

TRANSPORTATION & TRINITY RIVER PROJECT COMMITTEE
DALLAS CITY COUNCIL COMMITTEE AGENDA

RECEIVED

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CITY SECRETARY
DALLAS, TEXAS

MONDAY, FEBRUARY 8, 2016
CITY HALL
COUNCIL BRIEFING ROOM, 6ES
1500 MARILLA
DALLAS, TEXAS 75201
1:00 P.M. – 2:30 P.M.

Chair, Councilmember Lee M. Kleinman
Vice-Chair, Deputy Mayor Pro Tem Erik Wilson
Councilmember Sandy Greyson
Mayor Pro Tem Monica R. Alonzo
Councilmember Adam Medrano
Councilmember Casey Thomas, II

Call to Order

1. Approval of Minutes

BRIEFINGS

2. Integrated Pipeline Project Jody Puckett, Director, Dallas Water Utilities
3. Trinity Forest Golf Course Update Jonas Woods, President, The Company of Trinity Forest Golfers, Inc. and Sarah Standifer, Director, Trinity Watershed Management
4. **MONTHLY INTERAGENCY TRANSPORTATION REPORT** (For Informational Purposes only)

QUARTERLY REPORTS (For Informational Purposes only)

5. Trinity River Corridor Bond Program Expenditure Report
6. Major Street Project Detailed Expenditure Report
7. Department of Aviation Quarterly Activity Report
8. **UPCOMING AGENDA ITEMS**

February 10, 2016

- A. Agenda Item #23: An ordinance approving Dallas-Fort Worth International Airport Board Resolution No. 2015-11-224, amendments to Construction and Fire Prevention Standards Resolutions and Codes to: (1) change the name of the Board's department of purview; and (2) adopt the 2014 National Electrical Code and certain 2015 series model Codes published by the International Code Council, Inc. (IGS)
- B. Agenda Item #30: Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached) - Not to exceed \$990,043 (TWM)

A quorum of the City Council may attend this Council Committee meeting

- C. Agenda Item #37: Authorize an increase in the contract with Oscar Renda Contracting, Inc. for additional work necessary to complete the headworks and chemical improvements as part of the Eastside Water Treatment Plant expansion to 540 million gallons per day (DWU)

Adjourn



Lee M. Kleinman, Chair
Transportation and Trinity River Project Committee

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.
2. The purchase, exchange, lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.
3. A contract for a prospective gift or donation to the City, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.
4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.
5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.
6. Deliberations regarding economic development negotiations. Section 551.087 of the Texas Open Meetings Act.

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

Transportation and Trinity River Project Council Committee Meeting

Meeting Minutes

Meeting Date: January 11, 2016 **Convened:** 1:03 p.m. **Adjourned:** 2:52 p.m.

Councilmembers:	Presenter(s):
Lee M. Kleinman, Chair	
Deputy Mayor Pro Tem Erik Wilson, Vice Chair	
Mayor Pro Tem Monica R. Alonzo	
Sandy Greyson	
Casey Thomas II	
Adam Medrano	
Councilmembers Absent:	Other Councilmembers present:
	Jennifer S. Gates
	Mark Clayton
	Carolyn K. Arnold
	Adam McGough
City Staff Present:	
Robert Sims	Alan E. Sims
Mark Duebner	Tanya Brooks
Peer Chacko	Susan Alvarez
Richard Wagner	
Tanya Brooks	

AGENDA:

1. Approval of the November 9, 2015 Meeting Minutes

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the November 9, 2015 Transportation and Trinity River Project Council Committee Meeting Minutes.

Motion made by: MPT Monica R. Alonzo
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: DMPT Eric Wilson
Item passed on a divided vote:
Item failed on a divided vote:

2. DFW Airport Board Interviews and Selection Recommendation

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): A motion was made to move the following two candidates forward to full Council for recommendation of selection for the DFW Airport Board: Sam Coates and Amir Rupani.

Motion made by: MPT Monica R. Alonzo
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: DMPT Eric Wilson
Item passed on a divided vote:
Item failed on a divided vote:

3. **LBJ East Corridor Mobility Options**

Presenters: Michael Morris, Director of Transportation, North Central Texas Council of Governments

Action Taken/Committee Recommendation(s): Information Only

Motion made by:
Item passed unanimously:
Item failed unanimously:

Motion seconded by:
Item passed on a divided vote:
Item failed on a divided vote:

4. **Advanced Funding Agreement for Skyline Trail (Briefing Memo)**

Action Taken/Committee Recommendation(s): Information Only

Motion made by:
Item passed unanimously:
Item failed unanimously:

Motion seconded by:
Item passed on a divided vote:
Item failed on a divided vote:

5. **Interagency Transportation Report (Information Only)**

Action Taken/Committee Recommendation(s): Information Only

Motion made by:
Item passed unanimously:
Item failed unanimously:

Motion seconded by:
Item passed on a divided vote:
Item failed on a divided vote:

6. **Upcoming Agenda Items**

January 13, 2016

- A. Agenda Item #2: Authorize a twenty-four month professional services contract with M S Benbow and Associates for specialty consulting on aviation projects for the Dallas Airport Systems and Dallas Love Field for the period January 2016 through January 2018 (AVI)
- B. Agenda Item #27: Authorize a professional services contract with TranSystems Corporation d/b/a TranSystems Corporation Consultants for the engineering design of a street petition project for Lonsdale Avenue from Sarah Lee Drive to Lake June Road and two bridge repair projects along Second Avenue over White Rock Creek (PBW)
- C. Agenda Item #28: Authorize the rejection of bids for a thirty-six month sidewalk and barrier free ramp installation paving services contract; and, the re-advertisement for new bids (PBW)
- D. Agenda Item #33: Authorize **(1)** a Local Transportation Project Advanced Funding Agreement with the Texas Department of Transportation for the design and construction of the Trinity Skyline Trail from Sylvan Avenue to the City of Irving's Campion Trail; **(2)** the receipt and deposit of Transportation Alternatives Program Funds from the Texas Department of Transportation in an amount not to exceed \$2,989,994; **(3)** an increase in appropriations in the amount of \$2,989,994 in the TXDOT Transportation Advance Management System Fund; and **(4)** payment to the Texas Department of Transportation in the amount of \$180,000 (TWM)
- E. Agenda Item #34: Ratify the emergency rental of pumps and pumping equipment for pumping operations to relieve flooding at Loop 12 and Eagle Ford Sump - Moir Watershed Services, L.L.C - Not to exceed \$125,600 (TWM)

- F. Agenda Item #36: Authorize an increase in the contract with AUI Contractors, LLC for additional construction services associated with the major maintenance and rehabilitation improvements project at the Southside Wastewater Treatment Plant - Not to exceed \$195,126, from \$8,212,864 to \$8,407,990 (DWU)
- G. Agenda Item #37: Authorize Supplemental Agreement No. 3 to the engineering services contract with HDR Engineering, Inc. for additional construction administration services associated with process improvements at the Central Wastewater Treatment Plant - Not to exceed \$149,806, from \$4,370,475 to \$4,520,281 (DWU)
- H. Addendum Item: Authorize an application for Grant Project (Materials Management Call) from the North Central Texas Council of Governments through funding from the Texas Commission on Environmental Quality to support litter and illegal dumping abatement and community cleanup events from April 2016 thru June 2017 (CCS)
- I. Addendum Item: Authorize the **(1)** deposit of the amount awarded by the Special Commissioners in the condemnation proceeding styled City of Dallas v. Greenville Ross Partners, Ltd., et al., Cause No. CC-15-04756-B, pending in Dallas County Court at Law No. 2, to acquire a subsurface easement under approximately 7,621 square feet of land located on Live Oak Street at its intersection with Haskell Avenue for the Mill Creek/Peaks Branch/State Thomas Drainage Relief Tunnel Project; and **(2)** settlement of the condemnation proceeding for an amount not to exceed the award - Not to exceed \$30,436 (\$27,436 plus closing costs and title expenses not to exceed \$3,000); an increase of \$1,525 from the amount Council originally authorized for this acquisition (TWM)

January 27, 2016

- A. Draft Agenda Item: An ordinance approving Dallas/Fort Worth International Airport Board Resolution No. 2015-11-224, amendments to the Construction and Fire Prevention Standards to adopt the 2014 National Electrical Code and certain 2015 series model codes published by the International Code Council, Inc. (IGS)
- B. Draft Agenda Item: An ordinance amending Chapter 43, Article VIII of the Dallas City Code, relating to improvements in public right-of-way by **(1)** amending registration requirements; **(2)** modifying the permit application requirements; **(3)** amending trench and backfill requirements; **(4)** providing additional signage requirements for vehicles and equipment in the right-of-way; **(5)** providing additional notification requirements; and **(6)** making conforming changes (PBW)
- C. Draft Agenda Item: Authorize a contract with RBR Infrastructure & Road, LLC, lowest responsible bidder of two, for the reconstruction of alley paving, storm drainage and drive approaches for Alley Reconstruction Group 12-2037 (list attached) - Not to exceed \$1,436,079 (PBW)
- D. Draft Agenda Item: Authorize a contract with Ark Contracting Services, LLC, lowest responsible bidder of two, for the reconstruction of alley paving, storm drainage, drive approaches, and wastewater main and adjustment improvements for Alley Reconstruction Groups 12-2041 and 12-2043 (list attached) - Not to exceed \$2,871,476 (PBW)
- E. Draft Agenda Item: Authorize a twenty-four month sidewalk and barrier free ramp installation paving services contract at various locations throughout the city - Vescorp Construction, LLC dba Chavez Concrete Cutting, lowest responsible bidder of four - Not to exceed \$3,501,400 (PBW)
- F. Draft Agenda Item: Authorize an increase in the contract with North Texas Contracting, Inc. for the removal of unsuitable subgrade material discovered during excavation and replacing the void with select fill material, pavement marking modifications and to provide necessary slope stabilization measures to prevent erosion along the Colorado Boulevard extension from Interstate Highway 30 eastbound service road to Westmoreland Road - Not to exceed \$218,406, from \$4,219,951 to \$4,438,357
- G. Draft Agenda Item: Authorize Supplemental Agreement No. 1 with O'Brien Engineering, Inc. to provide engineering services for design and construction documents for a parking area adjacent to the Tom Braniff Channel Cover project at Dallas Love Field - Not to exceed \$49,874, from \$195,596 to \$245,470 - Financing: Aviation Capital Construction Funds (PBW)
- H. Draft Agenda Item: Authorize Supplemental Agreement No. 2 to the professional services contract with HNTB Corporation to provide design, construction documents and bidding services for a Runway Incursion Project identified by the Federal Aviation Administration to be part of the Runway 18-36 Conversion Project at Dallas Love Field - Not to exceed \$287,434, from \$762,421 to \$1,049,855 (PBW)

- I. Draft Agenda Item: Authorize an increase in the contract with Siemens Industry, Inc., for fire and closed circuit television camera monitoring at Klyde Warren Park - Not to exceed \$62,664, from \$483,136 to \$545,800 (STS)
- J. Draft Agenda Item: Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached), not to exceed \$990,043 (TWM)
- K. Draft Agenda Item: Authorize an increase in the contract with Oscar Renda Contracting, Inc. for additional work necessary to complete the headworks and chemical improvements as part of the Eastside Water Treatment Plant expansion to 540 million gallons per day - Not to exceed \$513,000, from \$45,870,450 to \$46,383,450 (DWU)

Adjourn (2:52 p.m.)

Lee M. Kleinman, Chair
Transportation and Trinity River Project Council Committee

Memorandum



CITY OF DALLAS

DATE February 4, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Long Range Water Supply Plan Implementation: Integrated Pipeline Project (IPL)

On Monday, February 8, 2016, you will be briefed on Long Range Water Supply Plan Implementation: Integrated Pipeline Project (IPL). The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

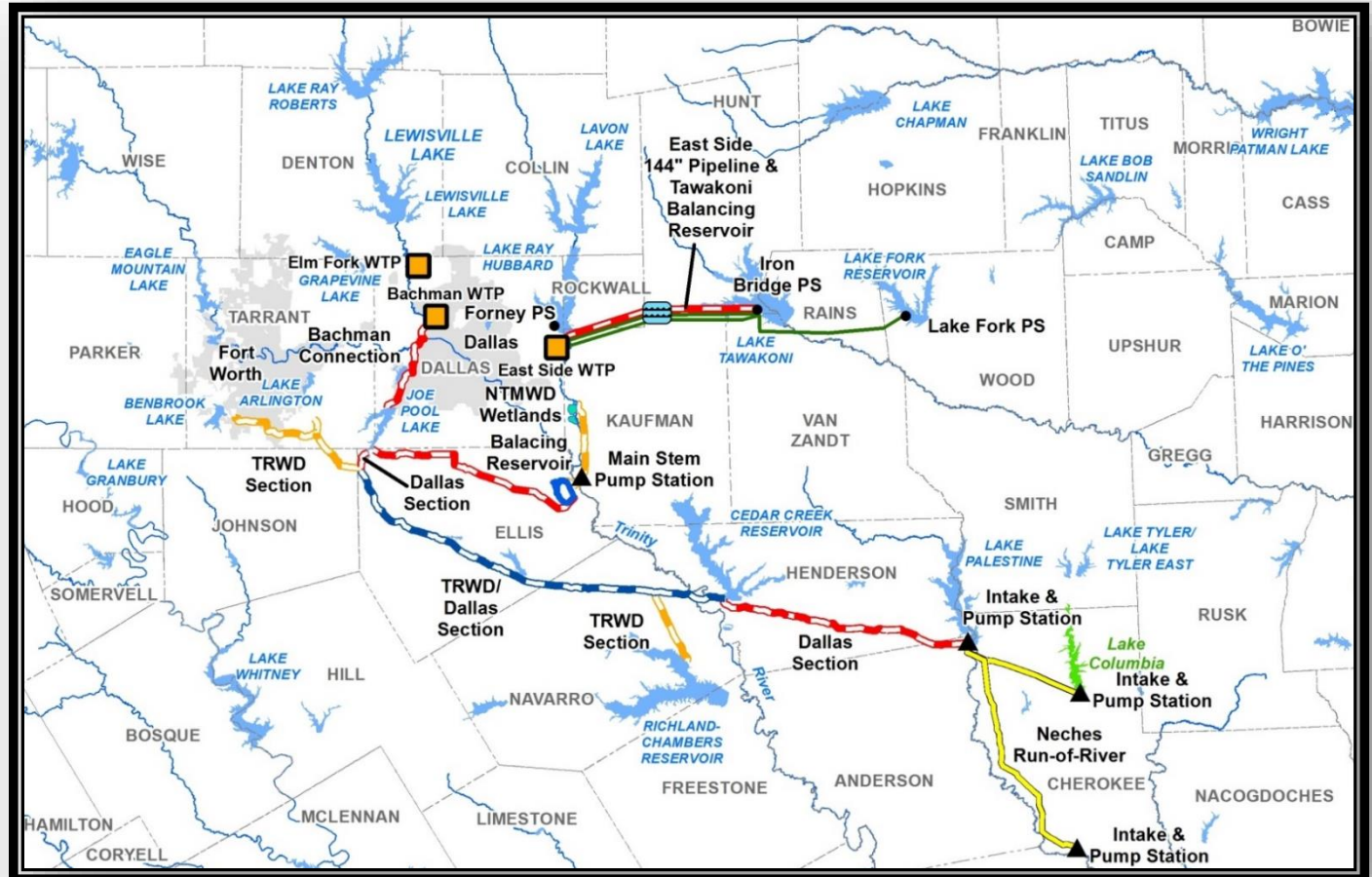
A handwritten signature in black ink, appearing to read 'Mark McDaniel'.

Mark McDaniel
Assistant City Manager

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Long Range Water Supply Plan Implementation

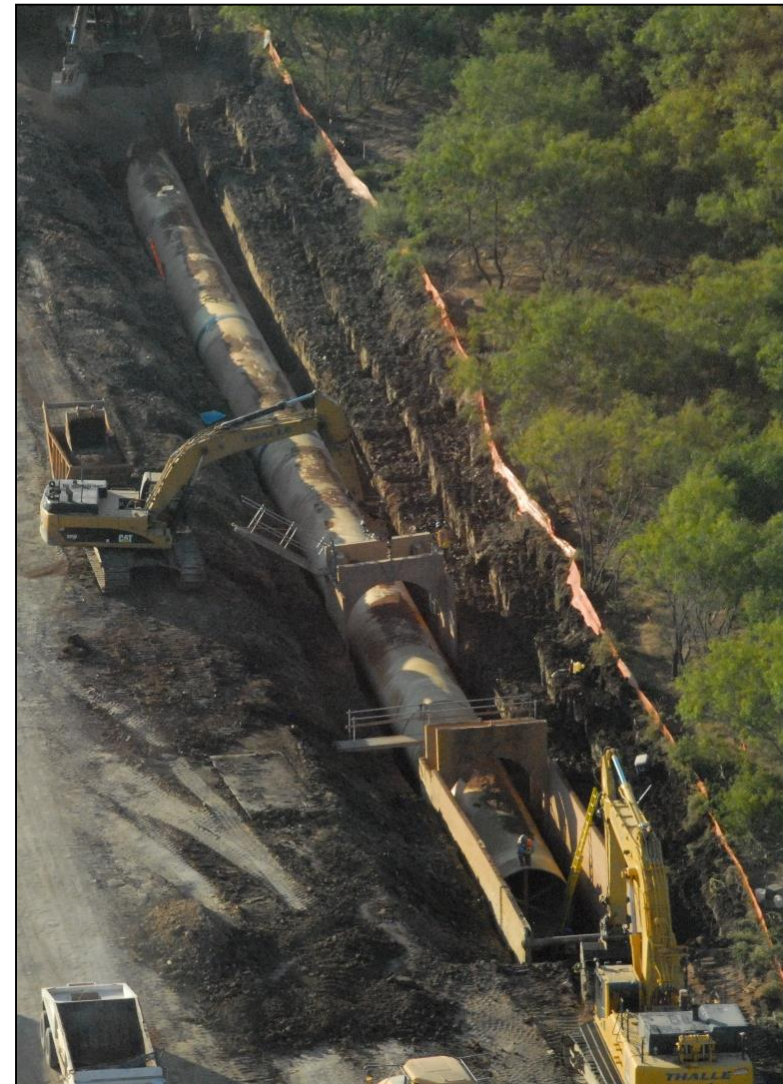


Transportation & Trinity River
Project Committee
February 8, 2016



Purpose

- Provide background on the establishment of the Utilities' service area;
- Update on the implementation of Dallas' 2014 Long Range Water Supply Plan (LRWSP); and
- Update on progress of the Integrated Pipeline Project (IPL), a joint project between the City of Dallas and the Tarrant Regional Water District



Installation of Pipe for Segment 15-2
in Ellis County

Outline

- Dallas Water Utilities Origins
- Establishment of Service Area
- Long Range Water Supply Planning
- Implementation of Previous LRWSP
- Water Management Strategies
- IPL Background
- IPL Agreements
- IPL Progress
- Appendix



Tunnel under Farm to Market 985 near
Lake Bardwell in Ellis County

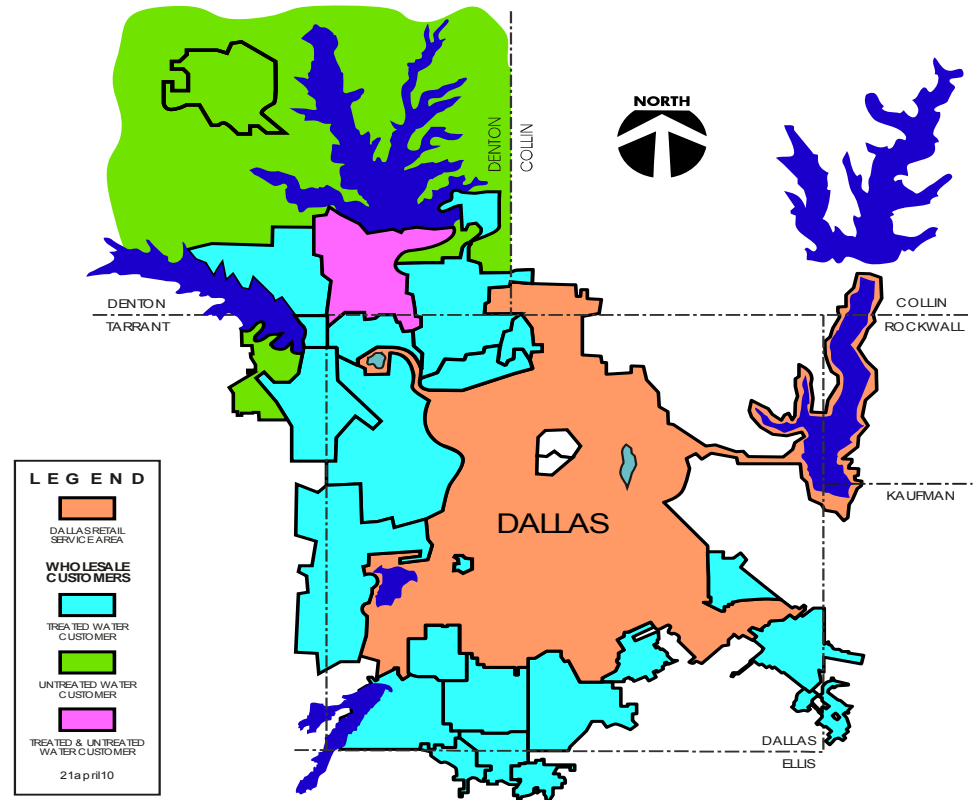
Origins

Establishment of City of Dallas Water Utilities – Enterprise Fund

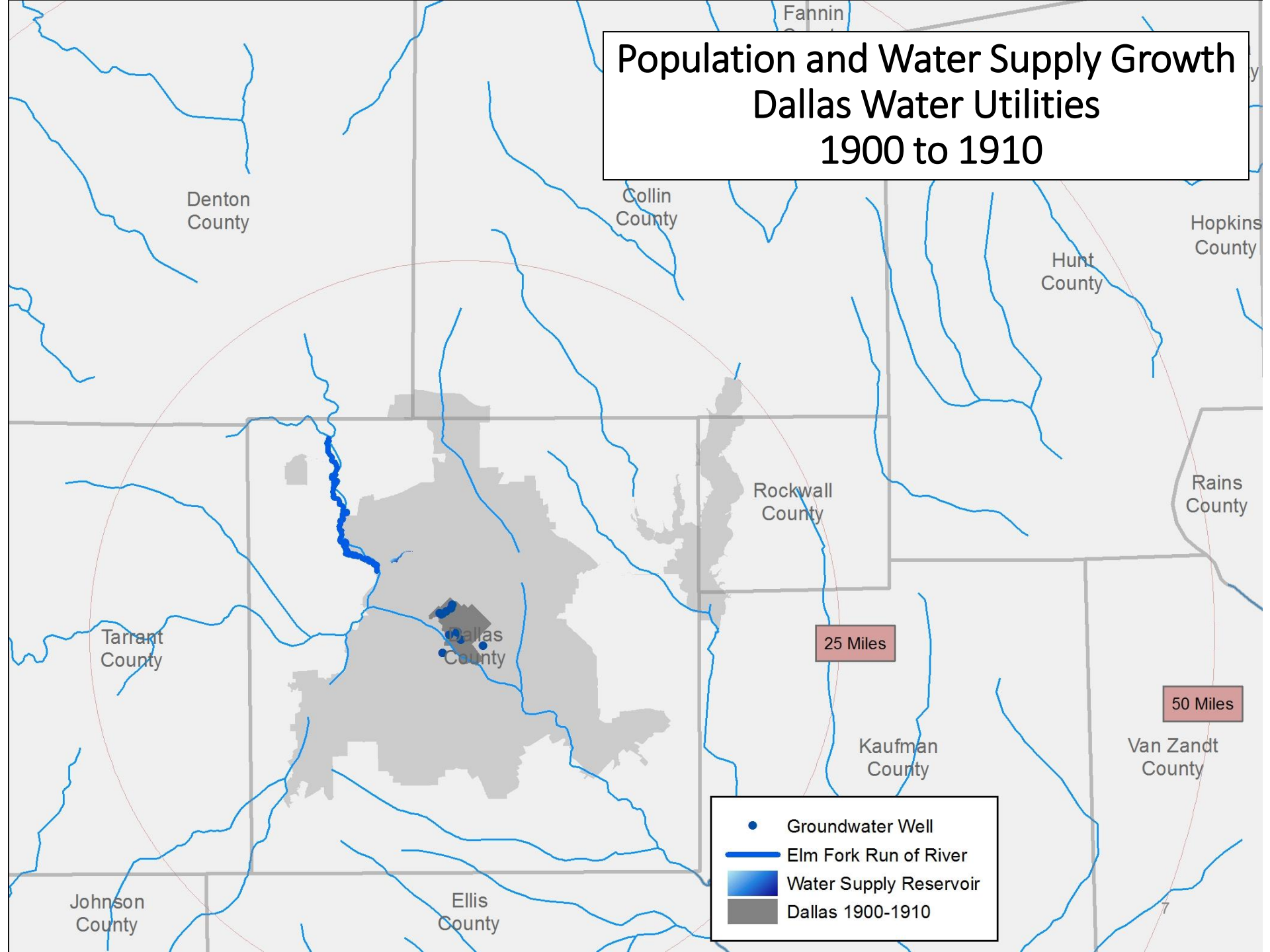
- Water Supply Company was founded in 1881
- Dallas City Charter, Chapter II, Section 34, Powers of the City provides for the right to erect, own, maintain and operate a waterworks and sanitary sewer system, or any part thereof, for the use of the city and its inhabitants, and to regulate such system
- In 1882 Dallas City Council voted that a separate water fund be established and that Water Department funds be separated from the General Fund
- The ordinance established the Department a non-profit corporation within the City structure, and is still in place today

