41,292,390
O&D Passengers per Capita - YE 3Q 2014	0.22	1.15	1.40
O&D Passengers per \$million Income - YE 3Q 2014	6.13	31.86	35.18
O&D Passengers per \$million Earnings - YE 3Q 2014	8.88	46.12	45.89

Pax = Enplanements

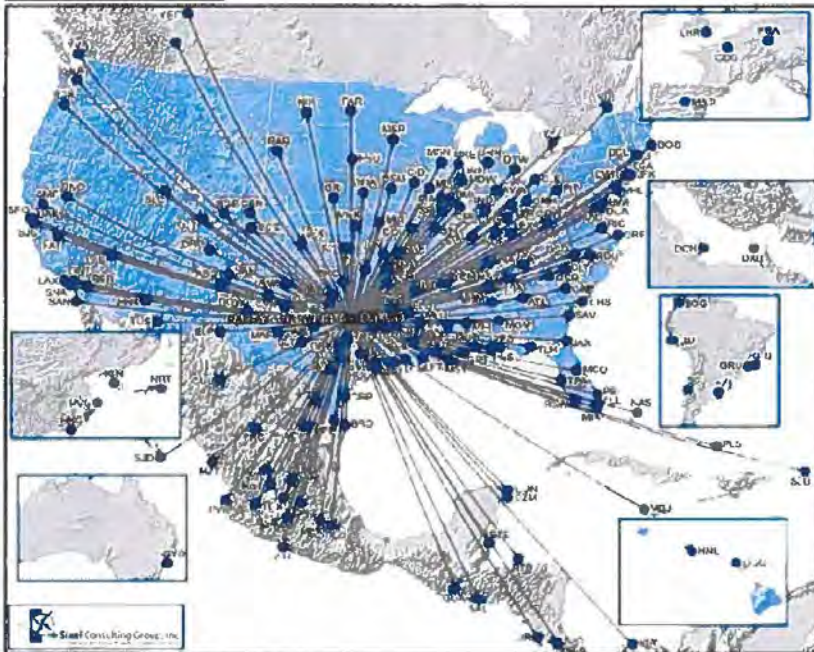
*Wichita Falls Region includes Oklahoma and Texas

Wichita Falls Regional Airport - Wichita Falls, Texas



Dallas/Ft Worth Has Non-Stop Service to 204 Destinations with a June 2015 Average of 1,152 Departures and 140,696 Seats per Day

Service at DFW



Comparisons

	SPS True Market	DFW/DAL Catchment	SPS Region*
Population - YE 3Q 2014	433,056	7,345,780	29,466,189
Personal Income (\$millions)	\$15,576	\$73,157	\$1,173,612
Earnings (\$millions)	\$10,758	\$54,077	\$899,847
O&D Passengers - YE 3Q 2014	496,220	14,675,580	41,292,390
O&D Passengers per Capita - YE 3Q 2014	1.15	2.00	1.40
O&D Passengers per \$million Income - YE 3Q 2014	31.86	200.60	35.18
O&D Passengers per \$million Earnings - YE 3Q 2014	46.12	271.38	45.89

Pax = Enplanements

*Wichita Falls Region includes Oklahoma and Texas

DFW = DFW + DAL

Wichita Falls Regional Airport - Wichita Falls, Texas

Oklahoma City Has Non-Stop Service to 21 Destinations with an June 2015 Average of 68 Depts and 6,739 Seats per Day

Service at OKC



Comparisons

	SPS True Market	OKC Catchment	SPS Region*
Population - YE 3Q 2014	433,056	1,912,682	29,466,189
Personal Income (\$millions)	\$15,576	\$73,157	\$1,173,612
Earnings (\$millions)	\$10,758	\$54,077	\$899,847
O&D Passengers - YE 3Q 2014	496,220	1,709,560	41,292,390
O&D Passengers per Capita - YE 3Q 2014	1.15	0.89	1.40
O&D Passengers per \$million Income - YE 3Q 2014 *	31.86	23.37	35.18
O&D Passengers per \$million Earnings - YE 3Q 2014	46.12	31.61	45.89

Pax = Enplanements

*Wichita Falls Region includes Oklahoma and Texas

Wichita Falls Regional Airport - Wichita Falls, Texas



Potential Pax/Rev Flows over Air Carrier Hubs to/from the Wichita Falls Area
Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeied Passengers