Dallas: A Regional Water Supplier for Over 75 Years

- Under the Texas Constitution and State law, all surface water is owned by the State of Texas
- Dallas' 1959 Long Range Water Supply Plan was updated in 1975, 1989, 2000, 2005 and 2014
 - The 1959 study recommended that Dallas supply water to surrounding cities
- Dallas has been granted extensive water rights by the State in return for its promise to serve a defined area approved by Council and included in the State water plan which includes customer cities

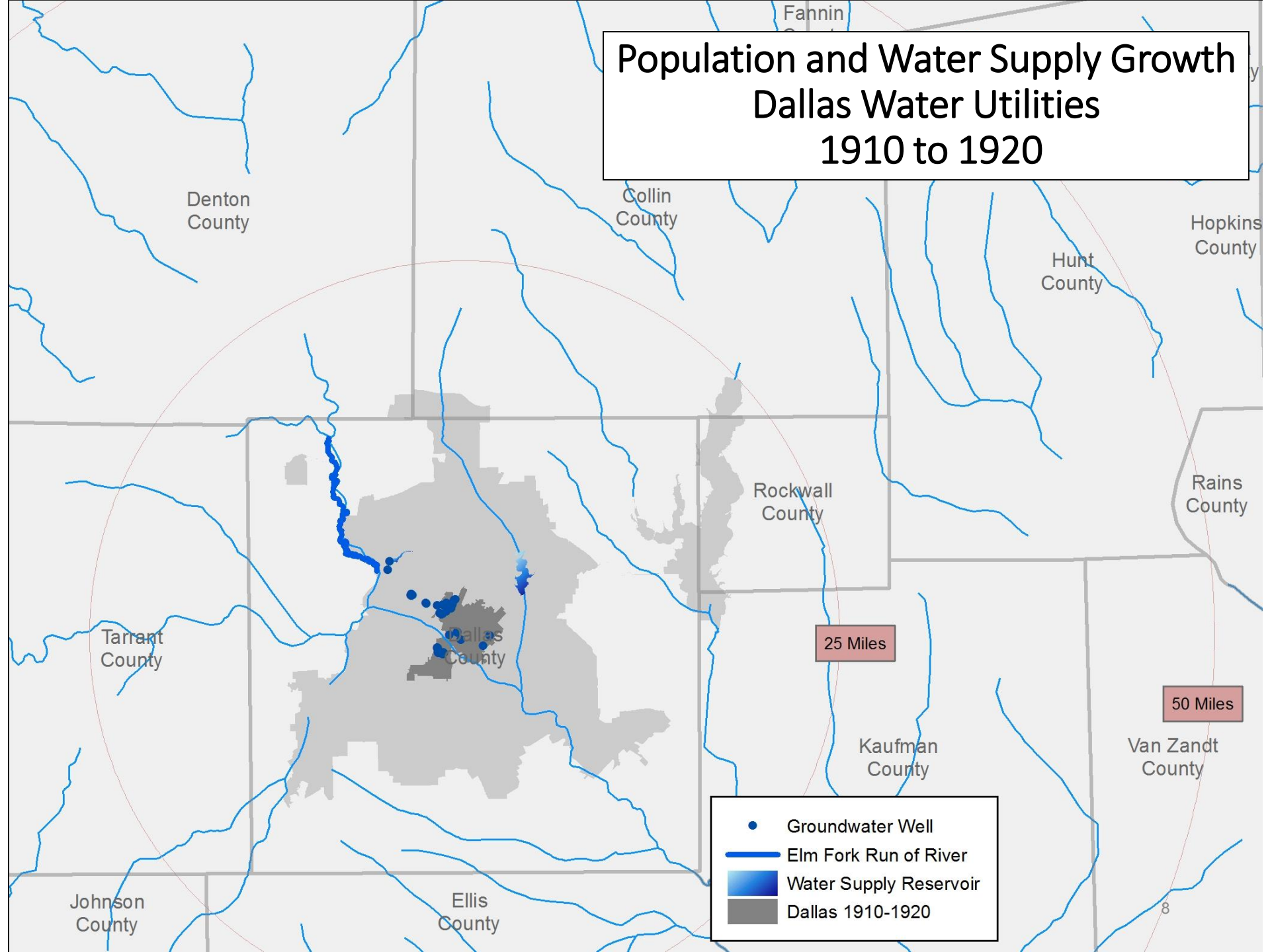


Population and Water Supply Growth Dallas Water Utilities 1900 to 1910

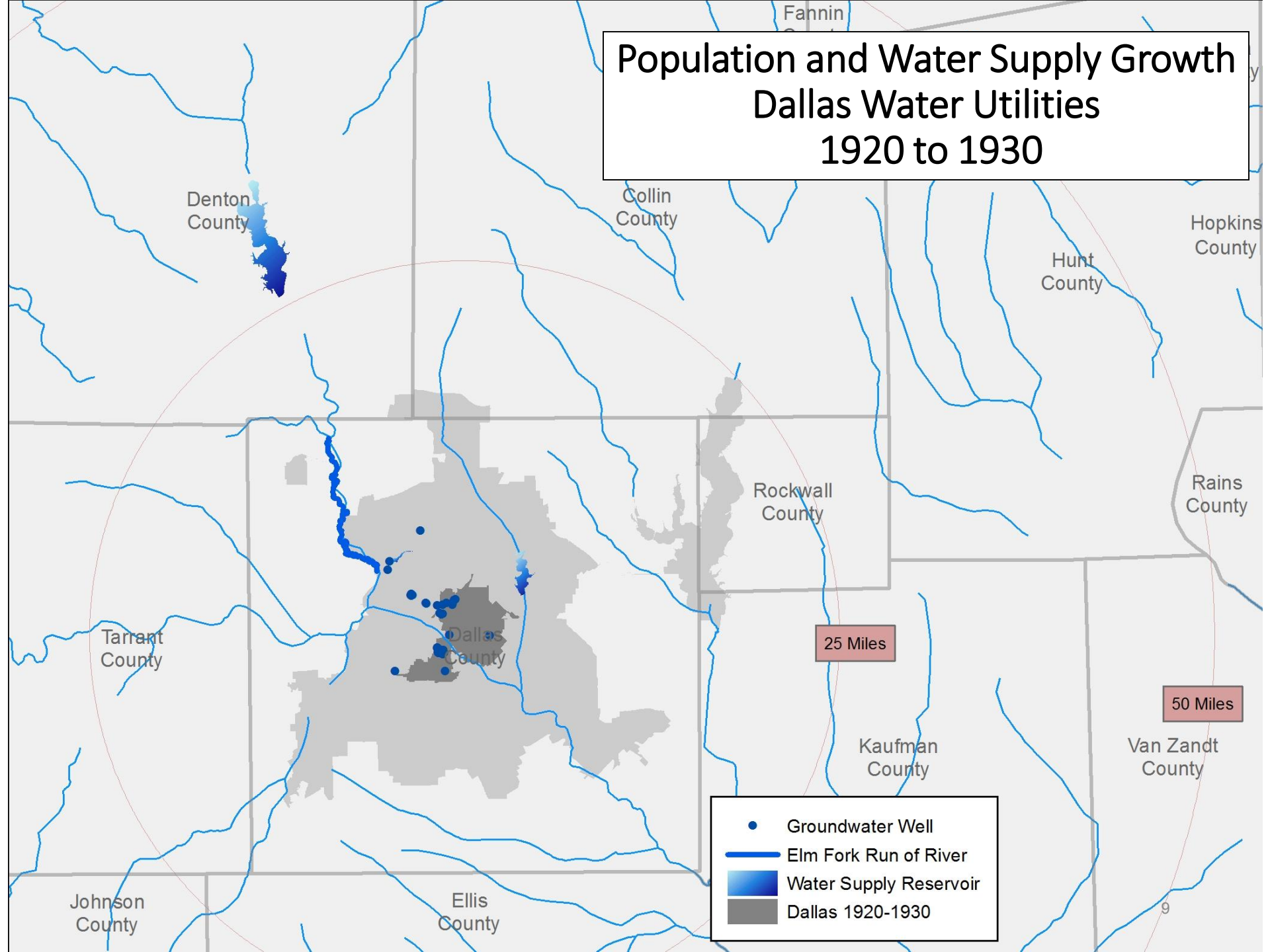


- Groundwater Well
- Elm Fork Run of River
- Water Supply Reservoir
- Dallas 1900-1910

Population and Water Supply Growth Dallas Water Utilities 1910 to 1920

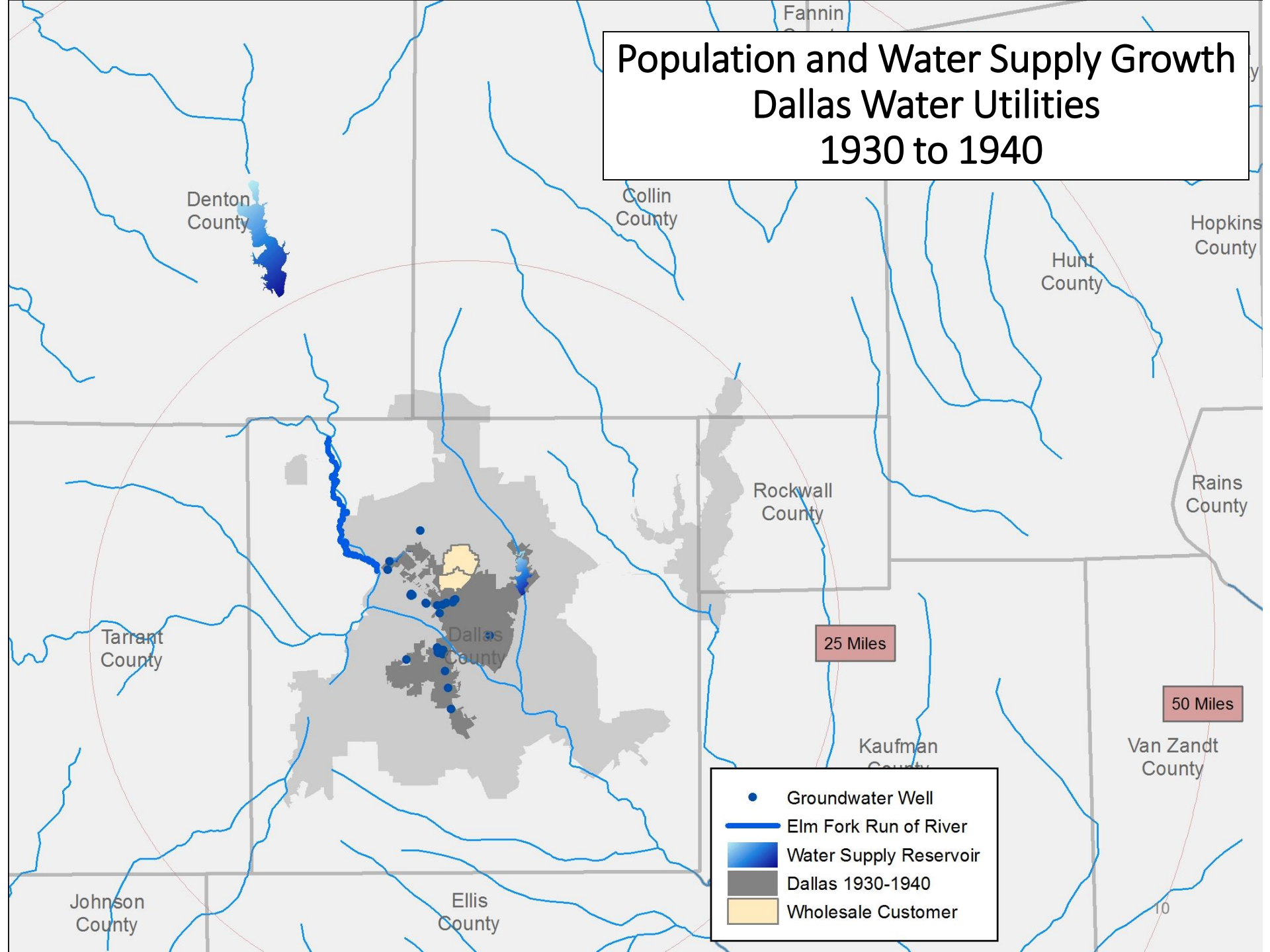


Population and Water Supply Growth Dallas Water Utilities 1920 to 1930

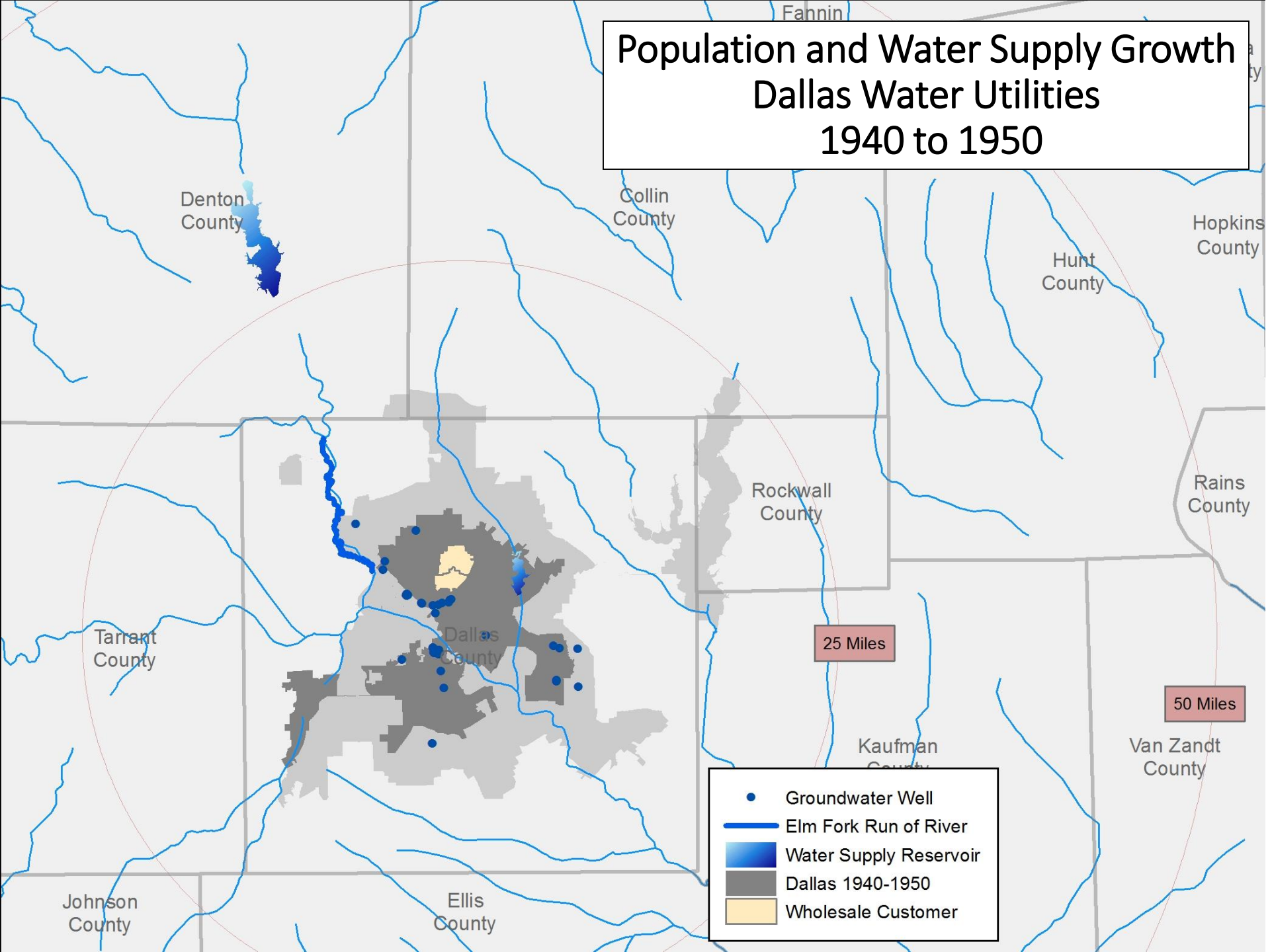


- Groundwater Well
- Elm Fork Run of River
- Water Supply Reservoir
- Dallas 1920-1930

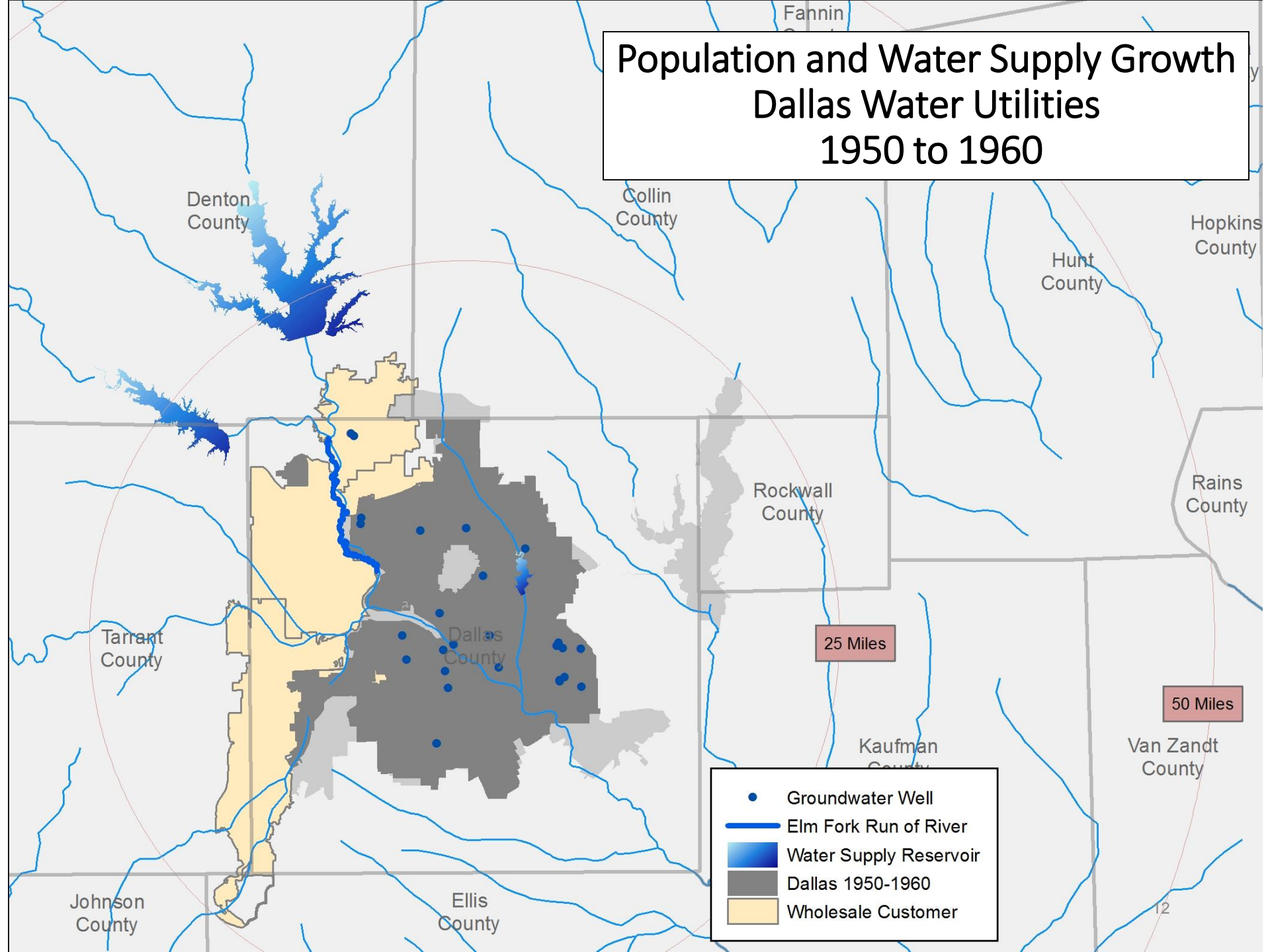
Population and Water Supply Growth Dallas Water Utilities 1930 to 1940



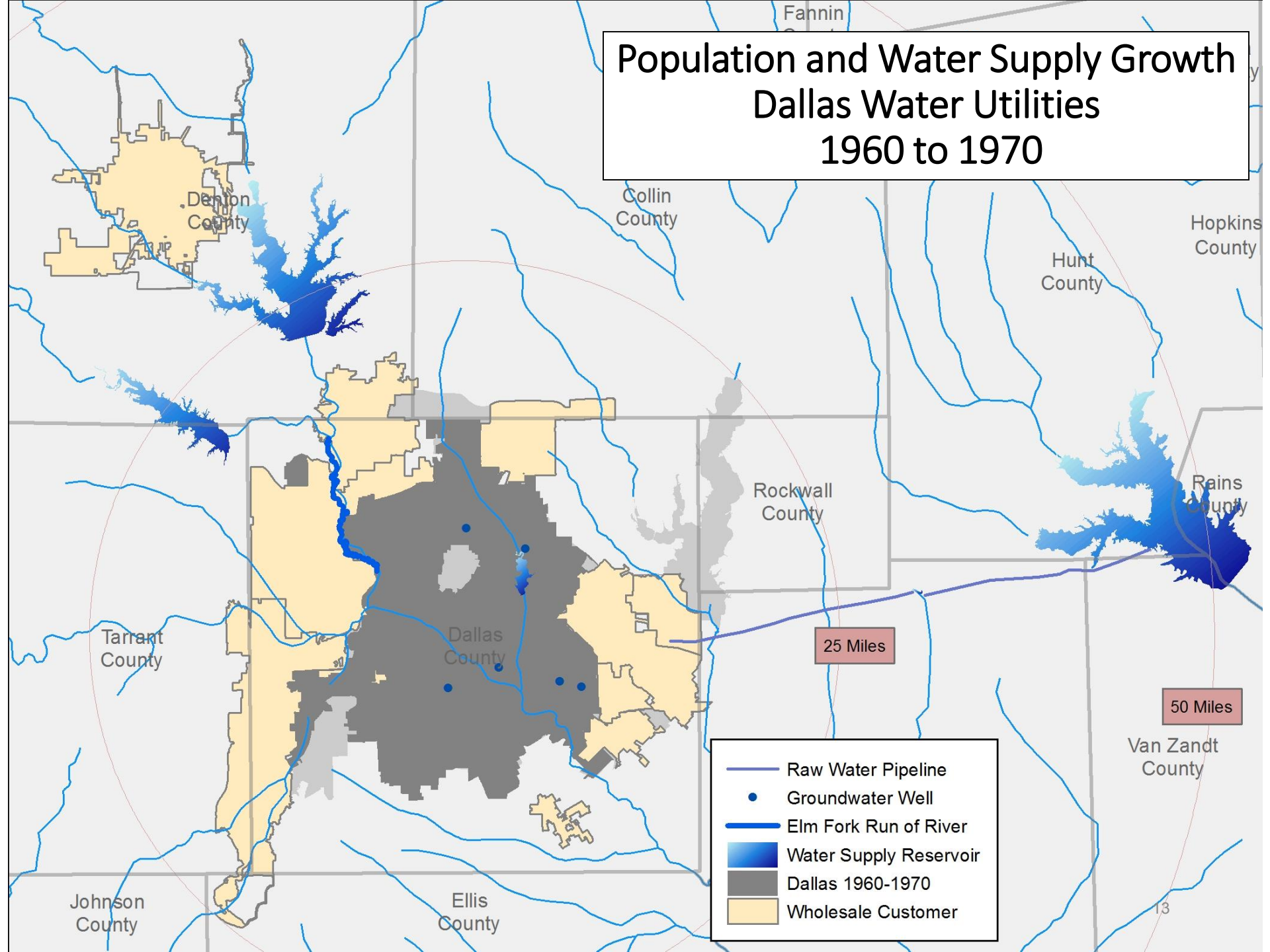
Population and Water Supply Growth Dallas Water Utilities 1940 to 1950



Population and Water Supply Growth Dallas Water Utilities 1950 to 1960

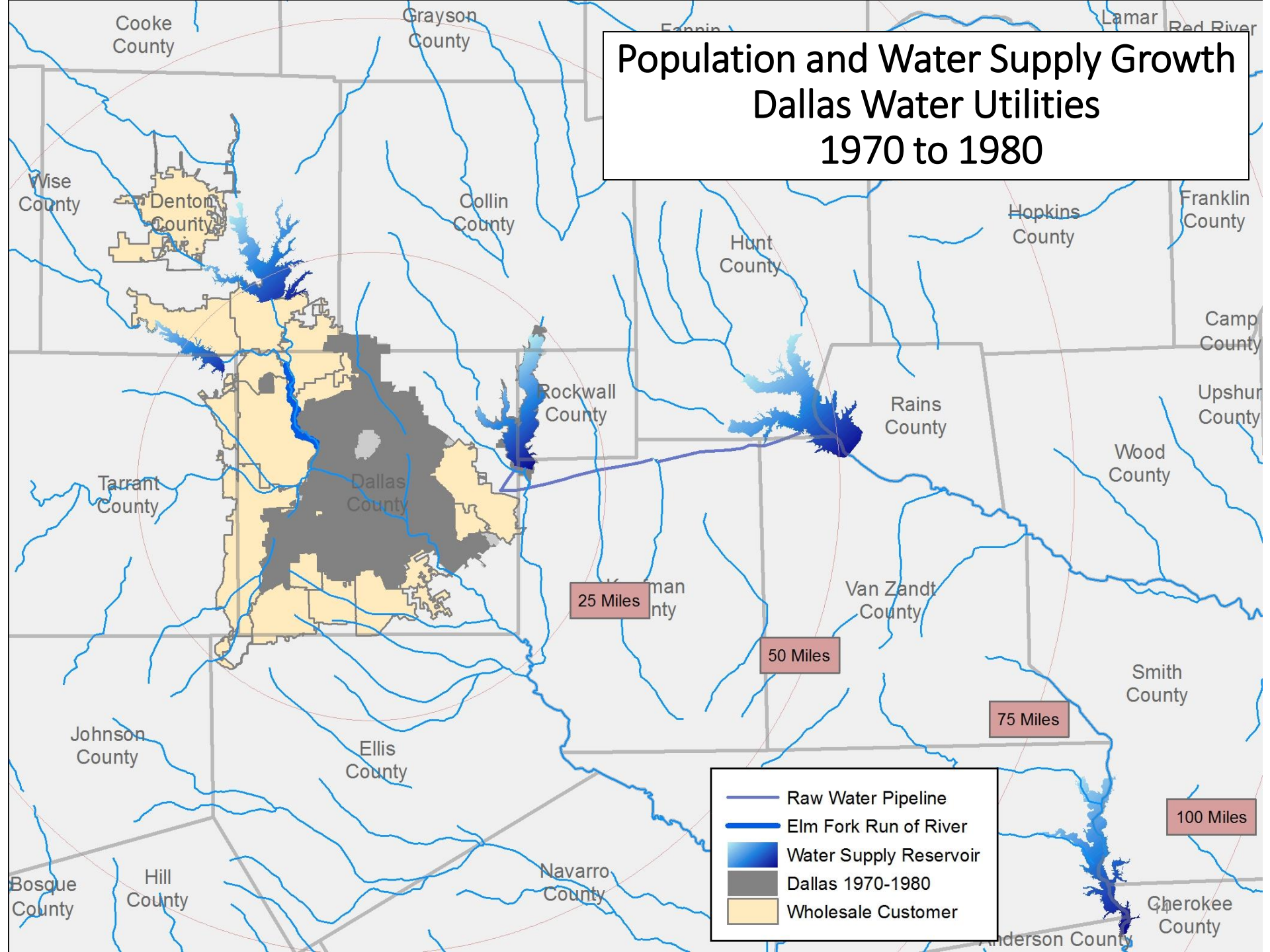


Population and Water Supply Growth Dallas Water Utilities 1960 to 1970

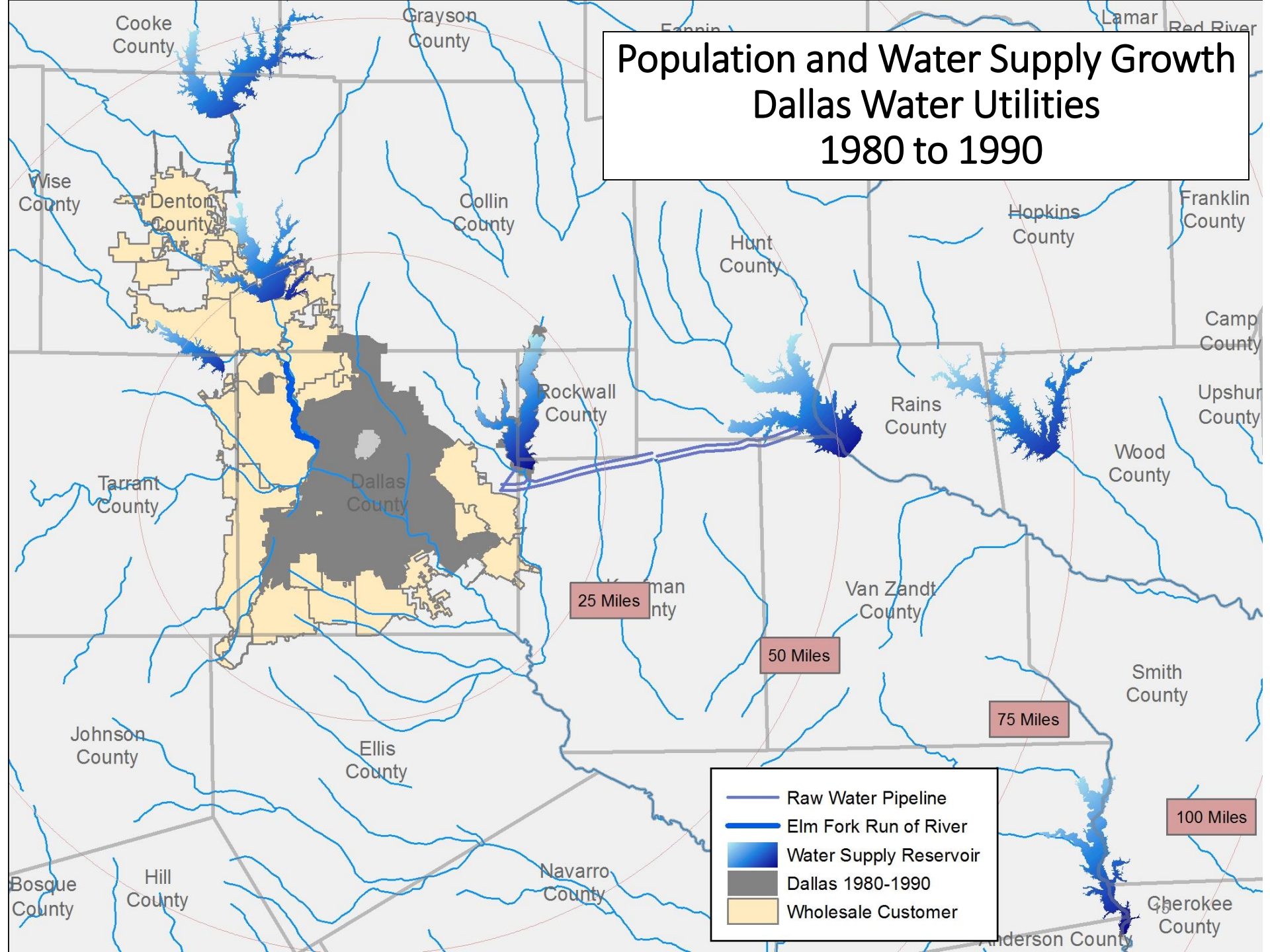


- Raw Water Pipeline
- Groundwater Well
- Elm Fork Run of River
- Water Supply Reservoir
- Dallas 1960-1970
- Wholesale Customer

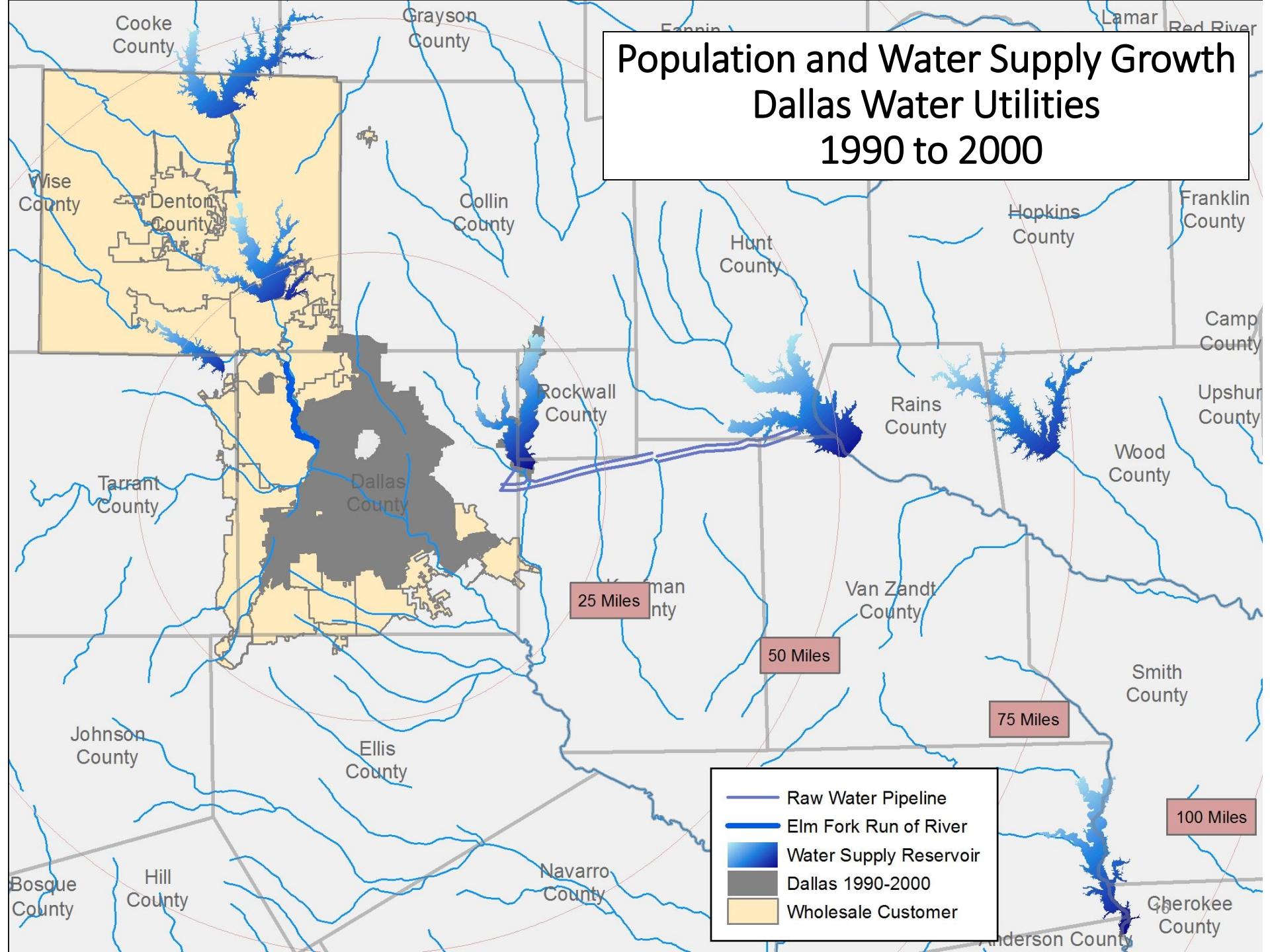
Population and Water Supply Growth Dallas Water Utilities 1970 to 1980



Population and Water Supply Growth Dallas Water Utilities 1980 to 1990

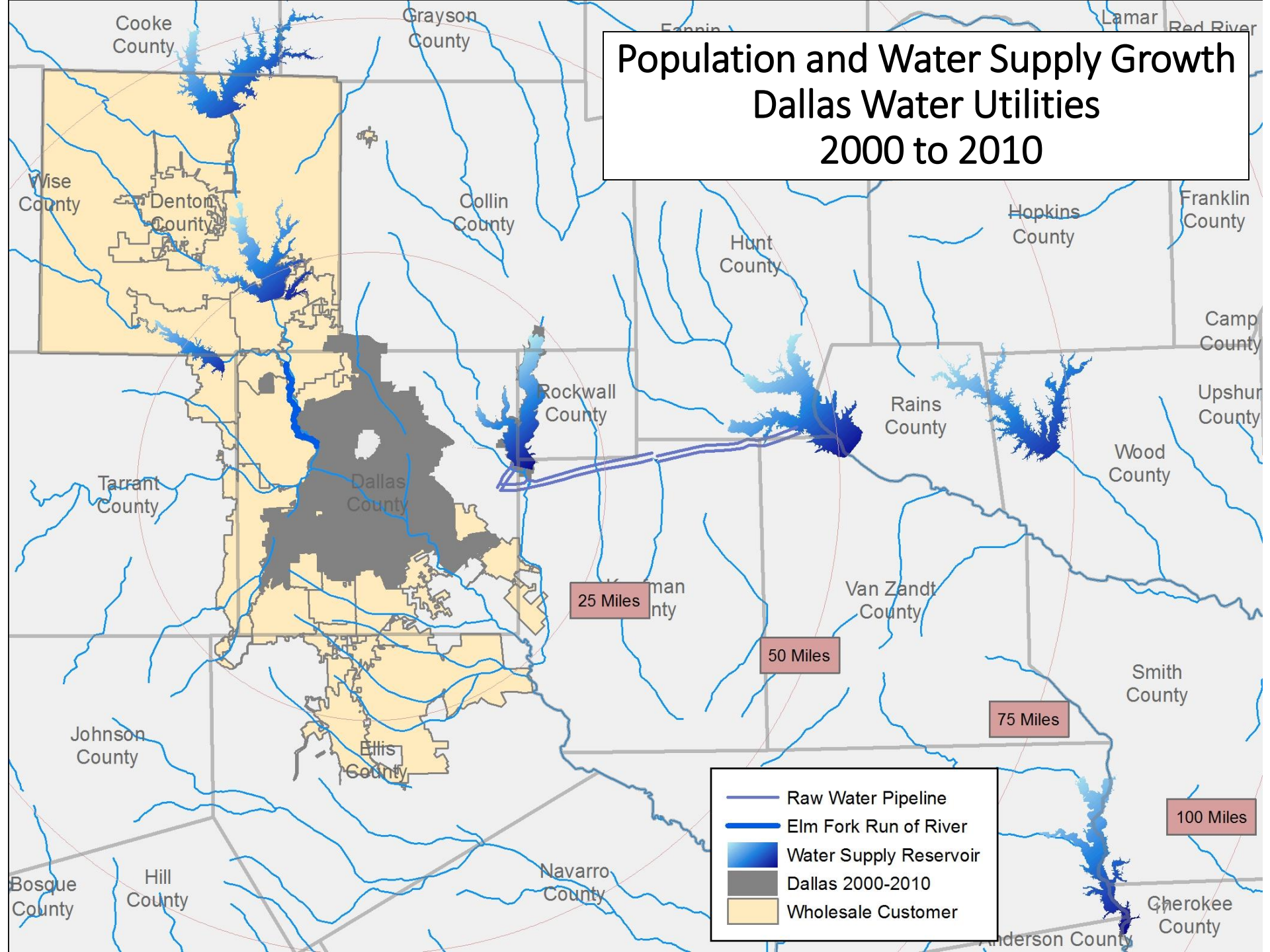


Population and Water Supply Growth Dallas Water Utilities 1990 to 2000

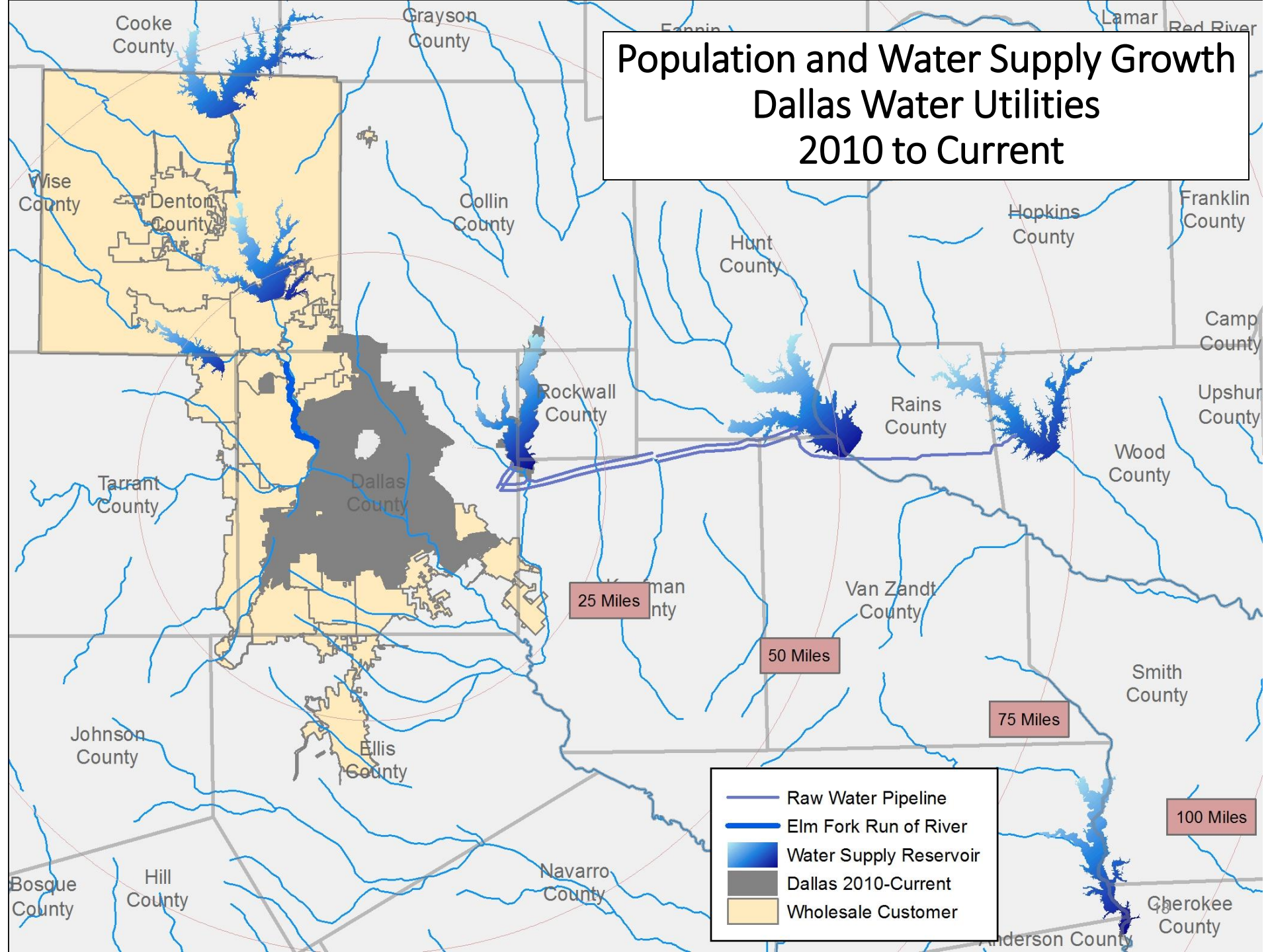


- Raw Water Pipeline
- Elm Fork Run of River
- Water Supply Reservoir
- Dallas 1990-2000
- Wholesale Customer

Population and Water Supply Growth Dallas Water Utilities 2000 to 2010



Population and Water Supply Growth Dallas Water Utilities 2010 to Current



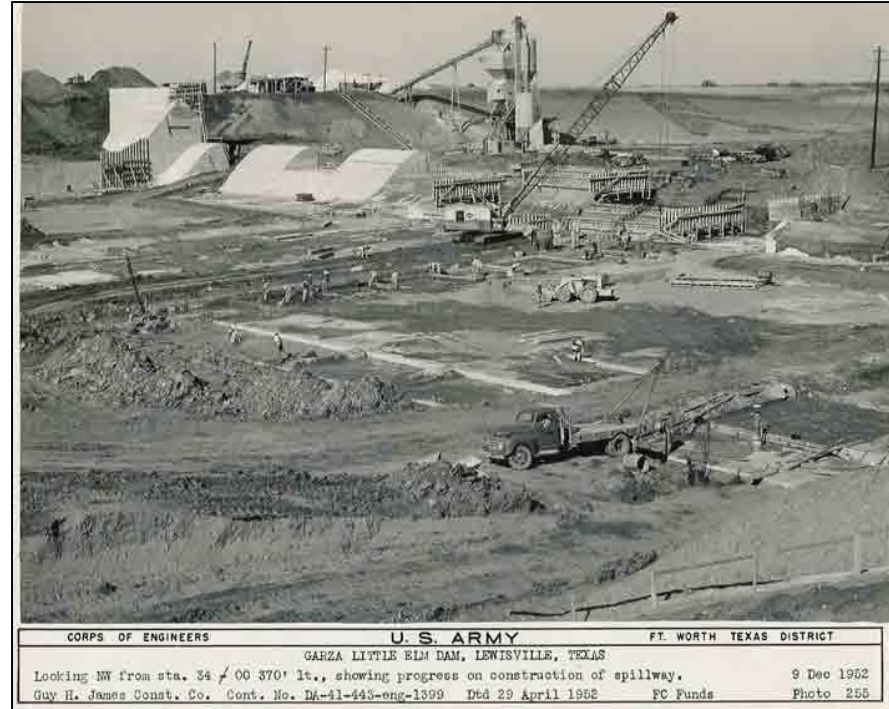
- Raw Water Pipeline
- Elm Fork Run of River
- Water Supply Reservoir
- Dallas 2010-Current
- Wholesale Customer

Services Provided by Dallas Water Utilities

Water Production and Delivery	Wastewater Collection and Treatment
Provide high quality potable water that meets all State and Federal regulatory requirements	Provide wastewater collection, transport, treatment and discharge to meet Federal and State regulatory requirements
Provide drinking water and fire protection to over 2.4 million in the City of Dallas, 23 customer cities and DFW Airport	Provide wastewater service for over 2.1 million customers in the City of Dallas and 11 wholesale customer cities
24/7 operations and maintenance of: 7 reservoirs, (6 connected) 3 water treatment plants with a combined capacity of 900 MGD 23 pump stations 9 elevated and 12 ground storage tanks	24/7 operations and maintenance of: Two wastewater treatment plants with a combined capacity of 260 MGD 15 wastewater lift stations
Maintain approximately 4,925 miles of water mains in the distribution system	Maintain approximately 4,017 miles of wastewater mains in the sanitary sewer system
Value of water assets \$3.2 Billion	Value of wastewater assets \$2.0 Billion

Long Range Water Supply Planning

- Dallas' 1959 Long Range Water Supply Plan was updated in 1975, 1989, 2000 and 2005
 - *The 1959 study recommended that Dallas supply water to surrounding cities*
- The passage of Senate Bill 1 of the 75th Legislative Session in 1997 changed water supply planning throughout the State
 - *Regional water planning groups established*
 - *Regional and State water plans required every five years*
 - *Local plans to be provided to the Regional Water Planning Group for consideration in the Regional Water Plan*



Historic Implementation of Long Range Water Supply Plan

Water Management Strategy	LRWSP	I	U	S	N	O
Iron Bridge Reservoir (Lake Tawakoni)	1959	X				
Forney Reservoir (Lake Ray Hubbard)	1959	X				
Aubrey Reservoir (Lake Ray Roberts)	1959 & 1975	X				
Enlarge Lake Lavon	1959					X
Roanoke Reservoir	1959				X	
Lake Cooper Pipeline	1975					X
Lake Palestine	1975	X				
Lake Fork	1968 State Water Plan	X				

I- Implemented

U- Underway

S – Study/Evaluation

N- No Longer Available

O- Implemented by Others

Historic Implementation of Long Range Water Supply Plan (Continued)

Water Management Strategy	LRWSP	I	U	S	N	O
Sulphur Bluff Reservoir (Marvin Nichols)	1975/2000			X		
Tennessee Colony Reservoir	1975					
Lake Mineola	1975					
Connect Lake Fork	1989	X				
Connect Lake Palestine	1989		X	X		
Reuse	1989/2000/2005	X	X	X		
Conservation	2000/2005	X	X	X		
Wright Patman	2005			X		
Lake Fastrill	2005				X	