Rank	Airport / Multiple Airport Metro Area	Dallas / American		Houston / United		Denver / United	
		PDEW	RDEW	PDEW	RDEW	PDEW	RDEW
Share of Pax / Rev via Hub		88.2%	79.4%	61.2%	58.2%	42.2%	38.9%
1	Houston	90.9	\$13,639	90.9	\$13,639	0.0	\$0
2	Las Vegas	70.4	\$12,010	0.0	\$0	70.4	\$12,010
3	Denver	64.4	\$7,483	0.0	\$0	64.4	\$7,483
4	Los Angeles Basin	59.0	\$12,188	59.0	\$12,188	59.0	\$12,188
5	Chicago	55.8	\$9,336	55.8	\$9,336	0.0	\$0
6	Washington / Baltimore	47.4	\$10,704	47.4	\$10,704	47.4	\$10,704
7	San Francisco Bay Area	42.0	\$8,560	42.0	\$8,560	42.0	\$8,560
8	New York / Newark	41.8	\$10,033	41.8	\$10,033	41.8	\$10,033
9	Atlanta	37.9	\$6,793	37.9	\$6,793	0.0	\$0
10	Orlando / Sanford	33.6	\$5,804	33.6	\$5,804	0.0	\$0
11	Phoenix / Mesa	32.6	\$5,885	0.0	\$0	32.6	\$5,885
12	New Orleans	30.1	\$4,092	30.1	\$4,092	0.0	\$0
13	South Florida	27.0	\$5,117	27.0	\$5,117	0.0	\$0
14	El Paso	25.6	\$4,505	0.0	\$0	0.0	\$0
15	Seattle / Tacoma	23.8	\$5,449	23.8	\$5,449	23.8	\$5,449
16	San Diego	22.3	\$4,444	22.3	\$4,444	22.3	\$4,444
17	St Louis	19.9	\$3,256	0.0	\$0	0.0	\$0
18	Kansas City	18.2	\$2,980	0.0	\$0	0.0	\$0
19	Austin	18.2	\$2,661	0.0	\$0	0.0	\$0
20	San Antonio	18.0	\$2,950	0.0	\$0	0.0	\$0
21	Boston	17.6	\$3,700	17.6	\$3,700	17.6	\$3,700
22	Philadelphia	16.7	\$3,642	16.7	\$3,642	16.7	\$3,642
23	Cancun	16.2	\$3,781	16.2	\$3,781	0.0	\$0
24	Minneapolis	15.3	\$3,058	0.0	\$0	15.3	\$3,058
25	Charlotte	15.0	\$3,394	15.0	\$3,394	0.0	\$0
26	Tampa / St. Petersburg	14.8	\$2,715	14.8	\$2,715	0.0	\$0
27	Detroit	13.4	\$2,780	13.4	\$2,780	13.4	\$2,780
28	Midland / Odessa	0.0	\$0	0.0	\$0	0.0	\$0
29	Lubbock	0.0	\$0	0.0	\$0	0.0	\$0
30	Nashville	11.3	\$2,154	11.3	\$2,154	0.0	\$0
31	Albuquerque	10.1	\$1,612	0.0	\$0	0.0	\$0
32	South Texas	9.5	\$1,533	9.5	\$1,533	0.0	\$0
33	Portland, OR	9.5	\$1,994	9.5	\$1,994	9.5	\$1,994
34	Salt Lake City	9.5	\$1,974	0.0	\$0	9.5	\$1,974
35	Sacramento	9.0	\$2,164	9.0	\$2,164	9.0	\$2,164
36	Dallas / Ft. Worth	7.9	\$836	0.0	\$0	0.0	\$0
37	Amarillo	0.0	\$0	0.0	\$0	0.0	\$0
38	Huntsville	7.4	\$2,107	7.4	\$2,107	0.0	\$0
39	Pittsburgh	7.3	\$1,708	7.3	\$1,708	7.3	\$1,708
40	Bullhead City / Laughlin	0.0	\$0	0.0	\$0	0.0	\$0
41	Reno	7.1	\$1,539	7.1	\$1,539	7.1	\$1,539
42	Tulsa	0.0	\$0	0.0	\$0	0.0	\$0
43	Raleigh / Durham	6.1	\$1,377	6.1	\$1,377	0.0	\$0
44	Honolulu	5.9	\$2,684	5.9	\$2,684	5.9	\$2,684
45	Columbus	5.9	\$1,235	5.9	\$1,235	0.0	\$0
46	Jacksonville	5.9	\$1,221	5.9	\$1,221	0.0	\$0
47	Norfolk / Newport News	5.9	\$1,498	5.9	\$1,498	0.0	\$0
48	Indianapolis	5.8	\$1,118	5.8	\$1,118	0.0	\$0
49	San Juan	5.6	\$1,481	5.6	\$1,481	0.0	\$0
50	Little Rock	5.4	\$856	0.0	\$0	0.0	\$0
Total True PDEW / RDEW		1,199	\$243,517	832	\$178,721	573	\$119,333