I- Implemented

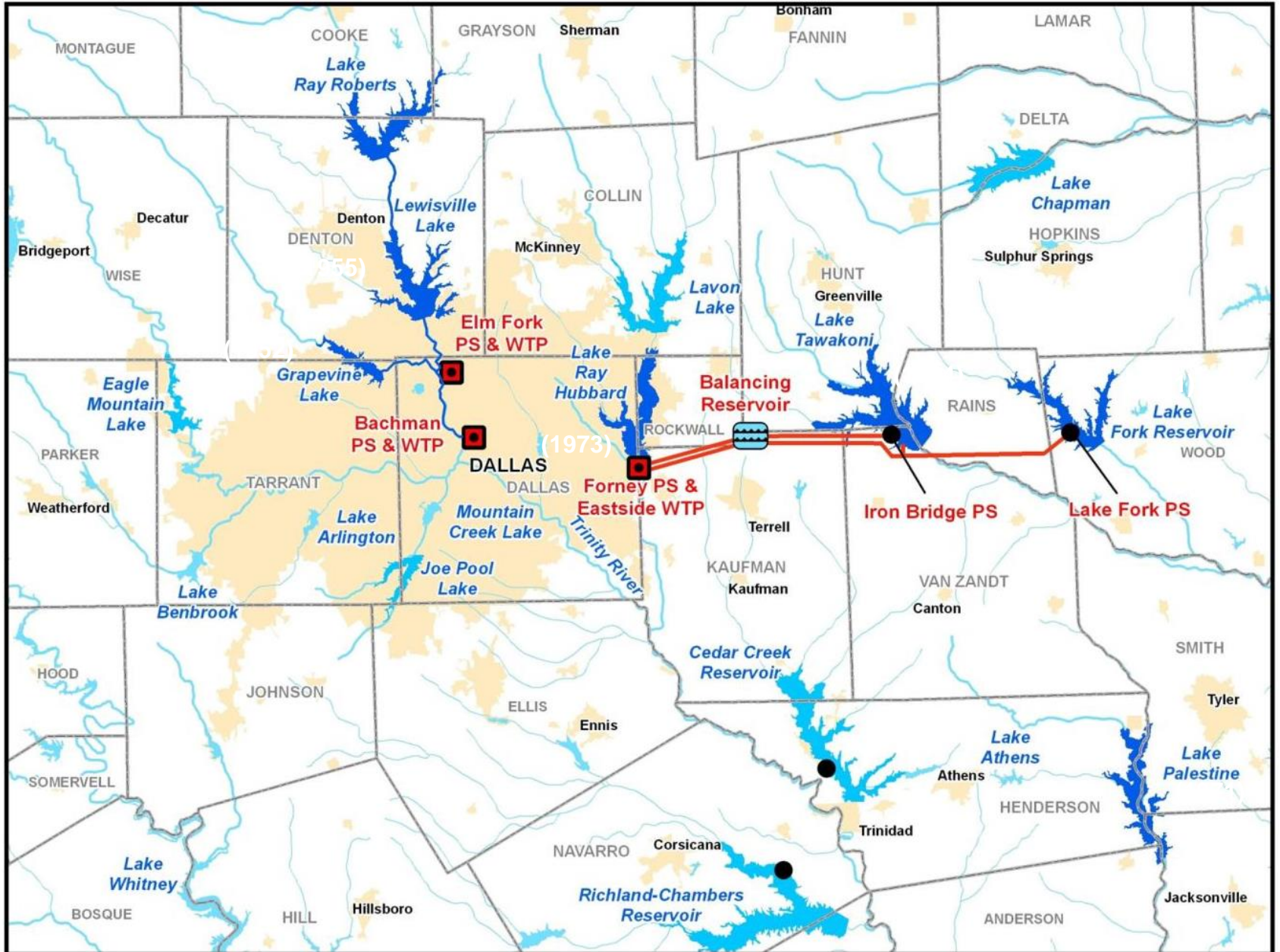
U- Underway

S – Study/Evaluation

N- No Longer Available

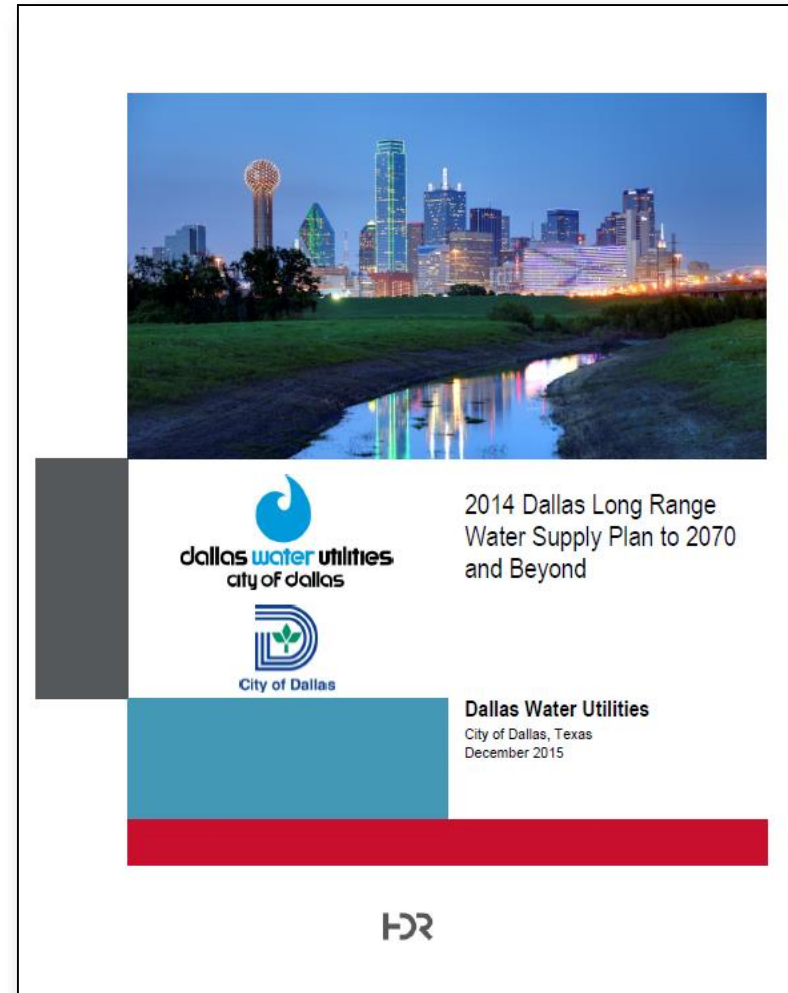
O- Implemented by Others

Dallas' Regional System Current Water Supply



2014 Long Range Water Supply Plan

- Adopted by Council on October 8, 2014
- System average day water demands reduced by 23% or on average approximately 151 MGD
- Connected firm yield reduced over time due to sedimentation and increased evaporation from higher temperatures
- Projected supply and demand deficit beginning in 2027
 - 15 MGD deficit in 2030
 - 258 MGD deficit by 2070
- Recommends strategies to address deficit



Dallas Water Utilities Service Area

Current

Population served: 2.4 million

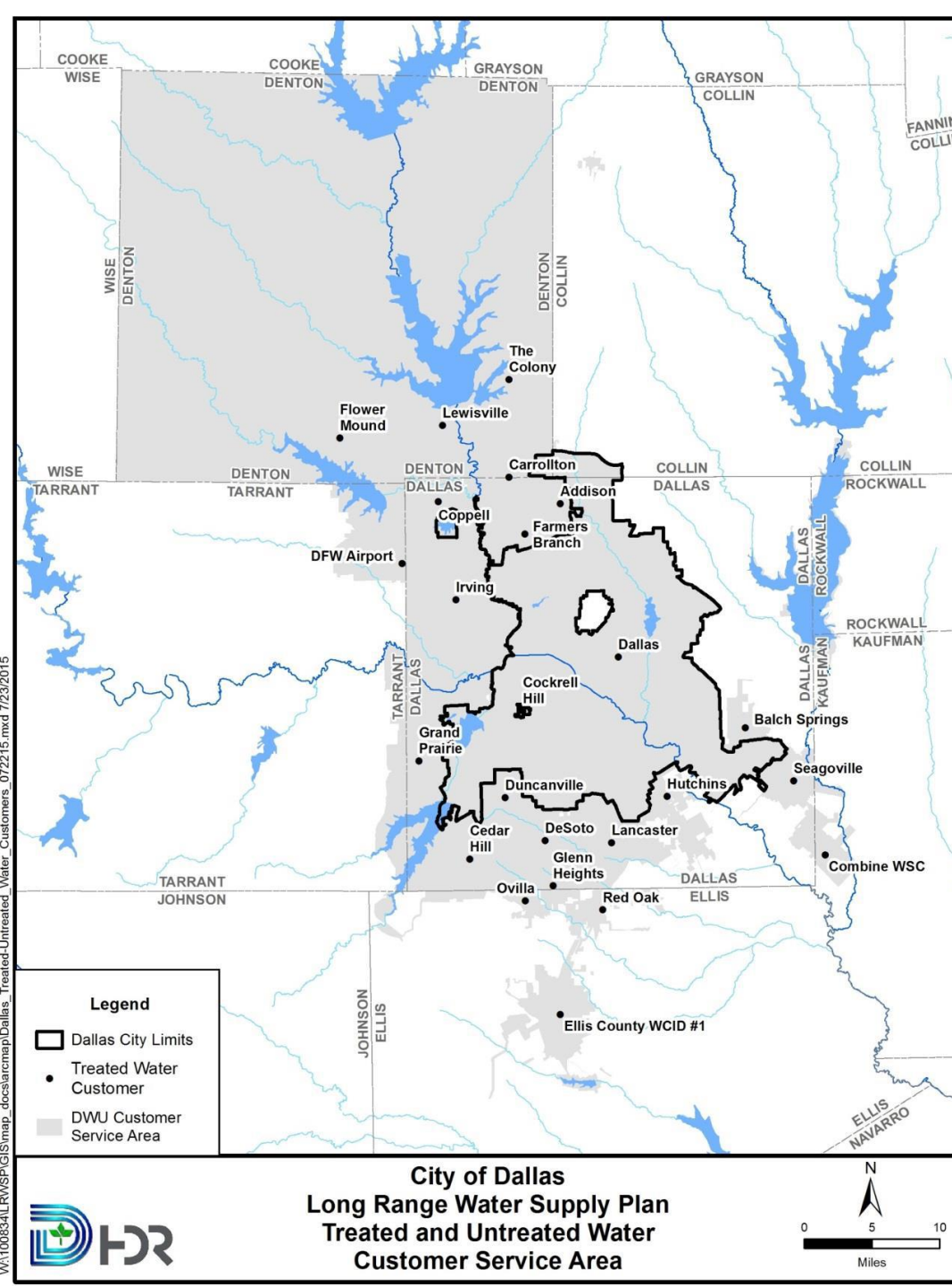
- 1.2 million in Dallas
- 1.2 million in 27 wholesale customer cities

2070 Projected

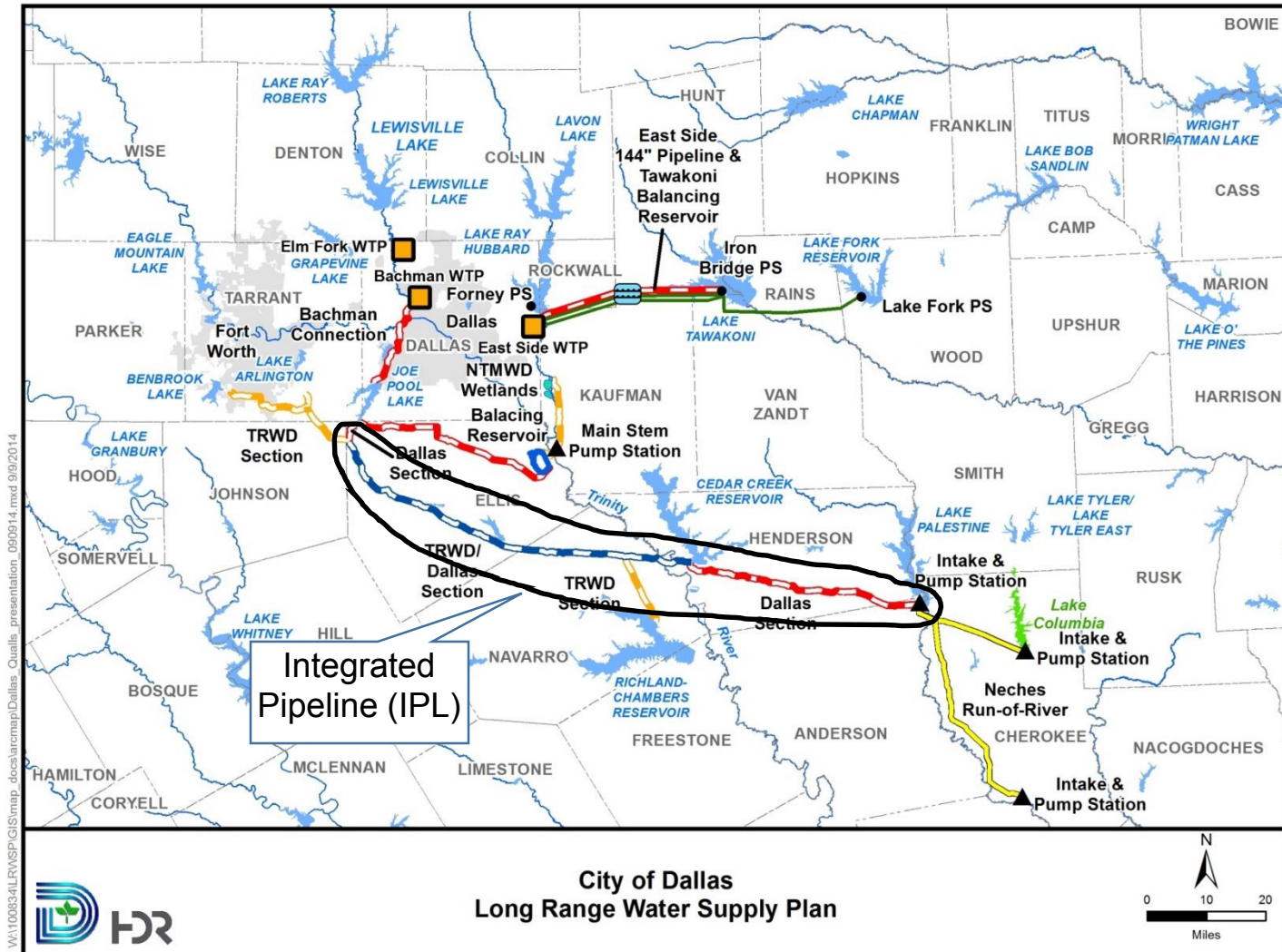
Population Served: 5.3 million

- 1.9 Million in Dallas
- 3.4 million in 27 wholesale customer cities

Source: 2014 Long Range Water Supply Plan

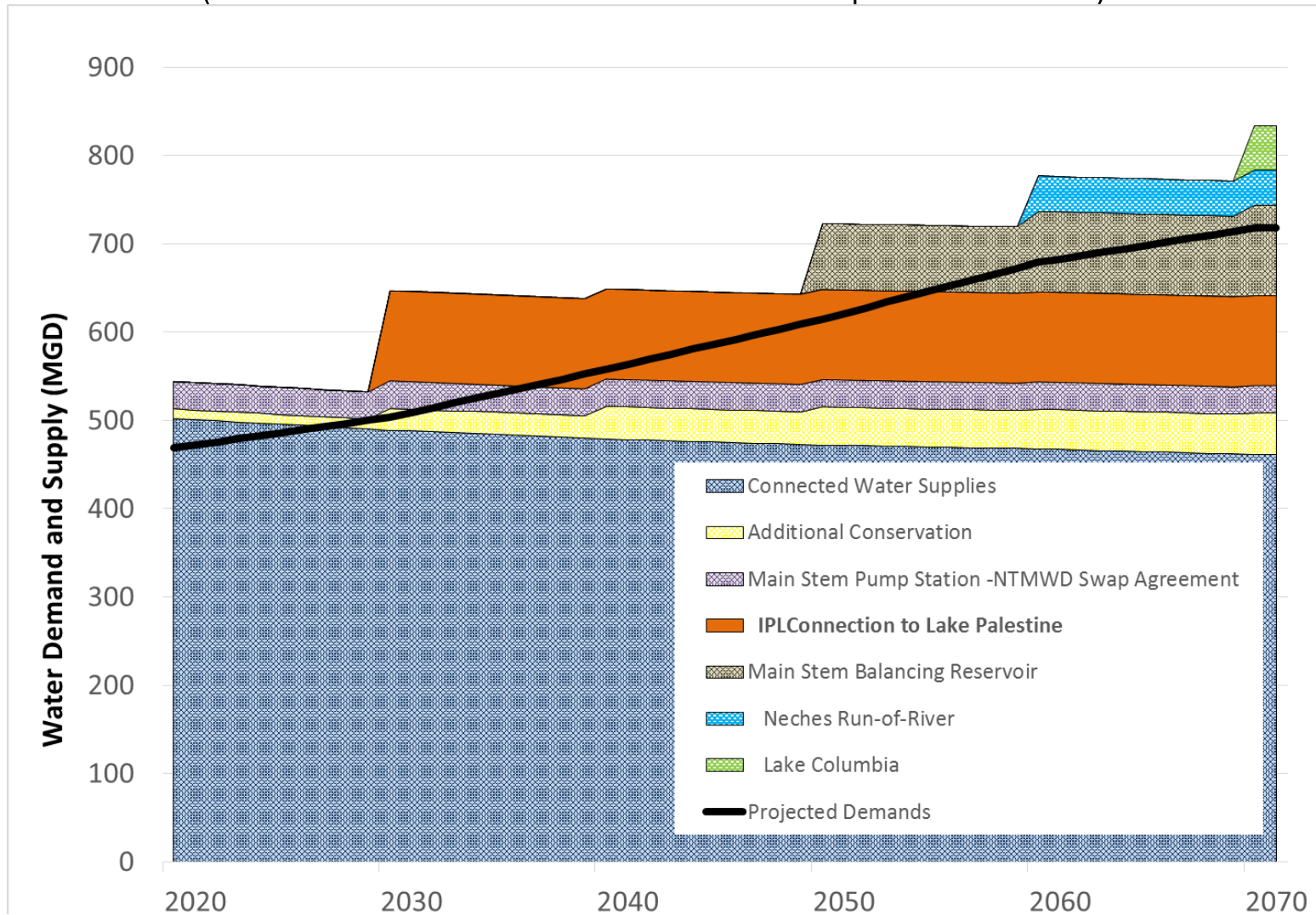


2014 Long Range Water Supply Plan Recommended Strategies 2020 - 2070



Recommended Water Management Strategy Implementation Timeline

(Forecast of Demand vs. Planned Implementation)



Integrated Pipeline (IPL) Project

Lake Palestine

- Lake Palestine was constructed by the Upper Neches River Municipal Water Authority and was completed in 1971
- In 1972, Dallas acquired rights to use 53.73% of the firm yield of Lake Palestine
- In the 1975 LRWSP Dallas began the planning for the connection of Lake Palestine
- In 2007 entered into Interlocal Cooperation Contract (ICC) with Tarrant Regional Water District (TRWD) to study joint transmission facilities



Tarrant Regional Water District

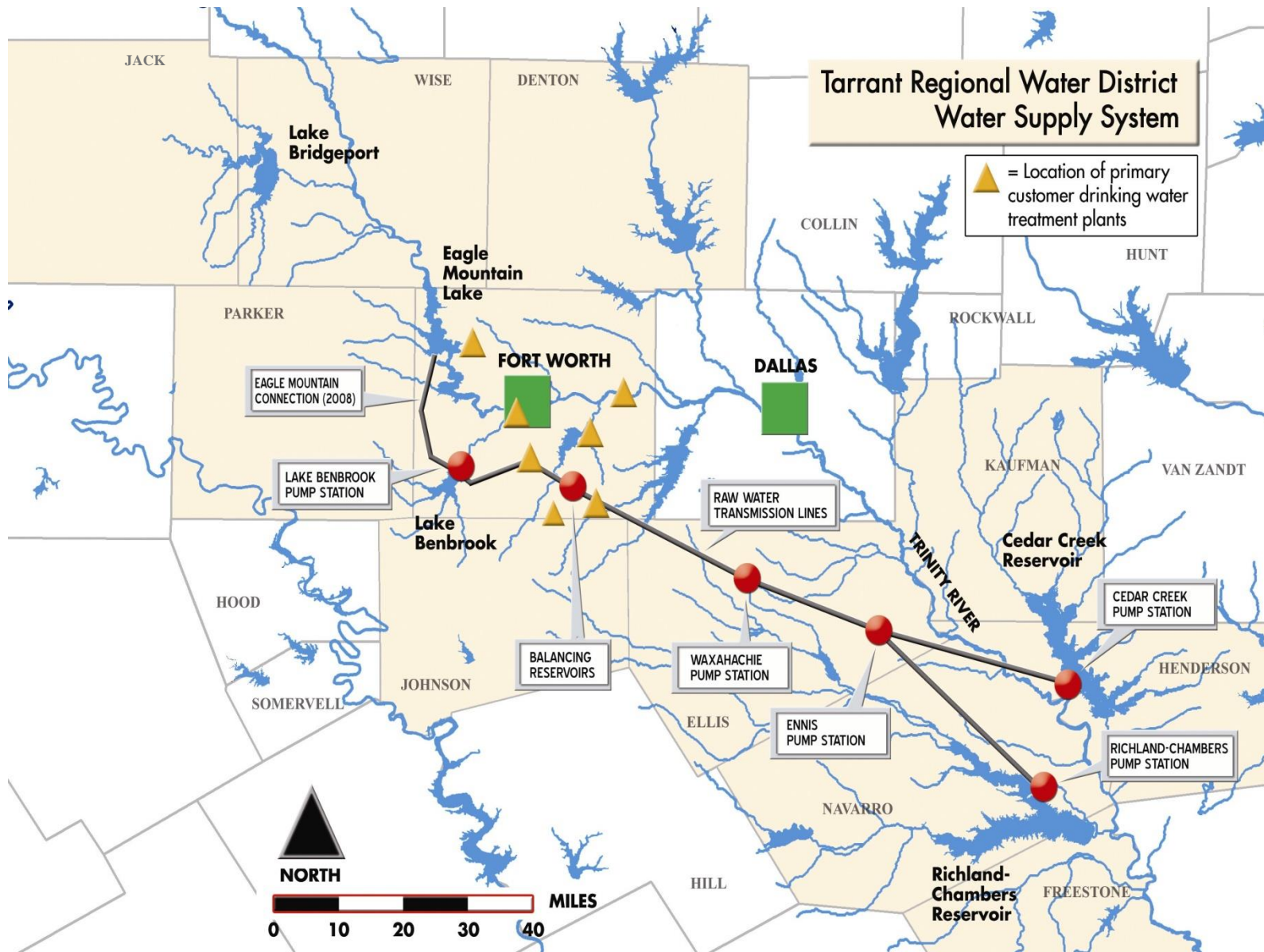
- Created in 1924
- Responsibilities: Raw water supply and flood control
- Service area spans all or part of 11 North Texas counties

- Jack	-Ellis	-Parker	-Kaufman
-Wise	Henderson	-Tarrant	-Freestone
-Johnson	-Navarro	-Denton	
- Contracts with 65 cities including the cities of Fort Worth, Arlington, Mansfield and the Trinity River Authority
- Current service area population is 1.6 million
- Service area population projected to increase to 2.66 million by 2050
- Current supply of 447,000 acre-feet per year

-Lake Bridgeport	-Eagle Mountain Lake
-Cedar Creek	-Richland-Chambers
-Lake Benbrook	-Lake Worth
-Lake Arlington	



Tunnel under US 67 in Midlothian



Source: Tarrant Regional Water District

TRWD provides water directly or indirectly into all or a portion of each of the 11 highlighted Counties

Interlocal Cooperation Contract: Key Principals

- To promote and to take advantage of regional water supply
 - Dallas City Council authorized an Interlocal Cooperation Contract (ICC) on March 28, 2007 with TRWD that:
 - Allows Dallas to share the cost of water transmission from distant sources
 - Provides the framework for increasing the reliability of water supplies for Dallas
 - Provides the ability for Dallas to obtain interim and emergency water supplies
 - Evaluated the feasibility of partnering with TRWD in moving Lake Palestine water
 - First Amendment added cooperative efforts for Oklahoma Water Development in October 22, 2008
 - Second Amendment added the Fair Opportunity Purchasing and Contracting guidelines (MWBE guidelines) including creation of the Business Coordination Team, November 10, 2010