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Wichita Falls Regional Airport - Wichita Falls, Texas

Potential Pax/Rev Flows over Air Carrier Hubs to/from the Wichita Falls Area

Twelve Months Ended September 2014

Approximates 100% Sample - Directional Journeys Passengers

Rank	Airport / Multiple Airport Metro Area	Denver / Southwest		Atlanta / Delta		Denver / Frontier	
		PDEW	RDEW	PDEW	RDEW	PDEW	RDEW
Share of Pax / Rev via Hub		38.8%	33.8%	36.5%	41.1%	35.9%	31.3%
1	Houston	0.0	\$0	0.0	\$0	0.0	\$0
2	Las Vegas	70.4	\$12,010	0.0	\$0	70.4	\$12,010
3	Denver	64.4	\$7,483	0.0	\$0	64.4	\$7,483
4	Los Angeles Basin	59.0	\$12,188	0.0	\$0	59.0	\$12,188
5	Chicago	0.0	\$0	0.0	\$0	0.0	\$0
6	Washington / Baltimore	47.4	\$10,704	47.4	\$10,704	47.4	\$10,704
7	San Francisco Bay Area	42.0	\$8,560	0.0	\$0	42.0	\$8,560
8	New York / Newark	41.8	\$10,033	41.8	\$10,033	41.8	\$10,033
9	Atlanta	0.0	\$0	37.9	\$6,793	0.0	\$0
10	Orlando / Sanford	0.0	\$0	33.6	\$5,804	0.0	\$0
11	Phoenix / Mesa	32.6	\$5,885	0.0	\$0	32.6	\$5,885
12	New Orleans	0.0	\$0	0.0	\$0	0.0	\$0
13	South Florida	0.0	\$0	27.0	\$5,117	0.0	\$0
14	El Paso	0.0	\$0	0.0	\$0	0.0	\$0
15	Seattle / Tacoma	23.8	\$5,449	0.0	\$0	23.8	\$5,449
16	San Diego	22.3	\$4,444	0.0	\$0	22.3	\$4,444
17	St Louis	0.0	\$0	0.0	\$0	0.0	\$0
18	Kansas City	0.0	\$0	0.0	\$0	0.0	\$0
19	Austin	0.0	\$0	0.0	\$0	0.0	\$0
20	San Antonio	0.0	\$0	0.0	\$0	0.0	\$0
21	Boston	17.6	\$3,700	17.6	\$3,700	0.0	\$0
22	Philadelphia	16.7	\$3,642	16.7	\$3,642	0.0	\$0
23	Cancun	0.0	\$0	16.2	\$3,781	0.0	\$0
24	Minneapolis	15.3	\$3,058	0.0	\$0	15.3	\$3,058
25	Charlotte	0.0	\$0	15.0	\$3,394	0.0	\$0
26	Tampa / St. Petersburg	0.0	\$0	14.8	\$2,715	0.0	\$0
27	Detroit	13.4	\$2,780	13.4	\$2,780	13.4	\$2,780
28	Midland / Odessa	0.0	\$0	0.0	\$0	0.0	\$0
29	Lubbock	0.0	\$0	0.0	\$0	0.0	\$0
30	Nashville	0.0	\$0	11.3	\$2,154	0.0	\$0
31	Albuquerque	0.0	\$0	0.0	\$0	0.0	\$0
32	South Texas	0.0	\$0	0.0	\$0	0.0	\$0
33	Portland, OR	9.5	\$1,994	0.0	\$0	9.5	\$1,994
34	Salt Lake City	9.5	\$1,974	0.0	\$0	9.5	\$1,974
35	Sacramento	9.0	\$2,164	0.0	\$0	0.0	\$0
36	Dallas / Ft. Worth	0.0	\$0	0.0	\$0	0.0	\$0
37	Amarillo	0.0	\$0	0.0	\$0	0.0	\$0
38	Huntsville	0.0	\$0	7.4	\$2,107	0.0	\$0
39	Pittsburgh	7.3	\$1,708	7.3	\$1,708	0.0	\$0
40	Buttehead City / Laughlin	0.0	\$0	0.0	\$0	0.0	\$0
41	Reno	7.1	\$1,539	0.0	\$0	0.0	\$0
42	Tulsa	0.0	\$0	0.0	\$0	0.0	\$0
43	Raleigh / Durham	0.0	\$0	6.1	\$1,377	0.0	\$0
44	Honolulu	0.0	\$0	5.9	\$2,684	0.0	\$0
45	Columbus	0.0	\$0	5.9	\$1,235	0.0	\$0
46	Jacksonville	0.0	\$0	5.9	\$1,221	0.0	\$0
47	Norfolk / Newport News	0.0	\$0	5.9	\$1,498	5.9	\$1,498
48	Indianapolis	0.0	\$0	5.8	\$1,118	0.0	\$0
49	San Juan	0.0	\$0	5.6	\$1,481	0.0	\$0
50	Little Rock	0.0	\$0	0.0	\$0	0.0	\$0
Total True PDEW / RDEW		527	\$103,626	490	\$120,071	425	\$96,133

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Wichita Falls Regional Airport - Wichita Falls, Texas



Conclusions / Contact Information

Conclusions

The results of this True Market Study show that the catchment area currently produces roughly 992,439 total airline passengers per year, or 1,360 passengers per day each way. This study also shows that the Wichita Falls area currently produces about \$224.0 million in current annual airline revenue, or \$306,856 in airline revenue per day each way. A minority of these passengers use the Wichita Falls Regional Airport for their travel - 9.2% - taking flights that depart or arrive locally. About 34.6% of Wichita Falls area passengers use Dallas Fort Worth International Airport.

It is important to note that even if airline service is offered at Wichita Falls, airlines serving Wichita Falls Regional Airport may not realize the full number of passengers and the full amount of revenue represented in this True Market Study. While these numbers represent what the market currently produces for airlines at Wichita Falls Regional Airport and other airports combined, it does not represent the eventual retention number of service in Wichita Falls. It is not unusual in regional markets like Wichita Falls that the local airport retains only a percentage of the total market, as many travelers still choose to drive to other airports to access the national air transportation system.

Still, the results of this study show the potential for hundreds more daily passengers to fly in and out of the Wichita Falls Regional Airport. Moreover, it is important to note, this study does not take into account any stimulation of the market through additional service - especially service that is priced below similar service found at other airports in the region. Low cost, less-than-daily service would also have the potential to pull passengers from other nearby catchment areas to the Wichita Falls Regional Airport. Passengers from other catchment areas other than Wichita Falls, who might use the Wichita Falls Regional Airport, are not accounted for in this study.

The results of the study indicate the Wichita Falls Regional Airport has a passenger market large enough to support additional service. However, this study alone will not be enough to convince new airlines to begin service. It is likely the Wichita Falls Regional Airport will have to offer some kind of risk mitigation program, including fee waivers, marketing, and even ground handling, to convince another airline to launch service at Wichita Falls Regional Airport.

Contact

Mark Sixel
President
Sixel Consulting Group, Inc.
(541) 341 - 1601
mark@sixelconsulting.com

Glossary of Terms

Available Seat Miles (ASM's) - Calculated by multiplying total number of seats available by the segment trip mileage.

Average Fare - Represented as either Average Fare or Fared Average Fare. Average Fare is calculated by dividing total revenues by total passengers. Fared Average Fares are calculated by dividing total revenues by the total number of passengers that pay a fare for their journey. Fared Average Fares eliminate the dilution effect that frequent fliers have on air fares. Average fares represent a one-way fare and do not include applicable taxes or passenger facility charges.

City-Pair - The relationship between the origin city and the destination city. For example, Billings-Austin would be a city-pair when a passenger originates in Billings, connects through Denver, and has an ultimate destination of Austin.

Connecting Airport - An intermediate airport where the passenger spends fewer than four hours before enplaning on another leg of a journey.

Consolidated Market - A city or market that has more than one airport that provides commercial air service.

Coupons - Equivalent to a boarding pass. Each time a passenger boards an aircraft, a boarding pass, or coupon, is surrendered.

Deplanement - A passenger that is departing or getting off a commercial aircraft.

Destination Airport - Any airport where the air traveler spends four hours or more. This is the FAA definition.

Enplanement - As defined by the FAA, an enplanement is a passenger boarding a commercial aircraft.

Gateway - A city/airport in which an international passenger departs / arrives in the United States.

Itinerary Miles - The total number of miles traveled during any given passenger journey, including excess travel caused by connections to multiple flights, as opposed to the direct or non-stop mileage between city-pair end-points.