Integrated Pipeline (IPL) Project

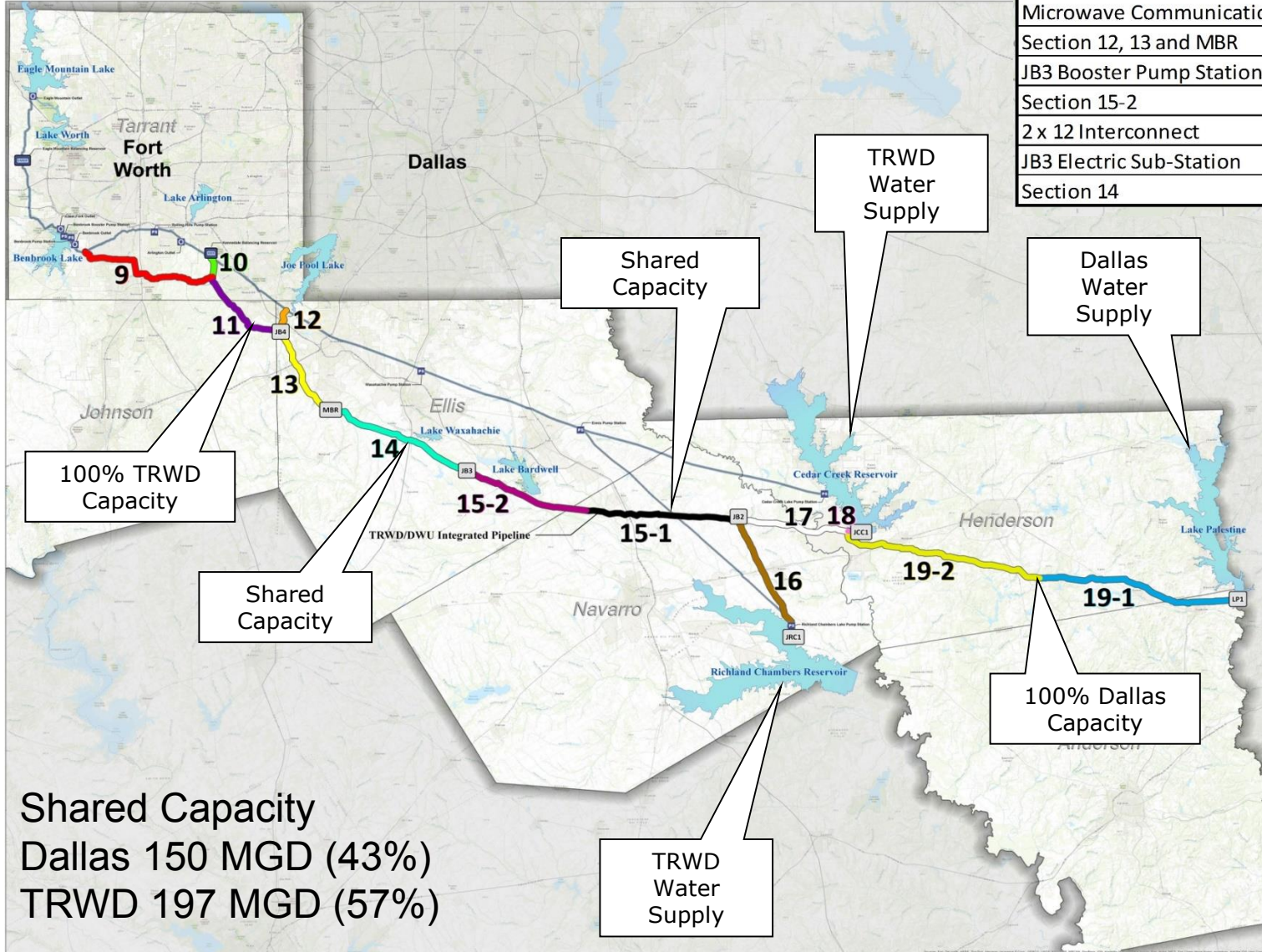
- Dallas has contractual water rights in Lake Palestine
- Tarrant Regional Water District (TRWD) has water rights in Cedar Creek Reservoir and Richland Creek Reservoir
- IPL will interconnect Dallas and TRWD supplies
 - Dallas needs additional water supply in the 2030 time period
 - Connecting Lake Palestine extends supplies over 20 years



Pipe for Segment 15-2 in Ellis County

IPL Pipeline Route and Capacity Shares

Major Construction Projects	Award/Start Date
Section 15-1	May 2014
JB3 Reservoir	July 2014
JB3 Pumps Motors Drives	October 2014
Microwave Communications	October 2014
Section 12, 13 and MBR	November 2014
JB3 Booster Pump Station	March 2015
Section 15-2	April 2015
2 x 12 Interconnect	August 2015
JB3 Electric Sub-Station	October 2015
Section 14	December 2015

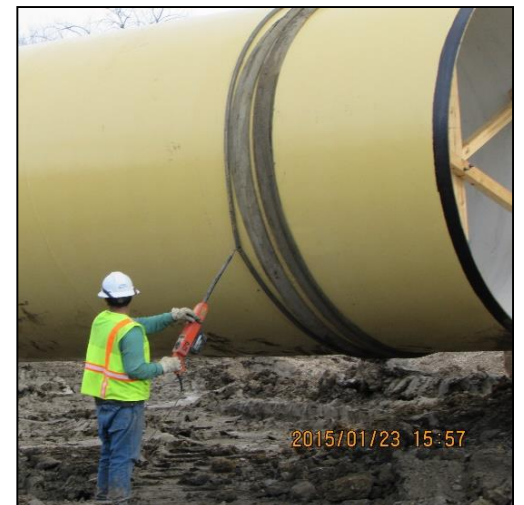


IPL Project Benefits

- Allows Dallas to share the cost of water transmission from distant sources
 - Dallas Estimated Share – \$832M
 - Estimated Cost Savings for Dallas
 - Capital cost - \$196M
 - Revenue requirement for coverage of O&M versus debt payment – average of approximately \$20M per year or 33% over the life of the bonds
- Sets the stage and tone for future regional partnerships
- Good Faith Effort - M/WBE Participation Goal
 - Attachment to ICC through Second Amendment
 - 25% overall goal



Hydraulic pressure testing of pipe at factory



Coating testing before installation

Agreements with TRWD related to the Development of the IPL Project:

- Water Transmission Facilities Financing Agreement
- Water Transmission Facilities Delivery Contract



JB3 Pump Station Foundation

Financing Agreement: Key Principles

- Dallas' Reserved Capacity Rights in IPL – 150 MGD
- Development, ownership, operation – TRWD
- Financing - TRWD
- Allocation of Costs – Maximize benefits, equitably distribute costs
- Project Governance – Project Coordination Group – 3 members from Dallas
- Water Rights Ownership – Retained
- Council Adoption November 10, 2010



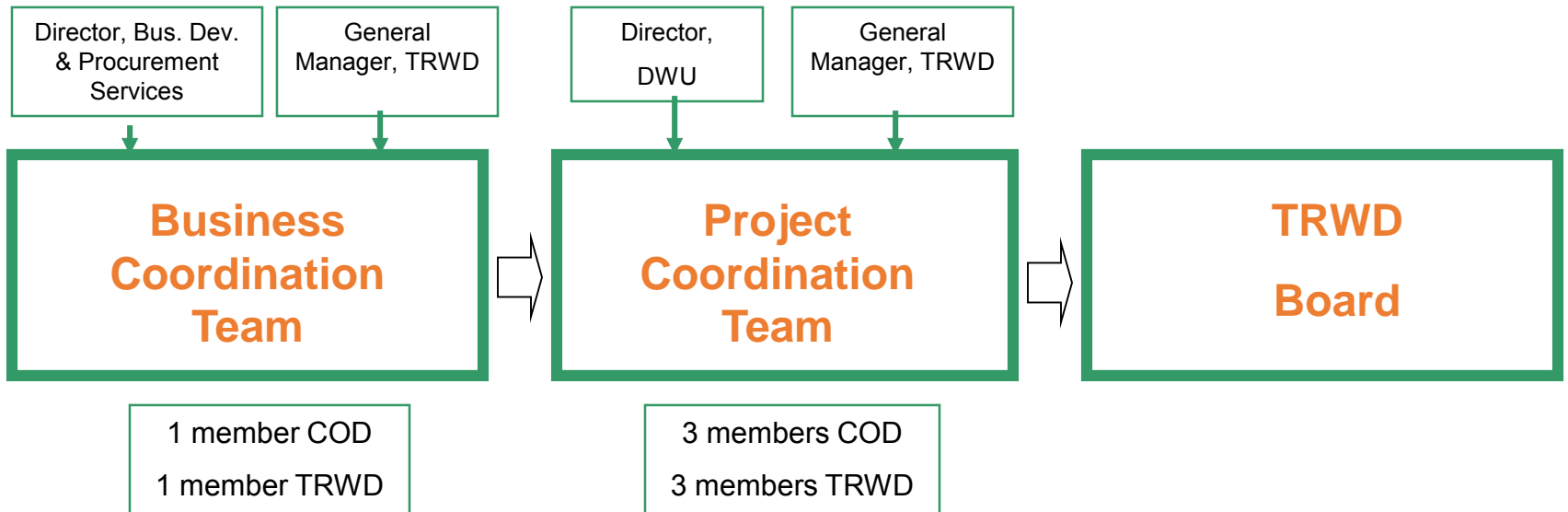
Richland Chambers Interconnect Facility



Financial Overview

- Current Project Budget - \$2.4 Billion
 - TRWD share of project costs is \$1.4B
 - Dallas' share of project costs is \$1.0B
- TRWD issues all bonds for the project including Dallas' portion
- Current TRWD Revenue Bond Issues have totaled \$1.3B:
 - Dallas' share of project costs from 2009 through 2016 totals \$507.9M
 - TRWD share of projects costs from 2009 through 2016 totals \$817.9M
- Dallas' approves the structure and amount of the sale for Dallas' share of project costs
 - City Manager authorized to approve bond resolution
 - Bonds secured by Dallas' revenues
 - Dallas is responsible for Palestine Segment and Intake construction schedule

Project Implementation Organizational Structure



Contract Process Approval Path



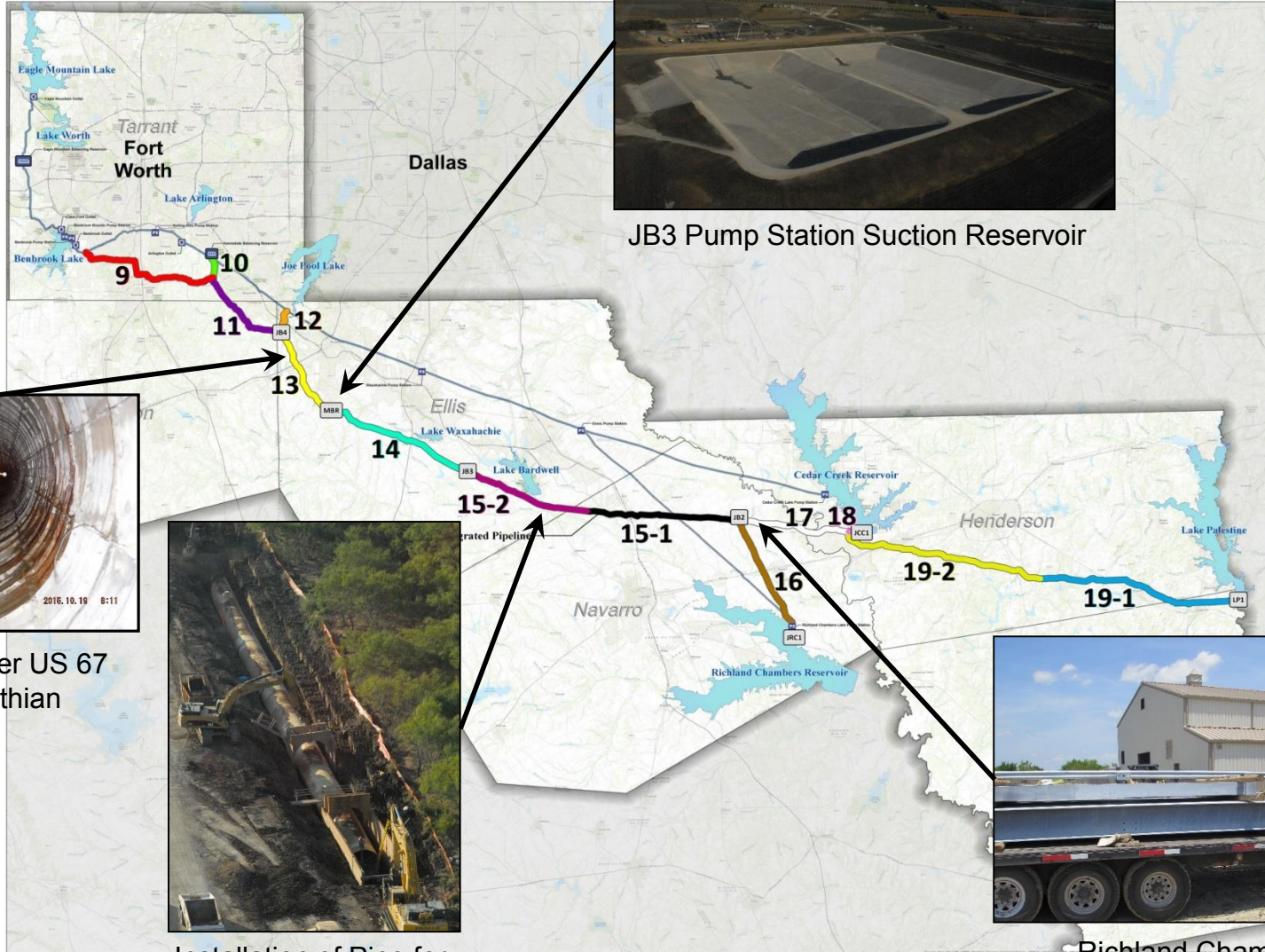
Delivery Contract: Key Principles

- O&M Costs equitably distributed based on Dallas' "Reserved Capacity Rights" of 150 MGD
- Annual budget reviewed by City
- Two way settle up clause
- Dallas to identify delivery point and to specify volume and timing of delivery
- Project Governance - Same as Financing Agreement
- Delivery contract includes
 - Cost Allocation Manual (CAM) – methodology of equitable distribution of O&M costs
 - Operational Guidelines
- Council Adoption June 22, 2011



180-foot Communications Tower
at Joint Booster Pump Station 3

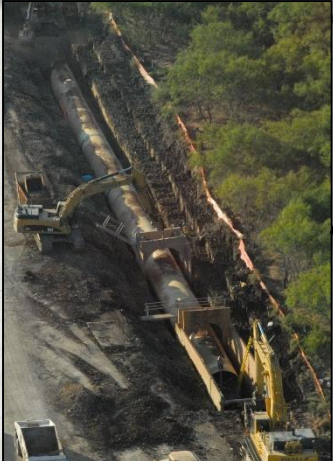
IPL Progress



JB3 Pump Station Suction Reservoir



Tunnel under US 67 in Midlothian

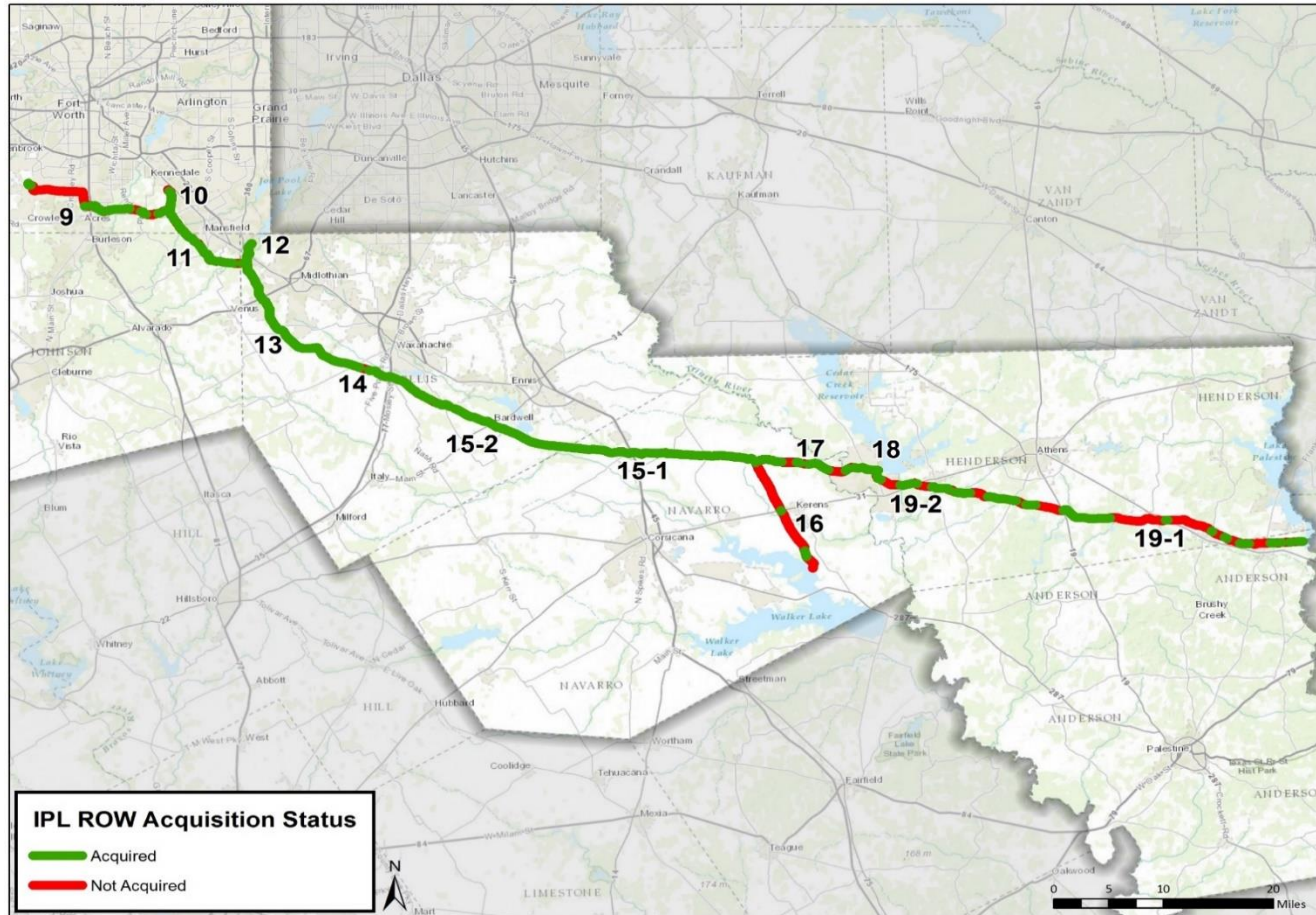


Installation of Pipe for Segment 15-2 in Ellis County



Richland Chambers Interconnect Facility

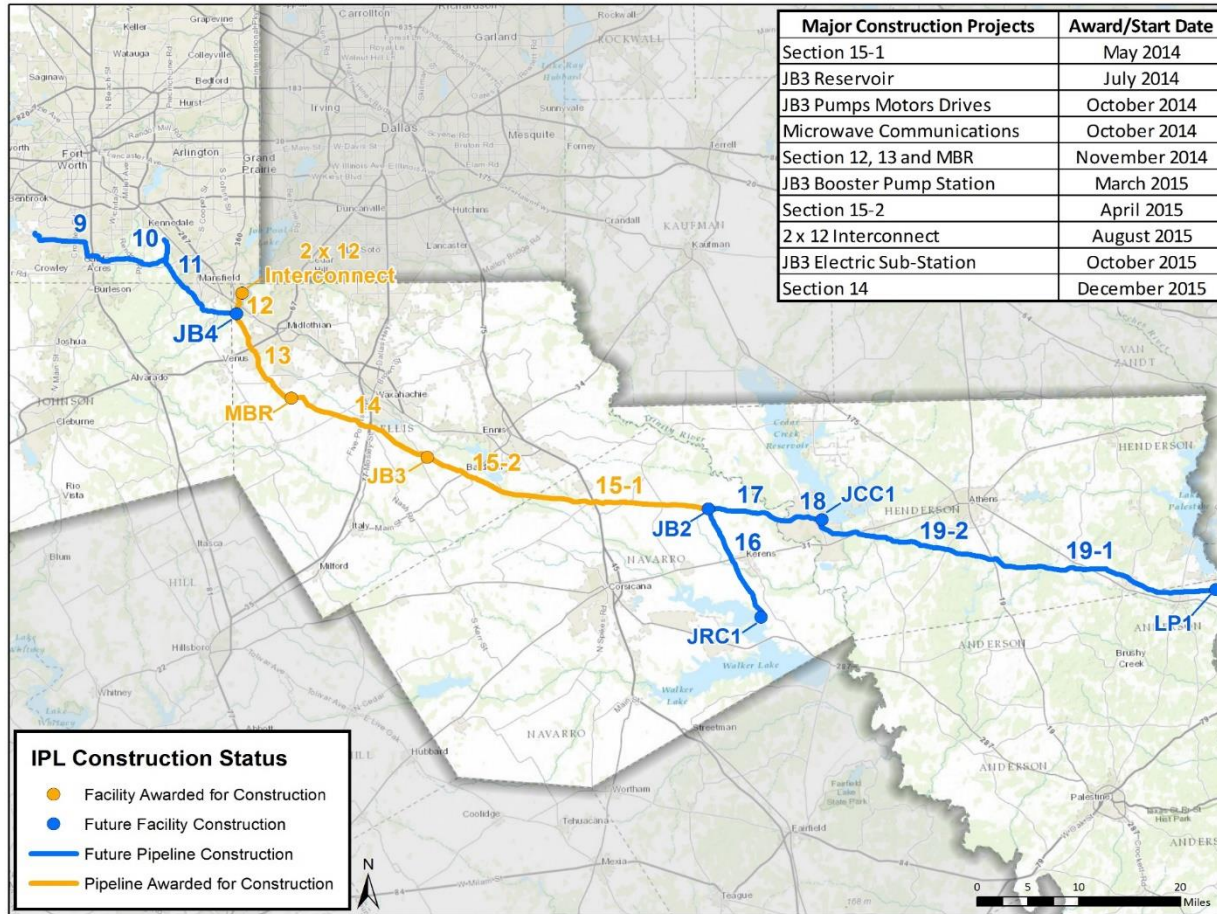
Right-of-Way Acquired



Land Acquisition Status

Pipeline Sections	9	10	11	12	13	14	15.1	15.2	16	17	19.1	19.2	Facilities	Total
Total Parcels	53	29	45	5	29	54	57	30	26	33	78	68	11	518
Acquired as of Jan 6, 2016	22	17	29	5	28	52	57	30	4	22	17	33	11	327
Acquired by Eminent Domain	1	1	1	1	7	7	11	9	0	3	0	1	1	43

Construction Underway



Design and Construction Percent Complete by Section and Facility as of January 6, 2016

Section/Facility	9	10	11	12/13 MBR	14	15-1	15-2	16	17/18	19-1	19-2	JB2	JB3	JB3R	JB4	LP1	JCC1	JRC1
Design %	90%	100%	100%	100%	100%	100%	100%	65%	90%	45%	45%	60%	100%	100%	30%	30%	90%	60%
Construction %				54%	0%	97%	40%						16%	100%				

Summary

Summary

- 2060 DWU System population is approximately 9.7% higher in 2014 LRWSP than 2005 LRWSP
- 2060 DWU System water demand is approximately 20% lower in 2014 LRWSP than 2005 LRWSP
- The 2060 DWU System average gallons per capita per day for the Dallas service area decreased from 188 gpcd in the 2005 LRWSP to 137 gpcd in the 2014 LRWSP
- Strategies to meet 2070 DWU System consist of:
 - 12% Additional conservation
 - 36% Indirect reuse
 - 25% New surface water
 - 27% Connection to existing water supplies

Future Projects

- Main Stem Pump Station
 - Developing amendment to NTMWD Swap agreement for cost sharing
- IPL Palestine Connection Palestine Segment (Segment 19)
 - TRWD - Land Acquisition
 - TRWD - Permit application development
- IPL Bachman Connection
 - Develop scope of work for routing study for land acquisition
- Main Stem Balancing
 - Developing scope of work for preliminary engineering, geotechnical evaluation and land acquisition
- Neches Run-of-River
 - Developing Agreement with Upper Neches River Municipal Water Authority (UNRMWA)
 - Assist UNRMWA with water rights permitting
- Lake Columbia (2070)
 - Developing agreement with Angelina Neches River Authority

Appendix

2014 LRWSP Recommended Water Management Strategies Summaries

<u>Strategy</u>	<u>Slide</u>
• Additional Water Conservation	48
• Main Stem Pump Station	50
• Main Stem Balancing Reservoir	52
• Integrated Pipeline (IPL) – Part 1 Connection to Lake Palestine	54
• Integrated Pipeline (IPL) – Part 1 Connection to Bachman WTP	56
• Upper Neches Project	58
• Lake Columbia	60

RECOMMENDED AND ALTERNATIVE WATER MANAGEMENT STRATEGIES

Project Name: Additional Water Conservation

Status: Recommended (2020)

Description of Strategy:
 Water conservation is defined as “those practices, techniques, and technologies that will reduce the consumption of water, reduce the loss or waste of water, improve the efficiency in the use of water, or increase the recycling and reuse of water so that a water supply is made available for future or alternative uses” (Texas Water Code §11.002 (a) (8) (B)). Conserving existing water supplies through demand reduction can be one of the most cost-effective strategies available to municipal water suppliers to increase available supply. Conservation goals applicable over the 50-year planning timeframe of the 2014 LRWSP and ideas on how these goals could potentially be met through strategies are identified in Dallas’ Strategic Plan and Water Conservation Plan. Additional water conservation is the conservation that is anticipated to be achieved above the water savings associated with the plumbing fixtures act.

Water Availability:
 The annual volume of water saved under the additional conservation savings strategy is estimated to be 10.9 MGD in 2020 (12,219 acft/year) and 46.4 MGD in 2070 (52,014 acft/year). This represents a potential additional reduction in water use by the City of Dallas of 4.4% in 2020 and 12.9% in 2070 as compared to the TWDB’s baseline projections.

Permitting and Environmental Issues:
 Permitting and environmental issues are minimal for additional water conservation.