Load Factor - Calculated as the number of revenue passenger miles divided by available seat miles.

Non-Stop Service - Air travel between two points without stopping at an intermediate airport.

Onboard Passenger - A passenger that has enplaned / deplaned a commercial aircraft.

One-Way Fare - Represents one-half of a round trip fare excluding applicable taxes and passenger facility charges.

Origin & Destination (O&D) Passengers & Revenues - O&D Passengers are the number of passengers that travel between city-pair end-points. O&D Revenues is the value to air carriers of the tickets purchased for travel between these end-points. For example, a passenger originating in Billings, traveling first to Denver, then connecting in Denver with an ultimate destination of Austin is an O&D Passenger in the Billings-Austin market. The carrier revenues derived from this journey are also credited to Billings and Austin.

Originating Airport - The airport used by a traveler for the first enplanement of a commercial aircraft.

Pax - Abbreviation for passenger.

PDEW / RDEW - Passengers Per Day Each Way, Revenue Per Day Each Way.

Revenue Passenger Miles (RPM's) - Calculated by multiplying the total number of onboard passengers by the segment trip mileage.

Seats Available - The total number of seats provided by the airline serving a particular airport or route.

Segment Trip - The total number of non-stop departures or arrivals provided by airlines at an airport.

Yield - Yield determines the average revenues generated per mile during a given journey. Yield is calculated by dividing average fare paid by itinerary mileage flown. Yield can also be shown as the Fared Average Yield, similar to Fared Average Fares explained previously.