Costs:

Unit Cost, Quantity of Water, and Land Impacted			
Unit Cost of Water:	\$0.38	\$/1,000 gal	Treated Water Delivered
Quantity of Water:	46.4	MGD	Reliability = Firm

Phasing and Implementation:
 Dallas continues to actively improve its water conservation efforts with the recent adoption of an update to its water conservation plan and the planned update of their strategic water conservation plan. These documents guide and document how Dallas plans, achieves, and monitors savings from conservation. The biggest risk to achieving the supply savings associated with additional conservation is the ability to continue to modify consumer behavior. Achieving additional conservation savings becomes more challenging as these savings are realized. Generally, easier programs are implemented first with more advanced programs that are more costly or require a greater level of consumer behavior modification implemented next. To overcome these risks, Dallas should continue to invest resources in the update to its strategic water conservation plan and continue to identify and implement best management practices that are likely to succeed as technology improves and consumer behaviors change.

Additional Conservation Implementation Steps:

- Update Water Conservation Five-Year Strategic Plan to identify, fund and implement appropriate best management practices to achieve the planned savings.
- Continue to monitor and document savings achieved from conservation efforts.

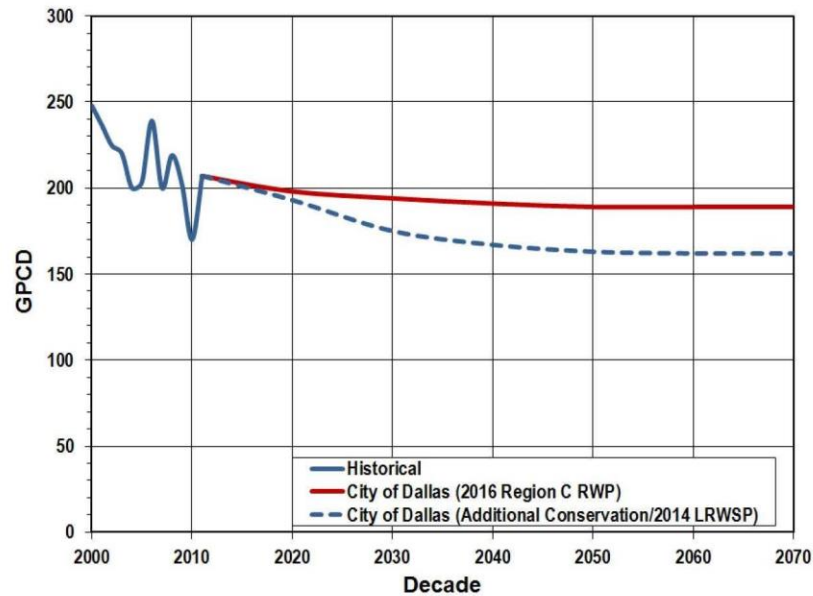


Estimated Reduction Dallas Water Demands with Additional Conservation Strategy

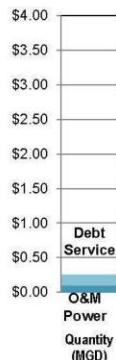
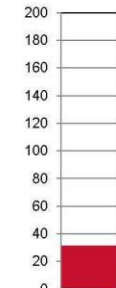
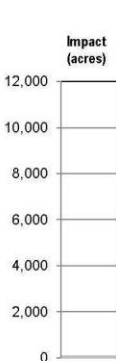
Component	2020	2030	2040	2050	2060	2070
Dallas Population Projections	1,242,135	1,347,717	1,531,681	1,707,057	1,841,064	1,905,498
TWDB Projected gpcd (2011 TWDB baseline = 207 gpcd)	198	194	191	189	189	189
TWDB Projected Water Demand (MGD)	245.6	260.8	291.6	322.5	347.2	359.3
Recommended gpcd with Additional Conservation (2014 LRWSP)	189	175	167	164	164	164
Projected Water Demand w/ Additional Conservation – (MGD)	234.7	236.2	255.3	280.3	302.3	312.9
Additional Conservation Savings (MGD)	10.9	24.6	36.3	42.2	44.9	46.4
Percentage Decrease in Water Demand with Additional Conservation	4.4%	9.5%	12.4%	13.1%	12.9%	12.9%

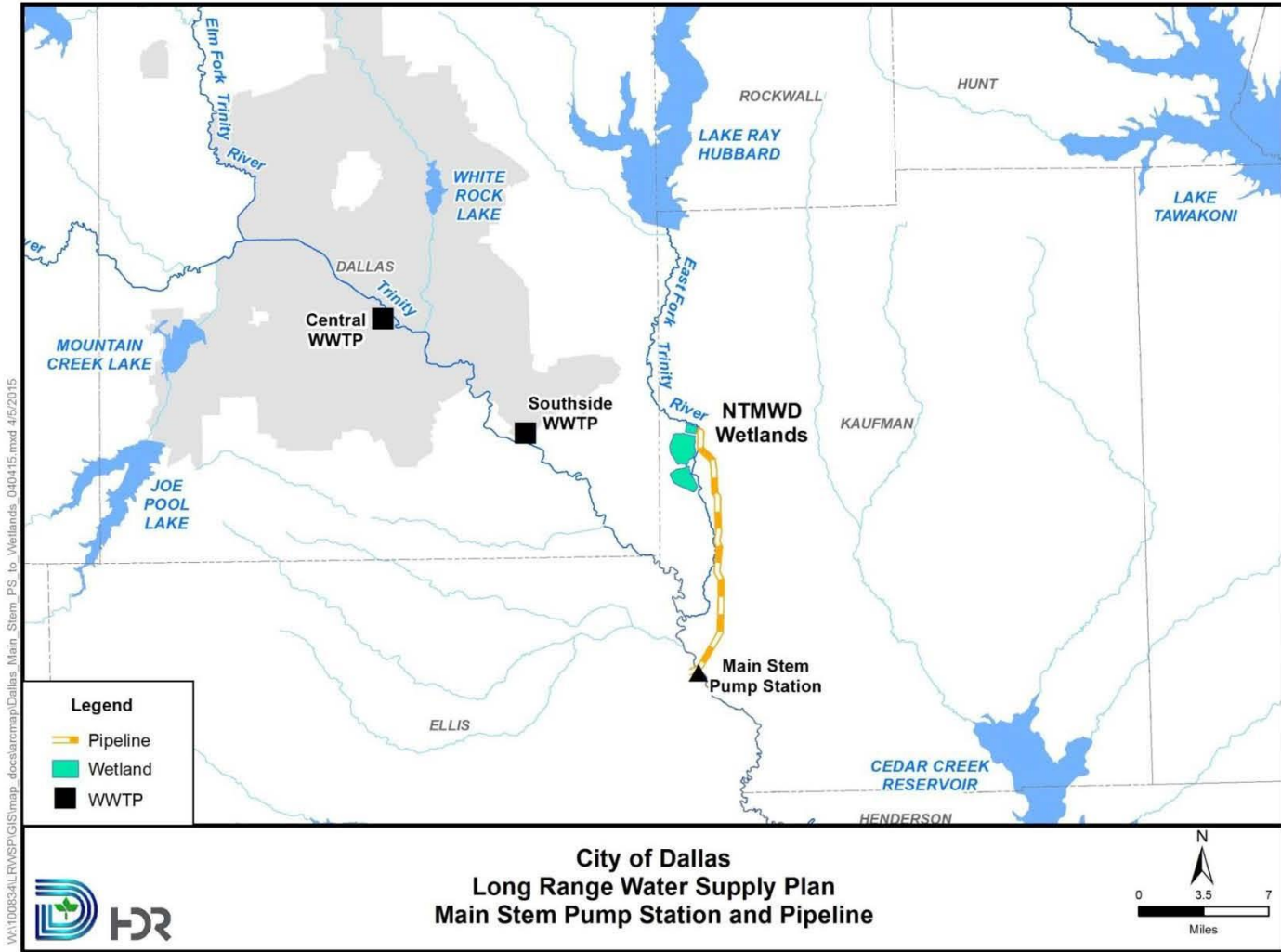
Note: The TWDB established a per capita use of 207 gpcd for Dallas for the year 2011 which serves as the baseline value for determining the estimated reductions presented in this table. Values in the table are rounded to the nearest 0.1 MGD.

Comparison of Per Capita Water Use Goals for the City of Dallas



RECOMMENDED AND ALTERNATIVE WATER MANAGEMENT STRATEGIES

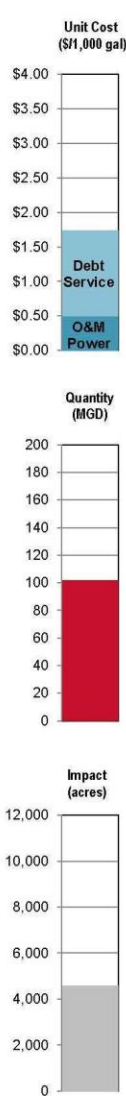
<p style="text-align: center;">Unit Cost (\$/1,000 gal)</p> 	<p>Project Name: Main Stem Pump Station</p> <p>Status: Recommended (2020)</p> <p>Description of Strategy:</p> <p>In December 2008, Dallas and the North Texas Municipal Water District (NTMWD) entered into an agreement (swap agreement) for the exchange of return flows. The swap agreement allows Dallas to use NTMWD return flows discharged into Lake Ray Hubbard in exchange for NTMWD utilizing a portion of Dallas' return flows from the main-stem of the Trinity River. Under the swap agreement Dallas and NTMWD will cooperate in the construction of a pump station (Main Stem Pump Station) and transmission pipeline to deliver up to 90 MGD of return flows (from Dallas and other entities) from a location on the main stem of the Trinity River to an agreed "point of delivery" near the NTMWD wetlands located near the East Fork of the Trinity River and Hwy 175 near Seagoville. Upon completion of the Main Stem Pump Station and pipeline, Dallas will have the right to utilize all of NTMWD water discharged into Lake Ray Hubbard. The project to be constructed under the swap agreement includes the construction of a Main Stem Pump Station (90 MGD) and a 72-inch diameter, 14.2 mile pipeline to transport water to the NTMWD wetlands</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="background-color: #4F81BD; color: white;">Cost Summary (Dallas Portion)</th> </tr> <tr> <td style="background-color: #D9E1F2;">Total Project Cost</td> <td style="background-color: #D9E1F2; text-align: right;">\$26.1 M</td> </tr> <tr> <td style="background-color: #D9E1F2;">Annual Debt Service</td> <td style="background-color: #D9E1F2; text-align: right;">\$1.8 M</td> </tr> <tr> <td style="background-color: #D9E1F2;">Annual O&M and Power</td> <td style="background-color: #D9E1F2; text-align: right;">\$1.1 M</td> </tr> <tr> <td style="background-color: #4F81BD; color: white;">Total Annual Cost</td> <td style="background-color: #4F81BD; color: white;">\$2.9 M</td> </tr> </table>	Cost Summary (Dallas Portion)		Total Project Cost	\$26.1 M	Annual Debt Service	\$1.8 M	Annual O&M and Power	\$1.1 M	Total Annual Cost	\$2.9 M										
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Total Annual Cost	\$2.9 M																					
<p style="text-align: center;">Quantity (MGD)</p> 	<p>Water Availability:</p> <p>Under the swap agreement, Dallas will exchange return flows from its Central and Southside WWTPs for an equal amount of return flows from NTMWD as discharged into Lake Ray Hubbard. By 2040 the volume of NTMWD return flows discharged into Lake Ray Hubbard is estimated to total 31.1 MGD (34,863 acft/yr).</p> <p>Permitting and Environmental Issues:</p> <p>Dallas has a water right permit that allows for the diversion of Dallas' return flows from the Trinity River. Therefore the only significant permit required for the construction of the Main Stem Pump Station project would be a Section 404 permit from the USACE for impacts to a waterway associated with the construction of the diversion facilities and pipeline. Additionally, if it were necessary to construct a new channel dam on the Trinity River, then this structure would require a new state water rights permit and need to be considered in the Section 404 permitting process.</p> <p>Environmental concerns associated with the main stem pump station project including impacts to habitat, threatened and endangered species, wetlands, and freshwater inflows are all anticipated to be low.</p>																					
<p style="text-align: center;">Impact (acres)</p> 	<p>Costs:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4" style="background-color: #4F81BD; color: white;">Unit Cost, Quantity of Water, and Land Impacted</th> </tr> </thead> <tbody> <tr> <td style="background-color: #D9E1F2;">Unit Cost of Water:</td> <td style="background-color: #D9E1F2; text-align: center;">\$0.25</td> <td style="background-color: #D9E1F2; text-align: center;">\$/1,000 gal</td> <td style="background-color: #D9E1F2;">Raw water in Lake Ray Hubbard</td> </tr> <tr> <td style="background-color: #D9E1F2;">O&M Unit Cost:</td> <td style="background-color: #D9E1F2; text-align: center;">\$0.10</td> <td></td> <td></td> </tr> <tr> <td style="background-color: #D9E1F2;">Quantity of Water:</td> <td style="background-color: #D9E1F2; text-align: center;">31.1</td> <td style="background-color: #D9E1F2; text-align: center;">MGD</td> <td style="background-color: #D9E1F2;">Reliability = Firm</td> </tr> <tr> <td style="background-color: #D9E1F2;">Land Acquired (excluding Mitigation):</td> <td style="background-color: #D9E1F2; text-align: center;">91</td> <td style="background-color: #D9E1F2; text-align: center;">acres</td> <td></td> </tr> </tbody> </table> <p>Phasing and Implementation:</p> <p>The following implementation steps are recommended for the Main Stem Pump Station.</p> <ul style="list-style-type: none"> • Continue to coordinate with NTMWD on the implementation of this strategy. • Because the project timeline has shifted due to the immediate need of NTMWD, Dallas and NTMWD are planning to amend the terms of the swap agreement to reflect the new concept and timeline. 		Unit Cost, Quantity of Water, and Land Impacted				Unit Cost of Water:	\$0.25	\$/1,000 gal	Raw water in Lake Ray Hubbard	O&M Unit Cost:	\$0.10			Quantity of Water:	31.1	MGD	Reliability = Firm	Land Acquired (excluding Mitigation):	91	acres	
Unit Cost, Quantity of Water, and Land Impacted																						
Unit Cost of Water:	\$0.25	\$/1,000 gal	Raw water in Lake Ray Hubbard																			
O&M Unit Cost:	\$0.10																					
Quantity of Water:	31.1	MGD	Reliability = Firm																			
Land Acquired (excluding Mitigation):	91	acres																				



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RECOMMENDED AND ALTERNATIVE WATER MANAGEMENT STRATEGIES



Unit Cost (\$/1,000 gal)

Quantity (MGD)

Impact (acres)

Project Name: Main Stem Balancing Reservoir

Status: Recommended (2050)

Description of Strategy:

The Main Stem Balancing Reservoir project is a proposed off channel reservoir that could store approximately 300,000 acft of Dallas' (and potentially other entities') return flows as well as stormwater runoff originating in the upstream Trinity River watershed. Additionally, because the diversion point for this strategy is located downstream of the confluence with the East Fork of the Trinity River, the Main Stem Balancing Reservoir could also be used to transfer water from Dallas' eastern system to Dallas' western system by storing water released from either Lake Ray Hubbard or from Dallas' eastern raw water transmission pipelines where they cross the East Fork. Water supplies would be delivered to the Joe Pool area through a 36.5 mile, 84-inch transmission system.

Water Availability:

The Main Stem Balancing Reservoir was preliminarily designed to achieve a desired firm yield of 102 MGD (114,000 acft/yr) by 2070. The water availability analysis indicated that by 2070, 109 MGD of return flows would be available for diversion after considering the swap agreement with NTMWD and an amended instream flow requirement.

Permitting and Environmental Issues:

This project would require a surface water permit for the channel dam (if needed) on the Trinity River from TCEQ. While Dallas has rights to divert its Trinity River discharges, a new water right permit would be required to divert stormwater. In addition to the surface water permit, a Section 404 permit from the USACE for impacts to a waterway from construction activities would be needed for the construction of the diversion facilities and pipeline.

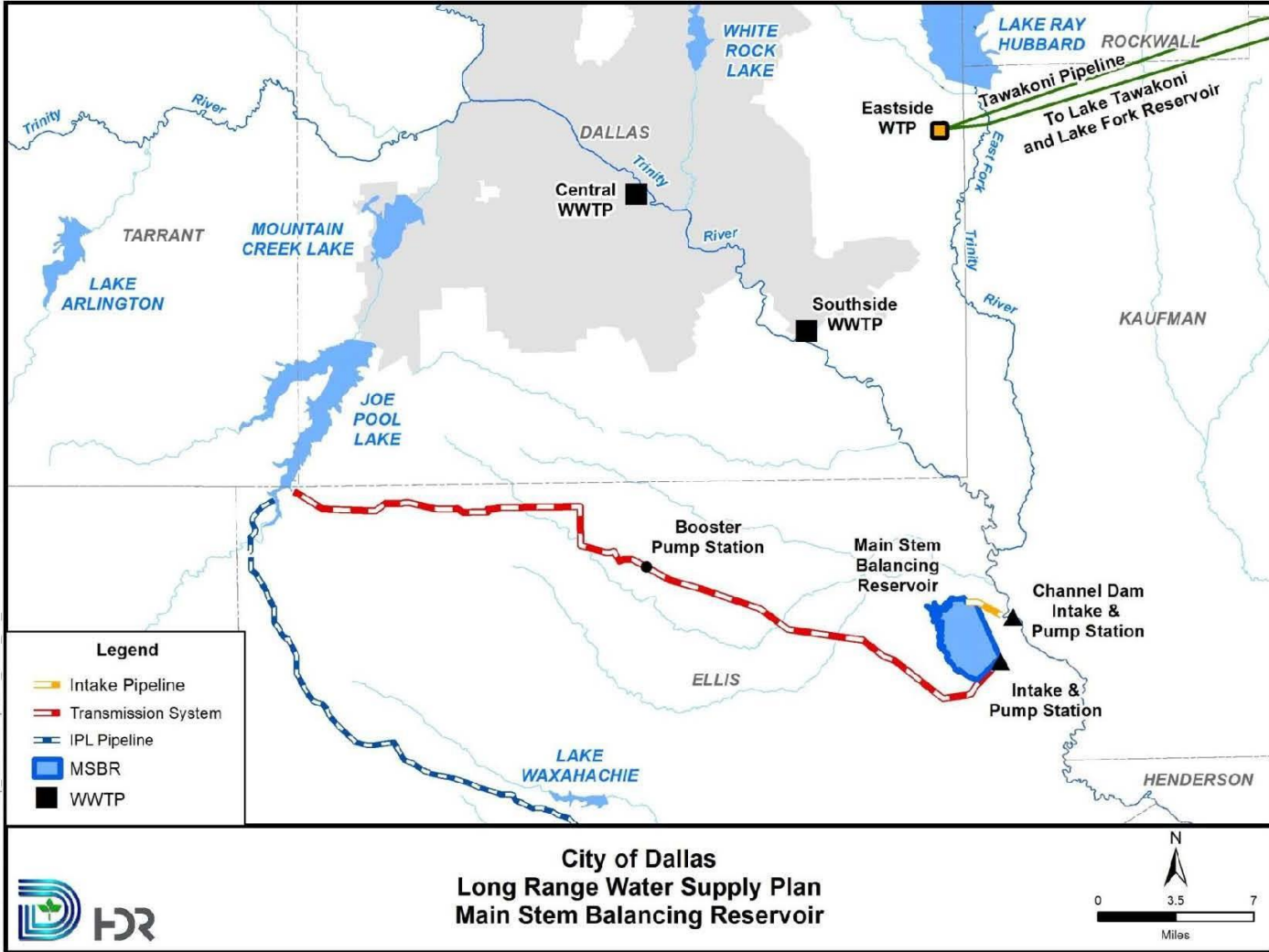
Environmental concerns associated with the main stem pump station project including impacts to habitat, threatened and endangered species, wetlands, and freshwater inflows are all anticipated to be low.

Costs:

Unit Cost, Quantity of Water, and Land Impacted			
Unit Cost of Water:	\$1.74	\$/1,000 gal	Raw Water Delivered to Bachman Turnout / Joe Pool Area
O&M Unit Cost:	\$0.50		
Quantity of Water:	102	MGD	Reliability = Firm
Land Acquired (excluding Mitigation):	4,584	acres	

Phasing and Implementation:

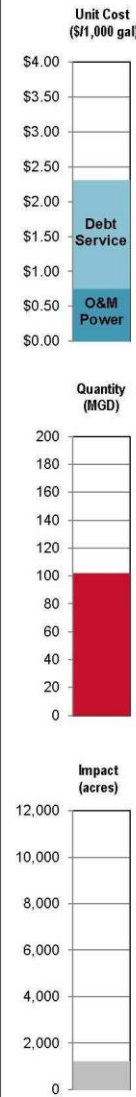
It is recommended that Dallas initiate a feasibility study that includes: securing the water rights permit for the storage reservoir, performing a reservoir site foundation evaluation, initiating a land acquisition and maintenance program (prior to construction), preparing a water quality evaluation, performing a siting study of the main-stem pump station considering flooding issues, and determining the need for a new Trinity River water control structure or improvements to an existing structure.



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RECOMMENDED AND ALTERNATIVE WATER MANAGEMENT STRATEGIES



Project Name: Integrated Pipeline (IPL) – Part 1 Connection to Lake Palestine

Status: Recommended (2027)

Description of Strategy:

Dallas and the TRWD are partnering on the planning and development of an integrated raw water transmission system to meet future water needs. The purpose of the transmission system, also known as the Integrated Pipeline (IPL), is to bring water from Lake Palestine, Richland-Chambers Reservoir, and Cedar Creek Reservoir to Dallas and TRWD. The 134-mile long raw water transmission pipeline ranges in diameter from 84-inch to 108-inch and will convey water at a planned peak capacity of 347 MGD. Dallas' portion of the capacity of the shared pipeline is currently planned to be 150 MGD. For the purposes of the 2014 Dallas LRWSP, the IPL strategy has been broken out into two separate, but related projects. The first project for the IPL is delivering water to the Joe Pool area, shared infrastructure with TRWD. The second part of the strategy is delivering water the IPL near the Joe Pool area to the Bachman WTP, likely Dallas only infrastructure.

Water Availability:

Dallas has contracted for 102 MGD of Lake Palestine supply which will be conveyed through the IPL. Assuming an average delivery of the Palestine water results in the IPL will have an unutilized capacity of approximately 48 MGD (or about 53,800 acft/yr) which could be utilized by Dallas to deliver additional water from other strategies located within the Neches River Basin.

Permitting and Environmental Issues:

The Lake Palestine Pipeline project would pose several permitting challenges along with the typical challenges associated with a new project. A Section 404 permit from the USACE for impacts to a waterway from construction activities would be needed for the construction of the diversion facilities and pipeline.

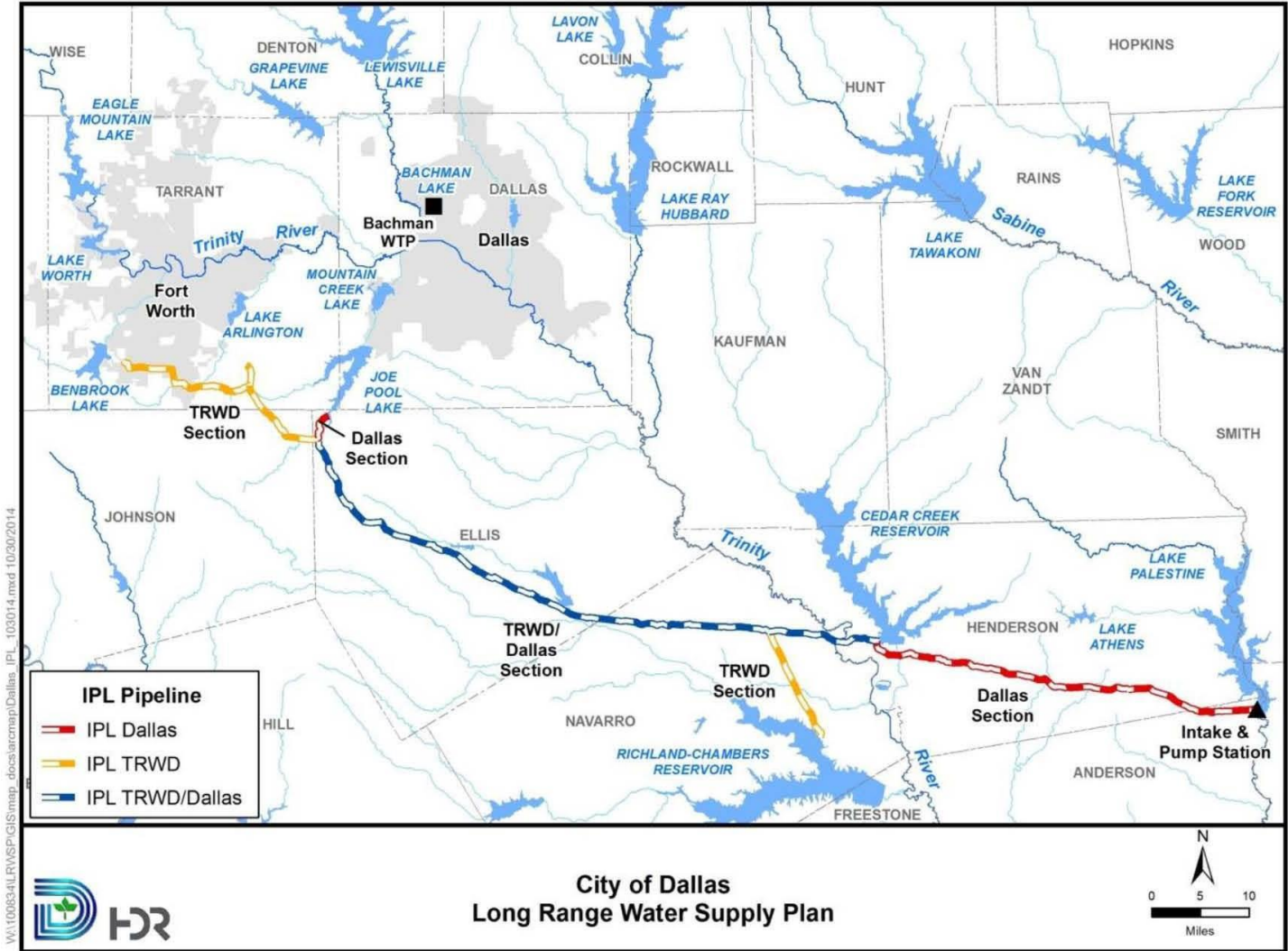
Costs:

Unit Cost, Quantity of Water, and Land Impacted			
Unit Cost of Water:	\$2.31	\$/1,000 gal	Raw water to the Bachman Turnout
O&M Unit Cost:	\$0.57		
Quantity of Water:	102	MGD	Reliability = Firm
Land Acquired (excluding Mitigation):	1,656	acres	

Phasing and Implementation:

Dallas has invested significant capital in the development of this project, and many of the hurdles remaining are centered on land acquisition and construction activities. The following steps are recommendation for implementation of the IPL.