Appendix A: Retention in SPS Catchment Area by Zip Code

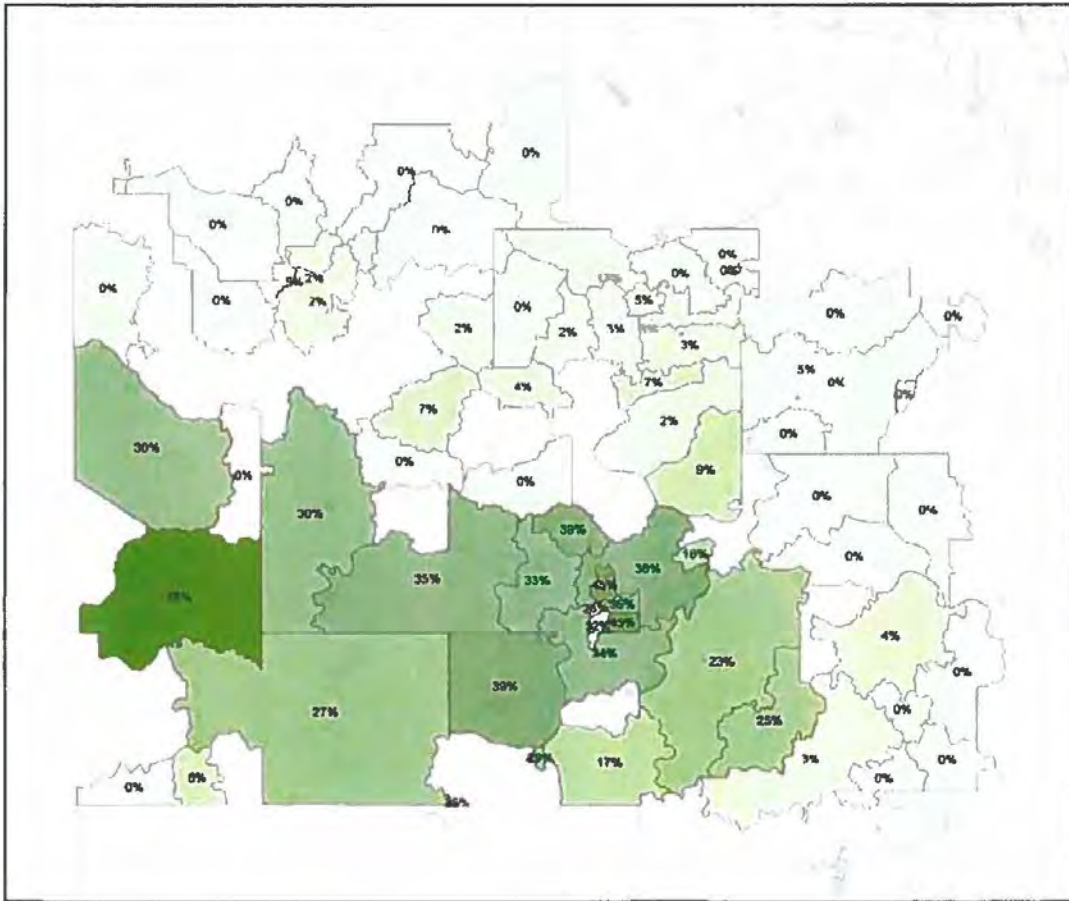
Airport Retention by Zip Code

Rank	Zip Code	SPS	Other	Retention	Rank	Zip Code	SPS	Other	Retention
1	73505	3,659	135,041	2.6%	31	76380	1,220	3,333	26.8%
2	76308	27,805	60,081	31.6%	32	76366	1,789	2,764	39.3%
3	76310	25,935	50,325	34.0%	33	73506	81	4,390	1.8%
4	73507	1,707	72,764	2.3%	34	76251	0	4,309	0.0%
5	73533	81	59,106	0.1%	35	73572	81	3,984	2.0%
6	73521	1,382	56,423	2.4%	36	76270	0	3,902	0.0%
7	76309	11,220	29,187	27.8%	37	73543	244	3,415	6.7%
8	73501	976	36,423	2.6%	38	73526	81	3,496	2.3%
9	76306	12,846	15,691	45.0%	39	73534	163	3,333	4.7%
10	76302	12,602	15,203	45.3%	40	73566	81	3,252	2.4%
11	76354	10,569	16,260	39.4%	41	76360	1,138	2,114	35.0%
12	73538	81	22,520	0.4%	42	73554	0	3,252	0.0%
13	76301	7,398	13,415	35.5%	43	73456	0	2,846	0.0%
14	76230	488	17,724	2.7%	44	73491	0	2,683	0.0%
15	73527	407	17,398	2.3%	45	73552	0	2,602	0.0%
16	76367	5,772	11,707	33.0%	46	73528	81	2,114	3.7%
17	73503	894	16,341	5.2%	47	76307	732	1,301	36.0%
18	73055	0	16,992	0.0%	48	76371	163	1,789	8.3%
19	76384	4,634	10,976	29.7%	49	76351	569	1,382	29.2%
20	76311	6,098	7,642	44.4%	50	73573	0	1,870	0.0%
21	76305	4,715	7,642	38.2%	51	73557	325	1,545	17.4%
22	76365	2,276	7,561	23.1%	52	79227	976	813	54.5%
23	76255	407	8,862	4.4%	53	76385	407	1,382	22.7%
24	73541	0	8,618	0.0%	54	73522	81	1,707	4.5%
25	73542	488	6,423	7.1%	55	79252	488	1,138	30.0%
26	76265	0	6,748	0.0%	56	76239	0	1,545	0.0%
27	73651	0	6,423	0.0%	57	73062	0	1,463	0.0%
28	73502	325	4,715	6.5%	58	76228	325	976	25.0%
29	76389	813	3,984	16.9%	59	73567	0	1,301	0.0%
30	73529	0	4,634	0.0%	60	73565	0	1,138	0.0%

Appendix B: Airport Use by Zip Code: Wichita Falls

Usage of SPS

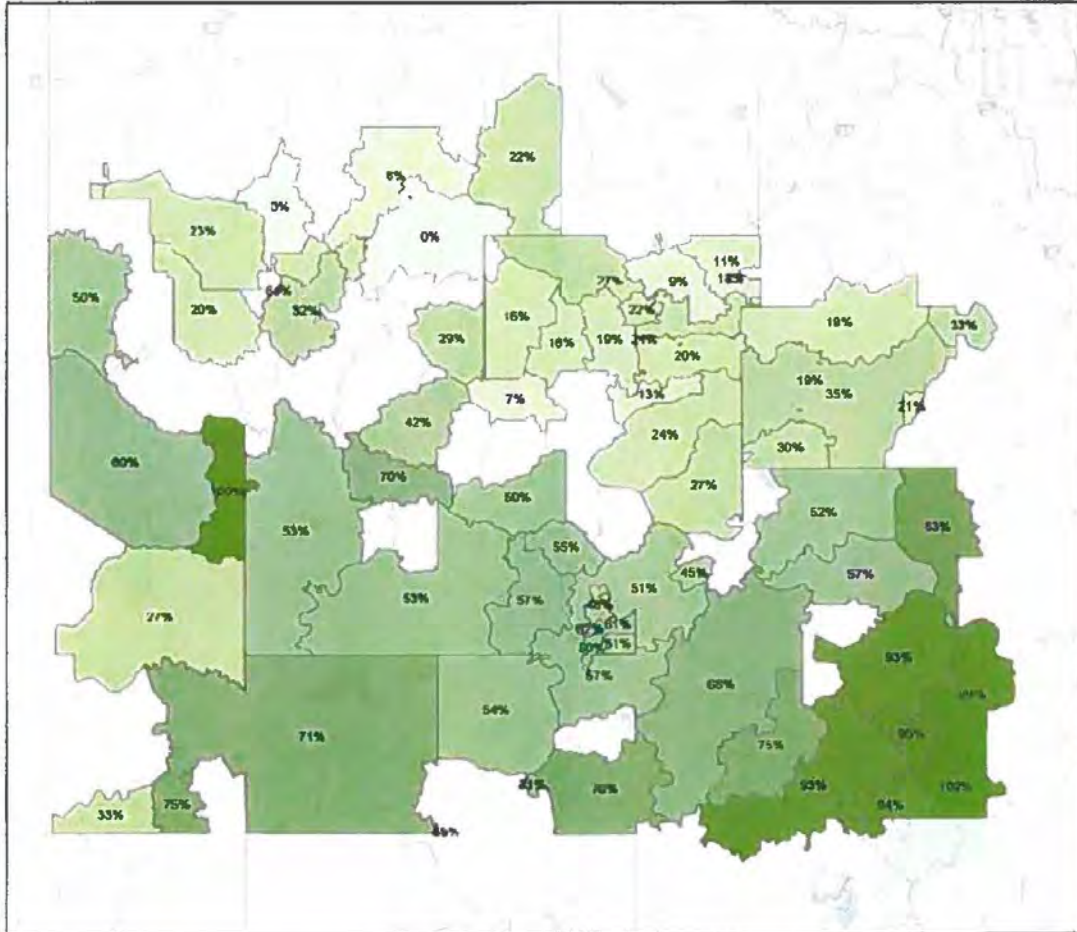
Darker green = larger share of usage at Wichita Falls