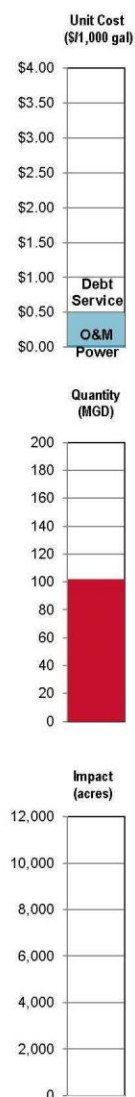
- Re-evaluate the planned 150 MGD capacity of the two Dallas-only segments of the IPL considering the combined supply from the three recommended strategies could supply as much as 194 MGD (Lake Palestine (102 MGD), Neches Run-of-the-River (42 MGD) and Lake Columbia (50 MGD)). Once the delivery capacity is finalized, proceed with the final design of the two Dallas-only pipeline segments of the IPL.
- Determine what metric will initiate the construction of the Dallas segments of the IPL.



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RECOMMENDED AND ALTERNATIVE WATER MANAGEMENT STRATEGIES



Project Name: Integrated Pipeline (IPL) – Part 2 Connection to Bachman WTP

Status: Recommended (2027)

Description of Strategy:

Several alternative delivery options were evaluated to deliver the IPL water from the Joe Pool Lake area to the Bachman WTP. Of the various options evaluated, the option, which consists of a pipeline to connect the IPL to the Bachman WTP, was chosen as the preferred alternative in the 2014 Dallas LRWSP. The selected route delivers water from the IPL to the Bachman WTP in a closed conduit utilizing gravity and residual head from the IPL with a shallow tunnel to get through a highpoint along the route. This route parallels State Highway 360 along the west side of Joe Pool, then east on Camp Wisdom Road, heads north meandering east of Mountain Creek Lake to ultimately deliver water to the Bachman WTP. At the Bachman WTP the water is discharged above Frasier dam for diversion into Bachman through Fishing Hole Lake. The water relies on the residual head from the IPL and does not require any additional booster pumping stations for this alternative. From the work of the LRWSP it was determined that a west side WTP expansion could be delayed until about 2050, therefore there are no WTP improvement costs included in this estimate. The alternative plan, which provides Dallas some potential cost savings at the expense of potential conflict with other entities, is to discharge the water into Joe Pool and using the streams and reservoirs to transmit the water to the Trinity River, where a channel dam would be placed to back water up to Frasier dam where it could be lifted into the Bachman WTP intake system.

Water Availability:

Dallas has contracted for 102 MGD of Lake Palestine supply which will be conveyed through the IPL. The IPL will have an unutilized capacity of approximately 48 MGD (or about 53,800 acft/yr) which could be utilized by Dallas to deliver additional water from other strategies located within the Neches River Basin. The IPL part 2 is sized to deliver the full 150 MGD capacity, for the purposes of the LRWSP.

Permitting and Environmental Issues:

The Bachman WTP connection could pose permitting challenges along with the typical challenges associated with a new project. A Section 404 permit from the USACE for impacts to a waterway from construction activities would be needed for the construction of the pipeline. A Section 408 permit, required to cross the levee system, would also be required.

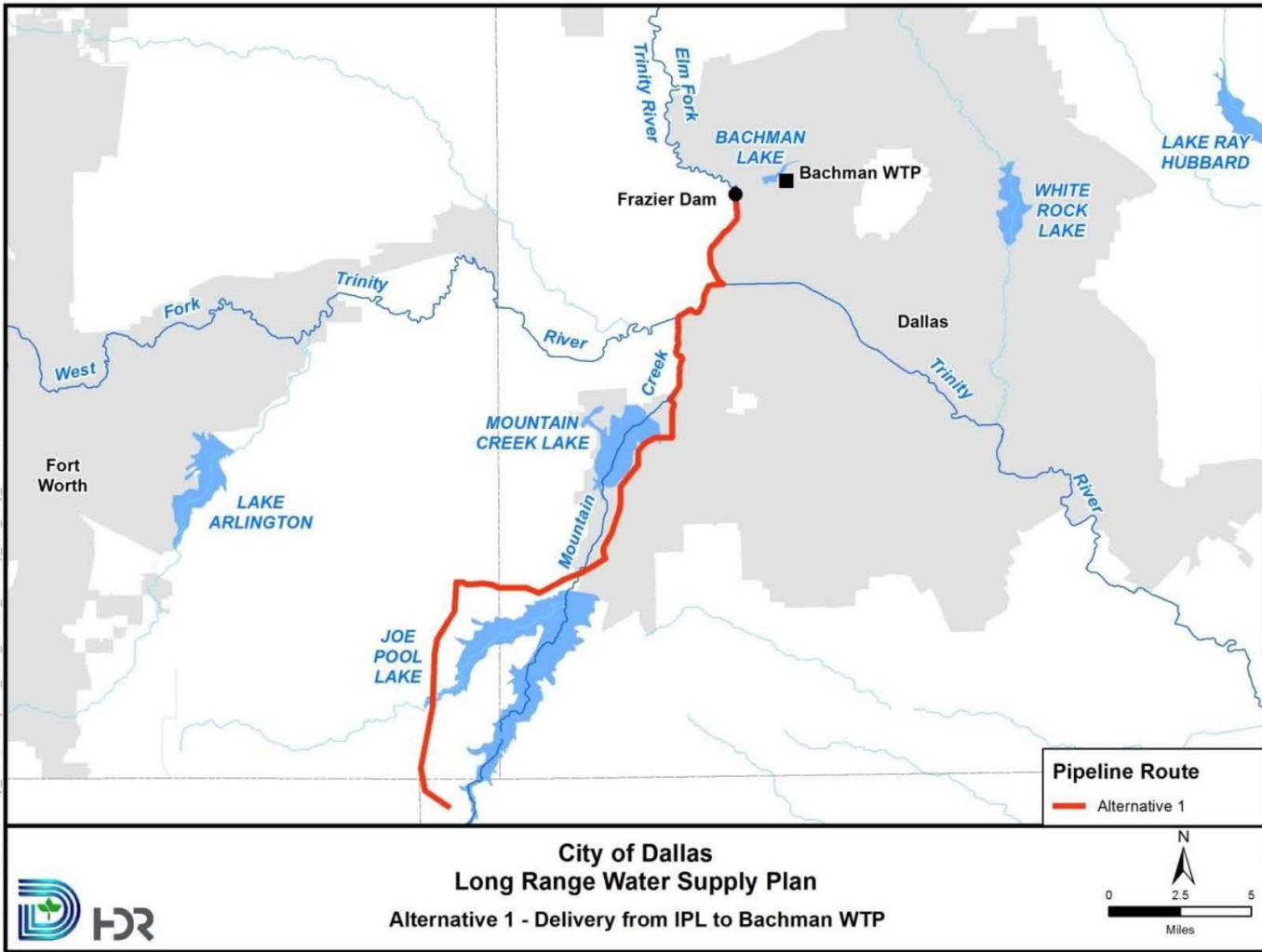
Costs:

Unit Cost, Quantity of Water, and Land Impacted			
Unit Cost of Water:	\$0.49	\$/1,000 gal	Raw Water Delivered to Bachman WTP
O&M Unit Cost:	\$0.04		
Quantity of Water:	102	MGD	Reliability = Firm
Land Acquired (excluding Mitigation):	552	acres	

Phasing and Implementation:

Dallas should consider a study to evaluate the potential willingness for cooperation with other entities to allow the alternative deliver option using the bed and banks of the stream system. Coordination with the USACE will also be required for any construction activities in the Trinity Levee System.

Cost Summary	
Total Project Cost	\$244.3 M
Annual Debt Service	\$16.8 M
Annual O&M and Power	\$1.4 M
Total Annual Cost	\$18.2 M




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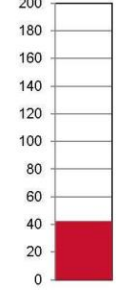


RECOMMENDED AND ALTERNATIVE WATER MANAGEMENT STRATEGIES

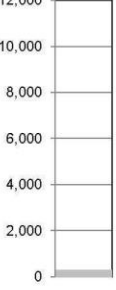
Unit Cost (\$/1,000 gal)



Quantity (MGD)



Impact (acres)



Project Name: Upper Neches Project

Status: Recommended (2050)

Description of Strategy:

In 2013 Dallas and the UNRMWA initiated the Upper Neches River Water Supply Project Feasibility Study to evaluate options to replace the Fastrill Reservoir project that was rendered not feasible. The preferred Upper Neches Project would include run-of-river diversions from the Neches River operated conjunctively with Lake Palestine. This additional water supply would be used to supplement existing water supplies available to Dallas from Lake Palestine and potentially other UNRMWA customers.

The selected Upper Neches Project strategy includes a new river intake and pump station for a run-of-river diversion from the Neches River near the SH 21 crossing. Water would be delivered through a 42-mile, 72-inch diameter pipeline to Dallas' pump station at Lake Palestine for delivery to Dallas through the IPL. Facilities include a small diversion dam on the Neches River, a river intake and pump station, and a transmission pipeline and booster pump station with delivery to the IPL pump station site near Lake Palestine.

Water Availability:

The Upper Neches Project includes a run-of-river diversion from Neches River backed up by storage in Lake Palestine when streamflows are not available due to drought conditions, senior water rights calls, and/or TCEQ environmental flow restrictions. Water availability at this diversion point was computed based on a maximum diversion rate of 141 cfs (91 MGD). The firm yield for this strategy is 42.2 MGD (47,250 acft/yr), assuming conjunctive system operations with Lake Palestine.

Permitting and Environmental Issues:

Similar to other new water projects in Texas, a surface water permit for the channel dam and river diversion from the Neches River would be required from TCEQ and would need to include an inter-basin transfer authorization. In addition to the surface water permit, a Section 404 permit from the USACE for impacts to a waterway from construction activities would be needed for the construction of the diversion facilities and pipeline. Environmental concerns associated with the conjunctive use project including impacts to habitat, threatened and endangered species, wetlands, and freshwater inflows are all anticipated to be low.

Costs:

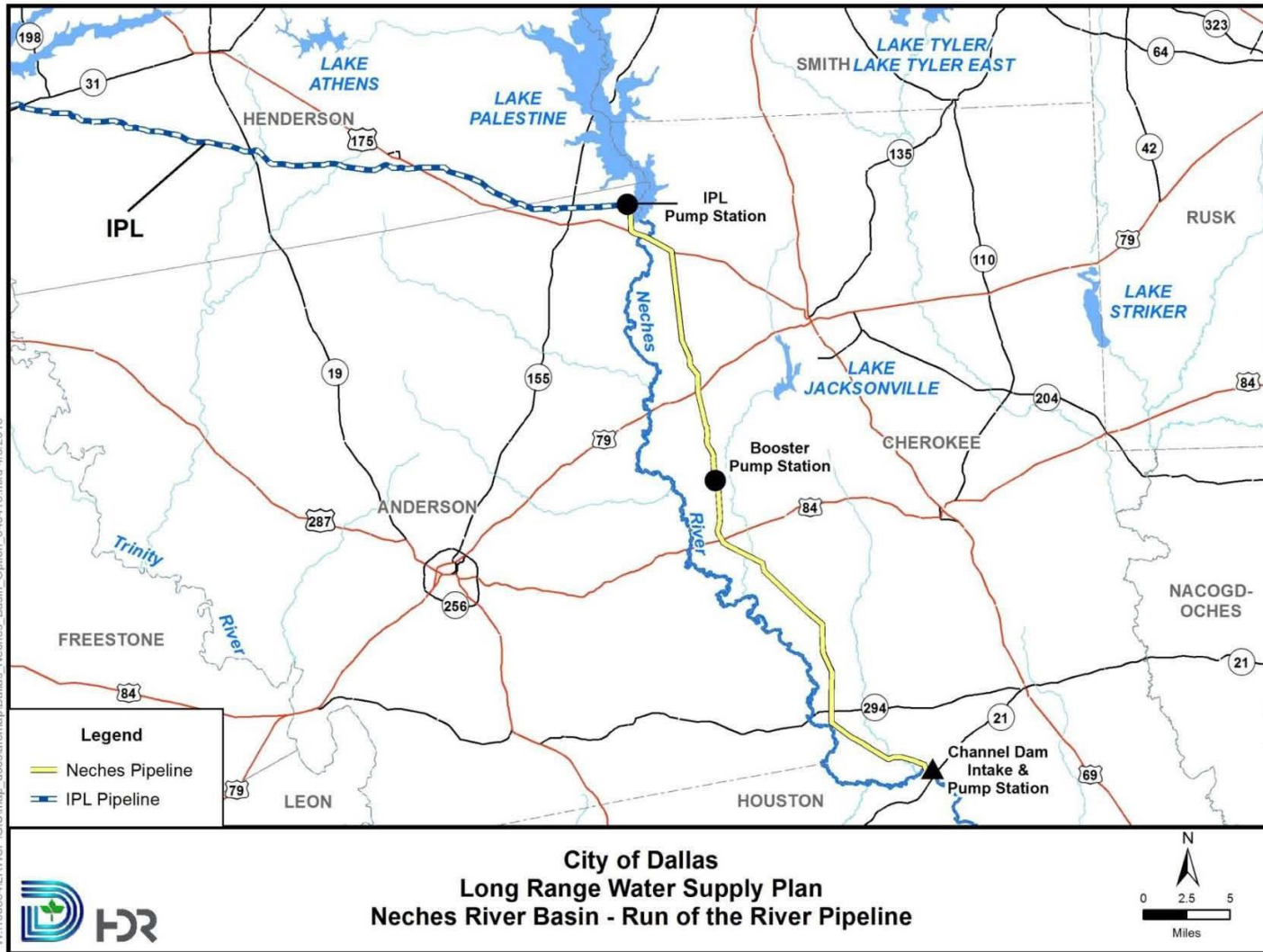
Unit Cost, Quantity of Water, and Land Impacted			
Unit Cost of Water:	\$1.88	\$/1,000 gal	Raw Water Delivered through the IPL to Bachman Turnout
O&M Unit Cost:	\$0.87		
Quantity of Water:	42.2	MGD	Reliability = Firm
Land Acquired (excluding Mitigation):	299	acres	

Phasing and Implementation:

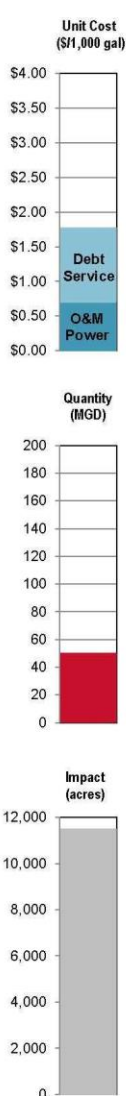
The following steps are recommended for implementation of the Upper Neches Project.

- Continue to partner with the UNRMWA on additional studies and permitting of a new strategy in the Neches River Basin. The final project permitted and pursued by UNRMWA could have a different configuration than the one chosen by Dallas as part of the 2014 LRWSP, but would still serve as a recommended strategy for Dallas.
- Develop an agreement with UNRMWA to establish what, if any, local yield of the project may be required to remain in the Neches River Basin.

Cost Summary	
Total Project Cost	\$226.8 M
Annual Debt Service	\$15.6 M
Annual O&M and Power	\$13.4 M
Total Annual Cost	\$29.0 M



RECOMMENDED AND ALTERNATIVE WATER MANAGEMENT STRATEGIES



Unit Cost (\$/1,000 gal)

Quantity (MGD)

Impact (acres)

Project Name: Lake Columbia

Status: Recommended (2070)

Description of Strategy:

Lake Columbia is a proposed reservoir project of the ANRA and located on Mud Creek in Cherokee County. The reservoir would be connected to Dallas' western system via a 20 mile, 42-inch diameter pipeline from Lake Columbia to the proposed IPL pump station at Lake Palestine. Water would then be delivered to the Lake Joe Pool area via the IPL. For purposes of this study, the assumption was made that Dallas will be responsible for 70 percent of the dam, reservoir land acquisition, and relocations, and the local entities involved in the project will be responsible for the remaining 30 percent of these costs.

Water Availability:

ANRA estimates that after considering local needs, approximately 50 MGD of supply would be available to Dallas. Dallas' capacity in the IPL is 150 MGD and, after considering Dallas' Lake Palestine supply of 102 MGD, the IPL will initially have available excess capacity of about 48 MGD. Considering the potential for Dallas to manage pumping rates from both Lakes Palestine and Columbia, it is reasonable for Dallas to potentially contract for up to 50 MGD of supply from Lake Columbia.

Permitting and Environmental Issues:

ANRA has been granted a water right permit for Lake Columbia by the TCEQ to impound 195,500 acft and to divert 76.3 MGD (85,507 acft/yr). However, the Lake Columbia project is subject to completion of the EIS and issuance of the \$404 permit from the USACE, as well as completion of a Source Water Assessment. In addition, TCEQ Permit No. 4228 will have to be amended to allow for interbasin transfers of supplies to the Trinity River Basin.

Implementation of the Lake Columbia project will comply with TCEQ Permit No. 4228 which does not currently require instream flow releases and the project could have a significant impact on daily flows on Mud Creek. The large footprint of Lake Columbia would impact approximately 5,751 acres of wetlands and 5,579 acres of bottomland hardwoods and includes a unique habitat area consisting of an herbaceous seepage bog that will require mitigation before for the 404 permit is granted.

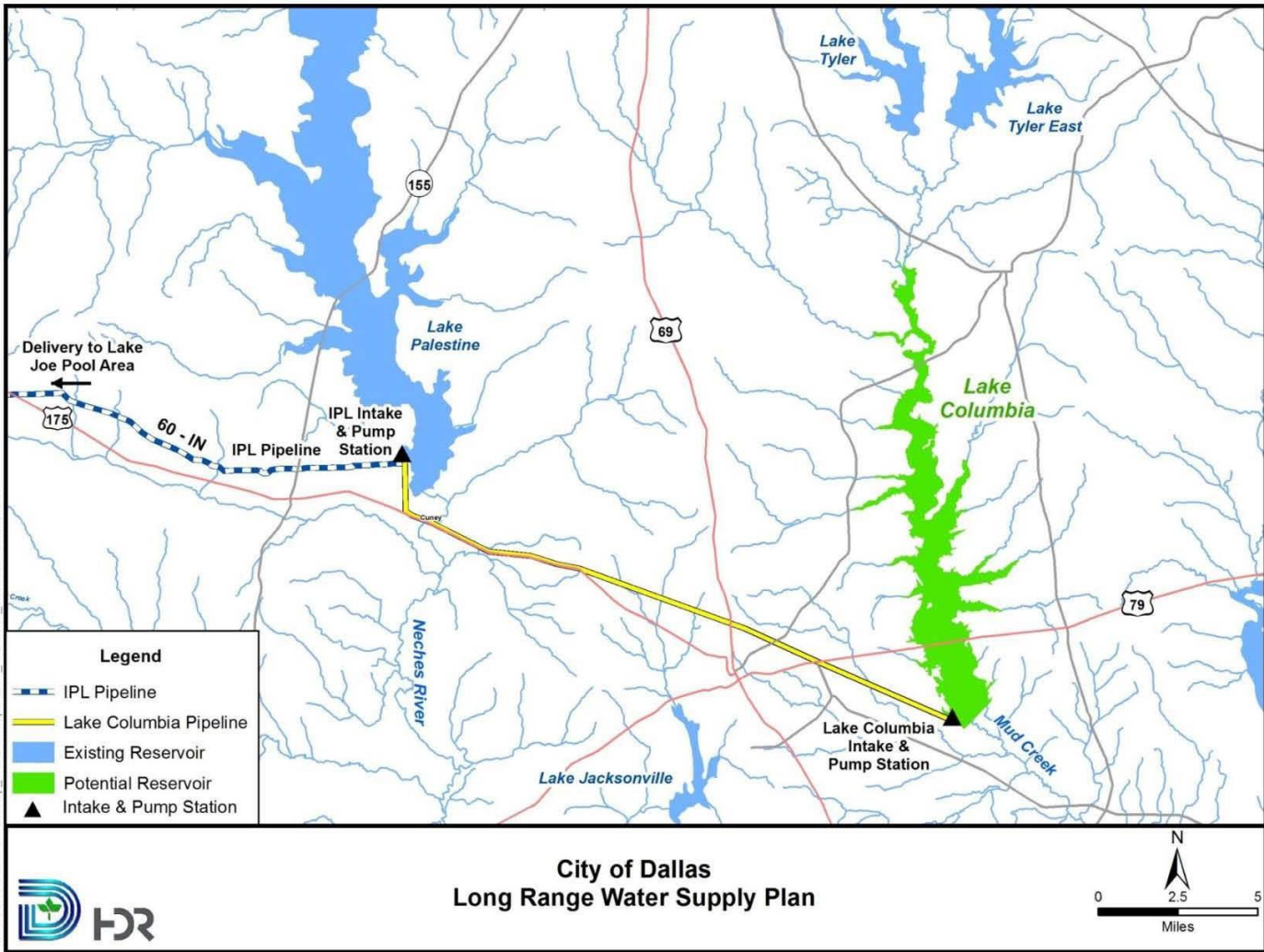
Costs:

Unit Cost, Quantity of Water, and Land Impacted			
Unit Cost of Water:	\$1.78	\$/1,000 gal	Raw Water Delivered through the IPL to Bachman Turnout
O&M Unit Cost:	\$0.70		
Quantity of Water:	50	MGD	Reliability = Firm; potentially subject to use by local entities
Land Acquired (excluding Mitigation):	8,538	acres	Additional acreage required for mitigation (approx.. 11,000 acres)

Phasing and Implementation:

For implementation, Dallas should continue to partner with the ANRA on the permitting of Lake Columbia including the 404 permitting process and the amendment of ANRA's existing water right to include an interbasin transfer which would authorize Dallas' use of this water in the Trinity River Basin.

Cost Summary	
Total Project Cost	\$288.6 M
Annual Debt Service	\$19.9 M
Annual O&M and Power	\$12.7 M
Total Annual Cost	\$32.6 M



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City of Dallas Long Range Water Supply Plan

Memorandum



CITY OF DALLAS

DATE February 5, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Trinity Forest Golf Course Update

On Monday, February 8, 2016, you will be briefed on the Trinity Forest Golf Course Update. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Mark McDaniel'.

Mark McDaniel
Assistant City Manager

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Trinity Forest Golf Course Update

Transportation and Trinity River Project Committee

February 8, 2016



Purpose

- Provide background on the Trinity Forest Golf Course
- Public Play
- Status of Construction



Background

- In December 2012, the City proposed the Grow South initiative to focus on addressing economic development within Southern Dallas, including increasing visibility and critical mass through various development initiatives
- The Trinity Forest Golf Course (TFGC) has been a part of this initiative and was introduced to help provide professional sport venues to assist with urban redevelopment initiatives and provide economic growth in terms of job creation and income generation

Background (Continued)

- Council approved a Resolution on May 15, 2013, allowing the City of Dallas and the Company of Trinity Forest Golfers, Inc. (CTFG) a non profit organization, to enter into a 40 year lease agreement on a 400 acre former landfill site to construct an 18 hole championship golf course, a 9 hole short course and a training facility for the SMU Golf Teams and the First Tee of Greater Dallas youth golf program.