Appendix C: Airport Use by Zip Code: Dallas/Ft Worth

Usage of DFW

Darker green = larger share of usage at Dallas/Ft Worth

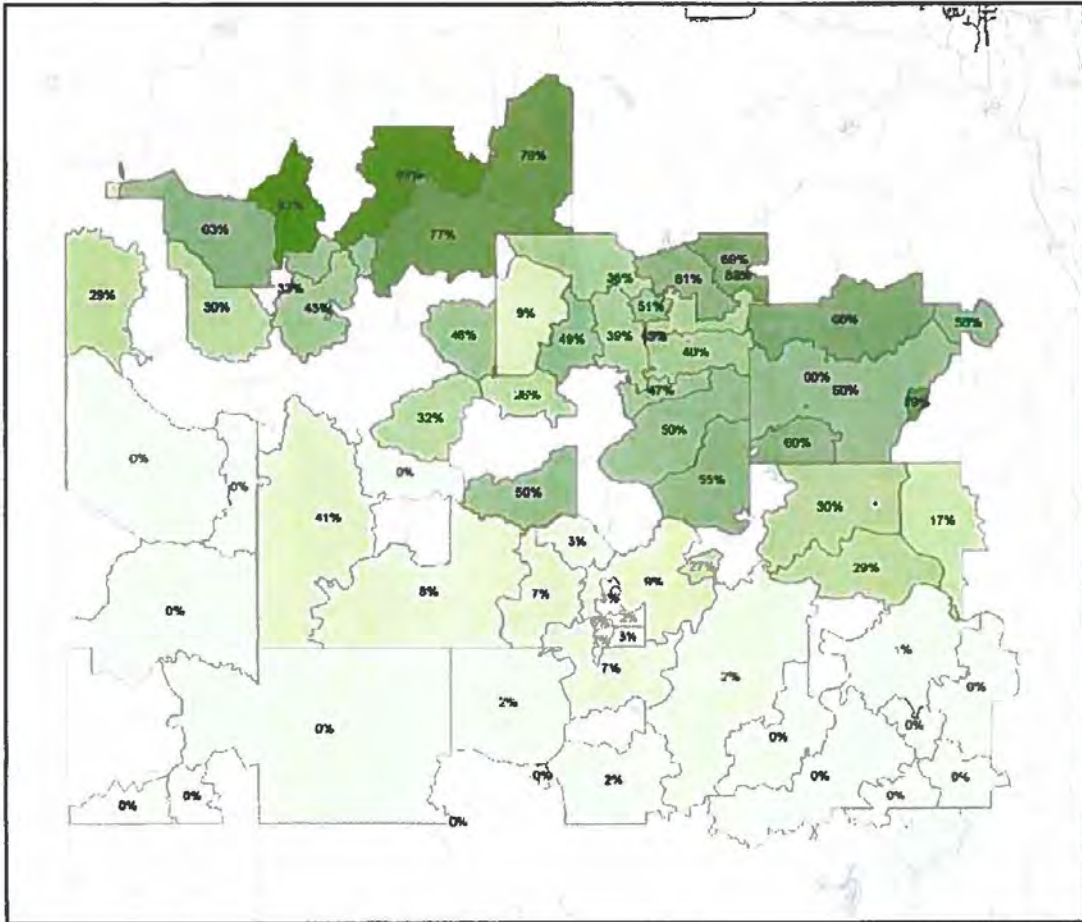


Wichita Falls Regional Airport - Wichita Falls, Texas

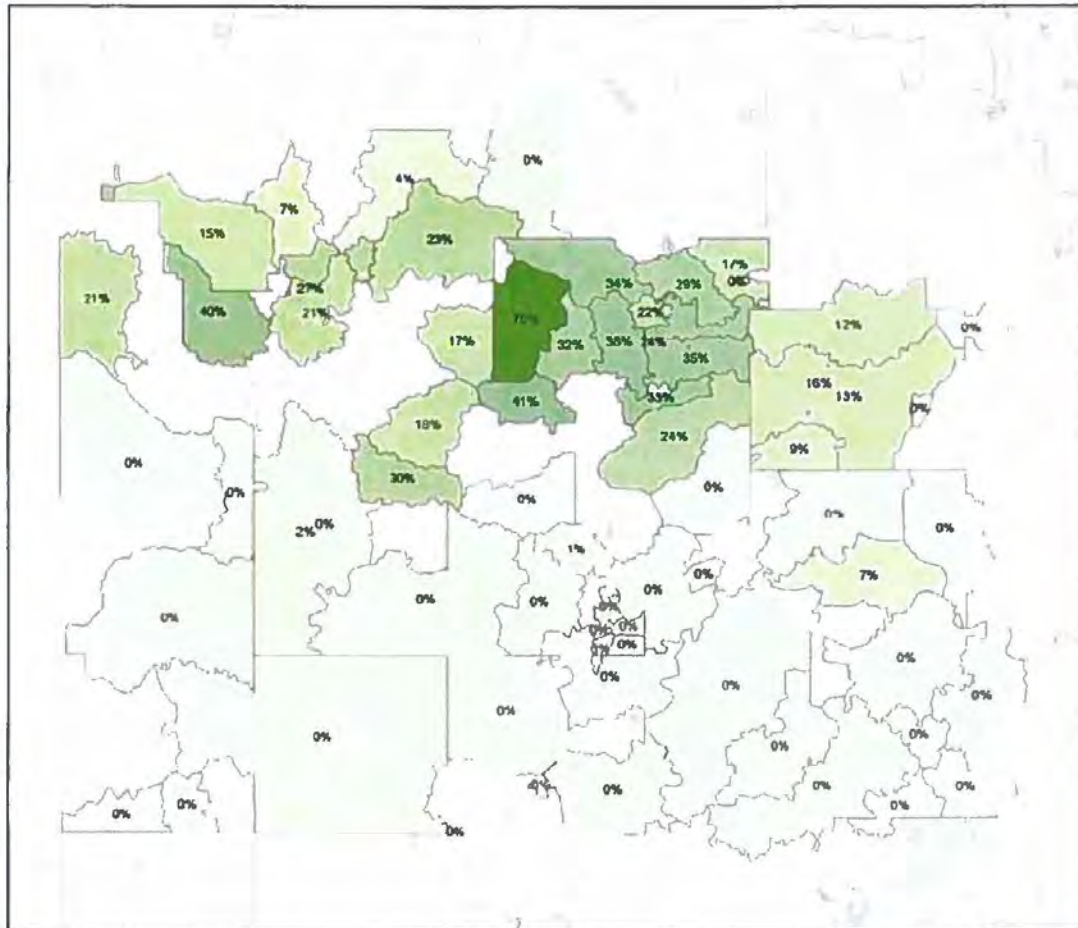
Appendix D: Airport Use by Zip Code: Oklahoma City

Usage of OKC

Darker green = larger share of usage at Oklahoma City



Darker green = larger share of usage at Lawton



Wichita Falls Regional Airport - Wichita Falls, Texas