TRINITY FOREST
GOLF COURSE
Preliminary Master Plan
April 2013

Background (Continued)

- The City's initial financial commitment was \$12 million, to include remediation and Voluntary Cleanup Program (VCP) closure of the site as required by Texas Commission on Environmental Quality (TCEQ), irrigation improvements, road and trail improvements, and assistance in obtaining local, state, state and federal permits associated with site improvements
- The CTFG agreed to provide a minimum investment of \$20 million for the first phase and any additional cost overruns as a result of construction

“Deal Points” for the Company of Trinity Forest Golfers, Inc.

- Secure \$2.5 million in improvements to the City’s Trinity Trails Phase 3 (AT&T Trail)
- Relocate the Byron Nelson Golf Tournament by 2019 and pursue similar tournaments
- Secure adoption of the golf complex by SMU and the location there of related facilities, activities and events potentially including NCCA tournaments
- Establish The First Tee youth golf program and related facilities at the golf complex

“Deal Points” for the Company of Trinity Forest Golfers, Inc.

- Provide for and insure that not less than 25% of annual rounds of golf would be available to charitable tournaments and events, educational and youth programming, and/or coordinated public play
- Operate, program, repair and maintain the golf complex and understand that all improvements will become property of the City



Golf Course Partnerships

- Salesmanship Club of Dallas committed to relocating the Byron Nelson PGA Golf Tournament once completed and approved by the PGA
- The First Tee of Greater Dallas is constructing their local headquarters and programming
- SMU committed to relocate their Men's and Women's Golf Teams and use as their home course



Public Play

- CTFG is exploring several opportunities to meet the public play commitment:
 - 1) Unaccompanied Guest Foursomes
 - 2) Corporate or Charity Golf Tournaments
 - 3) Dallas Public Links Championship
 - Fees for playing in this event are anticipated to cover the expenses. Scholarships will be available.

Status of Construction

- Main Club House - Construction to begin Spring 2016, estimated completion Fall 2017
- SMU Practice Academy and Club House – Construction to begin Spring 2016, estimated completion Fall 2017
- The First Tee of Greater Dallas Headquarters and Programming - Construction to begin in Fall 2016, estimated completion Fall 2017



Note: Total private investment is expected to exceed \$62 Million

Appendix

City's Responsibilities

- Survey, Zoning and Platting
- Tree Survey
- Remediation Testing and Design – Certification documents to be submitted to TCEQ upon completion of construction
- Remediation of landfill



City's Responsibilities

- Elam Road Improvements (including associated water and wastewater)
 - Scheduled for construction award February/March 2016
- Street Lights, Traffic signals, Median Openings – Great Trinity Forest Way
 - Plans at 60%; anticipate start late Fall 2016
- Irrigation improvements for Audubon and TFGC
 - Plans at 60%, anticipate start late fall 2016

Note: Upon City reaching commitment of \$12 Million in identified improvement, CTFG will assume funding responsibilities. Expenditures to date - \$5.5 Million.

Interagency Transportation Report

RTC / TxDOT / NTTA / DART / DRMC / DFW Airport / HSR

February 2016

Regional Transportation Council (RTC)

RTC Takes Action on Southern Gateway/Lowest Stemmons and LBJ I-635 East. Taking advantage of new money from the TxDOT Congestion Relief Initiative (see TxDOT section), the RTC took action at their January 14th meeting to approve a funding approach to expedite the Southern Gateway/Lowest Stemmons and LBJ I-635 East projects. In particular, their approval of Southern Gateway confirms plans to improve access from US 67 to the Southwest Center Mall area, build a pedestrian deck park over I-35E north of the Dallas Zoo provided that the City of Dallas commits \$10 million to its construction and funds ongoing maintenance, and eliminates the toll component on the project's express lanes. Regarding the LBJ I-635 East project, the RTC committed to the addition of continuous frontage roads, and early implementation of the Skillman-Audelia bridge and noise walls to protect residential areas.

Final Public Meetings for Mobility 2040 Plan. The RTC is holding its last round of public meetings on the new Metropolitan Transportation Plan for the region, called "Mobility 2040." The last opportunity for public input in the eastern side of the region will be on Tuesday, February 9th at 6:30 p.m. at the Richardson Civic Center, 411 W. Arapaho Road. The RTC will consider final approval of the plan at their regular business meeting on March 10th.

AirCheckTexas Helps Repair or Replace High Emitting Vehicles. The NCTCOG Transportation staff has published a fact sheet highlighting the popular "AirCheckTexas Drive a Clean Machine" Program. AirCheckTexas provides vouchers to qualifying motorists to repair or replace vehicles with emissions problems – if those vehicles also meet certain criteria. The fact sheet is available at 'www.nctcog.org/factsheets', and provides information in both English and Spanish.

Texas Department of Transportation (TxDOT)

Congestion Relief Initiative. In response to a challenge from Governor Greg Abbott last September, the Texas Transportation Commission (TTC) is considering a \$1.0 to \$1.3 billion congestion relief program targeted to the five largest urban areas of Texas. Funding for the program is primarily coming from state highway funds that were previously appropriated to Department of Public Safety operations. The state legislature took action in their last session to stop this diversion and redirect the funding back to transportation improvements. The funding would be distributed to the urban areas based on a formula allocation. The DFW region would receive 40% of the funding, which would then be sub-allocated on approximately a 70-30 basis between the east and west sides of the region.

Commissioner J. Bruce Bugg (San Antonio) was appointed to lead the initiative, and came to DFW to conduct "listening" sessions with local elected officials and transportation service providers to build consensus on priority congestion projects. One of the meetings was held at the Dallas Convention Center on January 19th and was attended by Mayor Rawlings and Lee Kleinman. A second meeting with the RTC was held the following day in Arlington. Participants in both meetings united in support of using the Congestion Relief funds in the eastern side of the region to complete a funding package for the Southern Gateway and Lowest Stemmons projects.

The TTC held a workshop in Austin on January 27th where TTC members were briefed on the overall Congestion Relief Program strategy, and local district engineers (Kelly Selman from Dallas) were given the opportunity to present their recommended projects. Michael Morris attended this meeting to speak on behalf of the RTC in support of the DFW projects. On January 28th, at their regular business meeting, the TTC heard from county judges and mayors from each of the urban areas – Mr. Kleinman attended and spoke on behalf of Mayor Rawlings. Mr. McGough also attended the meeting. The Commission appeared to be solidly behind the program and is expected to take action to approve it at their February meeting.

New TxDOT Executive Director. Mr. James Bass, TxDOT's Chief Financial Officer since 2005, was named as their new Executive Director effective January 1, 2016. Mr. Bass succeeds Lt. General Joe Weber, who announced his retirement last October.

Central Expressway Gets a Fresh Coat of Paint. TxDOT approved a \$3 million contract in December to paint the structures on US 75 between Woodall Rodgers and I-635.

North Texas Tollway Authority (NTTA)

Contracts Approved for DNT Project. On January 20th, the NTTA Board approved a two-year construction contract to Austin Bridge and Road (\$17.2 million), and a construction management contract to HDR Inc. (\$1.29 million) for the Dallas North Tollway (DNT) project from the President George Bush Turnpike (PGBT) to LBJ Freeway. The project will add a continuous fourth lane between PGBT and Belt Line, move lighting out of the median, and resurface and restripe the entire length of the project. The Board also took action to reduce speed limits to 55 mph during construction to improve safety.

NTTA Roadside Assistance Rebranded. The NTTA has provided roadside assistance on its facilities since 2008. The program changes flat tires, adds water to radiators, provides a gallon of gas, jumpstarts dead batteries, pushes and pulls vehicles out of the roadway and makes minor vehicle repairs. The roadside assistance team kicked off 2016 with a new name – Roadside Safety Services. While the program is essential to ensuring safety for stranded motorists, it is also critical to reducing travel delay since more than 50% of highway congestion results from roadway incidents.

Dallas Area Rapid Transit (DART)

LRT Extension to University of North Texas Campus. The SOC3 (South Oak Cliff) project is a nearly 2.6 mile extension of the LRT Blue Line that includes the addition of two stations and the redesign of the Ledbetter Station. Community meetings have been held quarterly to provide updates for residents and riders. The project will be completed by December 2016. As a result of the LRT extension, DART will be making adjustments to bus service in the area. A pre-hearing meeting to share the recommended changes with the community is scheduled for Tuesday, February 23rd at 6:30 p.m., at Highland Hills Library, 6200 Bonnie View Road. The public hearing will be held on March 8th during the regularly scheduled DART Board meeting.

Dallas Regional Mobility Coalition (DRMC)

Updated Bylaws Approved. The DRMC Executive Committee approved a comprehensive update of the organization's bylaws at its January 8th meeting. The new bylaws clarify that the

City of Dallas has four representatives that must all be elected officials – no citizen representatives. The City's membership fee is set at \$50,000 per year, but if other members' fees are lowered in any given year, then Dallas will get the same percentage reduction. The Chair of the City's Transportation Committee, or one of the other City representatives, is guaranteed to be designated as the Vice Chair. The new bylaws allow for a Dallas representative to be elected as one of the Co-Chairs, in which the case the Vice Chair position will go to someone else, presumably not a City of Dallas representative.

DRMC/TRTC Joint Meeting. The DRMC and its sister organization from the western side of the region, the Tarrant Regional Transportation Coalition (TRTC), held their annual joint meeting on Thursday, February 4th, in Irving. Mr. Tim Keith, the CEO for Texas Central Partners, discussed the DFW to Houston high-speed rail project.

Dallas Fort Worth International Airport (DFW)

Board Elects New Officers for the 2016-17 Term. The DFW Airport Board elected new officers at its February Board Meeting. Sam Coats (Dallas) was elected Chair of the Board, William Meadows (Fort Worth) as Vice-Chair, and Bernice J. Washington (Dallas) as Secretary of the Board. The nominations were made by Mayor Mike Rawlings and supported by Mayor Betsy Price of Fort Worth. The Board also swore in its newest member, Amir A. Rupani, from Dallas.

New Domestic Destinations. American Airlines has announced that they will launch new service to Boise (Idaho), Bozeman (Montana), and Sioux City (Iowa) from DFW later this year. This will increase DFW Airport's domestic destinations to 152, and brings the overall total of direct destinations to 209.

New Airline Coming to DFW. Interjet, a Mexican-based low fare carrier, will introduce twelve flights per week between Mexico City and DFW Airport. This new route will include double daily service Monday through Friday, and one flight on both Saturday and Sunday.

High-Speed Rail (HSR)

RTC Subcommittee Updated on HSR. The Multimodal / Intermodal / High Speed Rail / Freight Subcommittee met for a series of presentations to keep them up-to-date on high speed rail (HSR) development. They were briefed on the recommendations for HSR in the Mobility 2040 Plan, TxDOT Rail Division studies including the proposed core express service between Dallas and Fort Worth, Texas Central Partners' Dallas to Houston high speed rail project, and a summary of a meeting with USDOT Secretary of Transportation Anthony Foxx.

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of December 31, 2015)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
1998 Bond Program										
N973	Margaret Hunt Hill Bridge (Woodall Rodgers)	Prop 11 (Trinity River)	\$ 28,000,000							
	<i>Design</i>		\$ 481,795	\$ 5,837,000	\$ 6,318,795	\$ 6,318,795				Private funding
	<i>Land Acquisition (TxDOT payment)</i>		\$ 6,010,400		\$ 6,010,400	\$ 6,010,400				
	<i>Construction</i>		\$ 21,326,171	\$ 12,955,964	\$ 34,282,135	\$ 34,282,135				Private funding
	<i>Remaining/Planned Expenditures</i>		\$ 25,754		\$ 25,754			\$ 25,754		Includes \$25,754 in remaining funds for Margaret Hunt Hill (Woodall Rodgers) Signature Bridge to be used for park benches and picnic area beneath the bridge. (Includes \$6,250,000 funding from Trinity Parkway and \$705,964 from interest earnings and \$1,233,000 Public Art)
	Sub-Total - Margaret Hunt Hill Bridge		\$ 27,844,120	\$ 18,792,964	\$ 46,637,084	\$ 46,611,330	\$ 25,754	\$ -		
N963	Lakes	Prop 11 (Trinity River)	\$ 31,500,000							
	<i>Master Implementation Plan</i>		\$ 607,276		\$ 607,276	\$ 607,276				
	<i>Upper Trinity River Feasibility Study</i>		\$ 2,867,000		\$ 2,867,000	\$ 2,867,000				
	<i>Water Quality Study</i>		\$ 600,802		\$ 600,802	\$ 600,802				
	<i>Lakes/Parkway Design</i>		\$ 15,509,695	\$ 105,000	\$ 15,614,695	\$ 15,258,287				Private funding
	<i>Testing, Miscellaneous</i>		\$ 648,456		\$ 648,456	\$ 317,586				
	<i>Remaining/Planned Expenditures</i>		\$ 11,336,215		\$ 11,336,215	\$ 627,105	\$ 11,336,215			Includes funding reserved for potential future Council Actions most of which includes \$9.8M for Parkway "borrow area"
	Sub-Total - Lakes		\$ 31,569,444	\$ 105,000	\$ 31,674,444	\$ 20,278,056	\$ 11,336,215	\$ -		

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of December 31, 2015)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
N966	Great Trinity Forest/Park	Prop 11 (Trinity River) and Prop 01 (Street & Transportation)	\$ 41,800,000							
	<i>Master Implementation Plan</i>			\$ 592,400		\$ 592,400	\$ 592,400			
	<i>Buckeye Trail</i>			\$ 294,212	\$ 11,000	\$ 305,212	\$ 323,182			Grant funding
	<i>Canoe Launch - Loop 12</i>			\$ 378,671	\$ 28,838	\$ 407,509	\$ 407,509			1985 Bond Program funding
	<i>Canoe Launch - Sylvan</i>			\$ 50,849	\$ 228,838	\$ 279,687	\$ 279,687			Grant Funding and 1985 Bond Program funding
	<i>Groundwork Dallas</i>			\$ 9,450	\$ 125,000	\$ 134,450	\$ 133,900	\$ 550	\$ 550	Grant Funding
	<i>IH-20 Gateway</i>			\$ 1,336,213		\$ 1,336,213	\$ 1,361,181			Added in relocation expense related to displacement
T220	<i>Land Acquisition and Miscellaneous (Appraisals, Titles, Surveys, Permits, etc.)</i>			\$ 4,830,781	\$ 3,200,000	\$ 8,030,781	\$ 8,030,781			Includes \$483,739 for Simpkins - 2 Tracts acquisition that was Journal Vouchered from DFE Unit N962 to Forest Park Unit N966 July 8, 2008. 2006 Bond Program funding
	<i>Levee Top Trail</i>			\$ 110,000		\$ 110,000	\$ 110,000			
	<i>Loop 12 Gateway</i>			\$ 546,340		\$ 546,340	\$ 582,818			
	<i>MLK Jr. Gateway/Cedar Crest Bridge - Pedestrian and Bicycle Enhancement</i>			\$ 2,603,696	\$ 1,054,037	\$ 3,657,733	\$ 3,584,273	\$ 73,460		2003 Bond Program Streets: \$1,004,389; 1998 Bond Program Trinity Parkway: \$2,000,000; DWU: \$36,748
	<i>Moore Park Gateway</i>			\$ 1,479,185	\$ 2,000,000	\$ 3,479,185	\$ 3,479,185			Private funding
	<i>Rochester Gateway</i>			\$ 214,033		\$ 214,033	\$ 214,033			
	<i>Santa Fe Trestle Trail</i>			\$ 4,134,060	\$ 3,931,467	\$ 8,065,527	\$ 8,065,527			Grant funding
	<i>Soft Surface Trails</i>			\$ 180,457		\$ 180,457	\$ 180,457			
T291	<i>Texas Horse Park</i>			\$ 1,265,732	\$ 13,672,556	\$ 14,938,288	\$ 14,938,180	\$ 108		2006 Bond Program (PKR) funding. Project completed 2015.
	<i>Trinity Audubon Center</i>			\$ 15,089,556	\$ 308,600	\$ 15,398,156	\$ 15,398,156			2006 Bond Program (PKR) funding. Project completed July 2008. Funding reimbursed from Deepwoods Closure CO Funds (Streets).
	<i>Trinity Trails - Phase 1</i>			\$ 2,771,046		\$ 2,771,046	\$ 2,771,045			
	<i>Trinity Trails - Phase 2</i>			\$ 2,234,235		\$ 2,234,235	\$ 2,234,235			
	<i>Trinity Trails - Phase 3</i>			\$ 1,327,297	\$ 2,500,000	\$ 3,827,297	\$ 3,860,716			AT&T Naming Rights Agreement
T302	<i>Trinity Standing Wave</i>			\$ 502,949	\$ 3,727,150	\$ 4,230,099	\$ 4,230,099			2006 Bond Program (PKR) funding. PKR is working with consultant and Corps of Engineers to resolve bypass channel concerns
	<i>Balanced Vision Plan - Urban Design Consultants</i>			\$ 120,000		\$ 120,000	\$ 120,000			
T283 T284	<i>Joppa Gateway Park</i>			\$ 542,050	\$ 1,409,496	\$ 1,951,546	\$ 1,920,058	\$ 31,488		2003 Bond Program (Street Prop) funding. Land acquisition in process; Design awarded Dec 2011; Estimated completion June 2015
	<i>Remaining/Planned Expenditures</i>			\$ 847,188		\$ 847,188		\$ 847,188	\$ -	Includes funding reserved for potential future Council Actions for completion of Loop 12 and MLK Jr. Gateways.
	Sub-Total - Great Trinity Forest/Park			\$ 41,460,400	\$ 32,196,982	\$ 73,657,382	\$ 72,817,422	\$ 952,794	\$ 550	\$ 73,770,216

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of December 31, 2015)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
N962	Dallas Floodway Extension	Prop 11 (Trinity River)	\$ 24,700,000							
	Master Implementation Plan		\$ 296,200	\$ 296,200		\$ 296,200	\$ 296,200			
	Project Cooperation Agreement (Corps)		\$ 13,000,000	\$ 13,000,000		\$ 13,000,000	\$ 13,000,000			
	Land Acquisition and related costs		\$ 3,922,969	\$ 3,922,969	\$ 2,240,018	\$ 6,162,987	\$ 6,162,987			Corps of Engineering Funding
	Lower Chain of Wetlands		\$ -	\$ -	\$ 42,691,522	\$ 42,691,522	\$ 42,691,522			Corps of Engineering Funding
	Upper Chain of Wetlands Construction (Cells B & C)		\$ 4,433,845	\$ 4,433,845	\$ 13,520,754	\$ 17,954,599	\$ 17,954,599			Corps of Engineering Funding
	Remaining/Planned Expenditures		\$ 3,013,236	\$ 3,013,236		\$ 3,013,236	\$ 453,118	\$ 25,960,118	\$ -	- Includes funding reserved for potential future Council Actions including contingency funding for Upper Chain of Wetlands Remediation.
	Sub-Total - Dallas Floodway Extension			\$ 24,666,250	\$ 58,452,294	\$ 83,118,544	\$ 80,558,426	\$ 25,960,118	\$ -	
N965	Trinity Parkway	Prop 11 (Trinity River) and Prop 01 (Street & Transportation)	\$ 84,000,000							
	NTTA - Environmental Impact Statement		\$ 15,810,630	\$ 15,810,630		\$ 15,810,630	\$ 15,810,630			
	Land Acquisition		\$ 17,801,178	\$ 17,801,178		\$ 17,801,178	\$ 17,801,178			Majority S. M Wright project
	Lakes/Parkway Design		\$ 4,785,953	\$ 4,785,953		\$ 4,511,466	\$ 4,511,466	\$ -		
	Cedar Crest Bridge - Ramp to park		\$ 2,000,000	\$ 2,000,000		\$ 2,000,000	\$ 2,000,000			
	Remaining/Planned Expenditures		\$ 36,410,228	\$ 36,410,228		\$ 36,410,228	\$ 36,410,228	\$ -		- Includes funding reserved for potential future Council Actions including \$2M for EIS \$100K for Geotech Re-evaluation, \$18.4M for Parkway "borrow area" construction, \$2.0M for ramp to Trinity Park from Houston/Jefferson Bridge, \$2.0M for ramp to Trinity Park from Sylvan Avenue Bridge, \$5.3M for Parkway Wetlands Mitigation, and \$7M for NTTA ILA or to facilitate additional Parkway "borrow area" construction.
	Sub-Total - Trinity Parkway			\$ 76,807,989	\$ -	\$ 76,807,989	\$ 40,123,274	\$ 36,410,228	\$ -	
N964	Elm Fork Flood Protection	Prop 11 (Trinity River)	\$ 30,000,000							
	Drainage Master Plan		\$ 597,993	\$ 597,993		\$ 597,993	\$ 597,993			
T074, T075, T076	Land Acquisition (Soccer Complex)		\$ 14,734,519	\$ 14,734,519	\$ 14,325,673	\$ 29,060,192	\$ 29,010,693	\$ 43,065		2006 Bond Program (PKR) funding. Project completed July 2008.Reprogrammed Flood funding to Elm Soccer Complex (Moneygram)
	Design		\$ 2,434,960	\$ 2,434,960		\$ 2,434,960	\$ 2,434,960			
	Remaining/Planned Expenditures		\$ 12,232,528	\$ 12,232,528		\$ 12,232,528	\$ 2,674,499	\$ 9,558,029	\$ -	- Includes funding reserved for potential future Council Actions including \$12.2M for Elm Fork Drainage project.
	Sub-Total - Elm Fork			\$ 30,000,000	\$ 14,325,673	\$ 44,325,673	\$ 34,718,145	\$ 9,601,094	\$ -	

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of December 31, 2015)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments	
N972	Beckley Avenue Improvements	Prop 11 (Trinity River)	\$ 6,000,000								
	<i>Design</i>			\$ 650,875	\$ 157,275	\$ 808,150	\$ 808,150			1995 Bond Program funding	
	<i>Right-of-way Acquisition</i>			\$ 369,179		\$ 369,179	\$ 369,179				
	<i>Construction</i>			\$ 4,833,875		\$ 4,833,875	\$ 4,872,321				
	<i>Remaining/Planned Expenditures</i>			\$ 122,912		\$ 122,912		\$ 122,912	\$ -	- Includes funding reserved for potential future Council Actions for contingency funding for completion of Beckley Avenue Improvements.	
	Sub-Total - Beckley Avenue Improvements			\$ 5,976,841	\$ 157,275	\$ 6,134,116	\$ 6,049,650	\$ 122,912	\$ -		
N971	TRCP Comprehensive Land Use Plan	Prop 11 (Trinity River)	\$ -	\$ 1,090,192		\$ 1,090,192	\$ 1,090,188	\$ -	\$ -	- Funded with Trinity Proposition bond interest earnings.	
P656	East Levee Transmission Line Relocation	Prop 11 (Trinity River)	\$ -	\$ 1,966,283		\$ 1,966,283	\$ 1,966,283	\$ -	\$ -	- Funded with Trinity Proposition bond interest earnings. Planned expenditures for additional costs related to relocation of East Levee Norwood Transmission Line.	
P741	West Levee Norwood Transmission Line (Oncor)	Prop 11 (Trinity River)	\$ -	\$ 1,084,421		\$ 1,084,421	\$ 1,084,421	\$ -	\$ -	- Funded with Trinity Proposition bond interest earnings.	
Various	Implementation Costs FY 1999-2014	Prop 11 (Trinity River)	\$ -	\$ 20,412,709		\$ 20,412,709	\$ 19,018,969	\$ 1,393,740		Funded with Trinity Proposition bond interest earnings. Includes reimbursement to General Fund for Trinity River Corridor Project implementation costs including staff and	
	Total 1998 Bond Program		\$ 246,000,000	\$ 262,878,649	\$ 124,030,188	\$ 386,908,837	\$ 324,316,164	\$ 85,802,855	\$ 550		
	2006 Bond Program										
U783	Continental - Industrial/Riverfront to IH 35E	Prop 01 (Street & Transportation)	\$ 3,828,900	\$ 5,728,162		\$ 5,728,162	\$ 5,533,814	\$ 194,348	\$ -	- Project under construction. Estimated completion April 2016. Transferred unencumbered 2003 and 2006 Bond Funds.	
U215	Industrial/Riverfront Improvements	Prop 01 (Street & Transportation)	\$ 5,488,091	\$ 2,175,821		\$ 2,175,821	\$ 2,174,625	\$ 1,196	\$ -	- Project under construction. Estimated completion December 2016.	
U230	Sylvan Bridge from Irving to Gallagher - Amenities	Prop 01 (Street & Transportation)	\$ 9,827,510	\$ 9,517,529		\$ 9,517,529	\$ 9,167,417	\$ 350,112	\$ -	- Project completed 2014	
T512	Pressure Sewers	Prop 02 (Flood & Storm Drainage)	\$ 14,720,921	\$ 5,542,854		\$ 5,542,854	\$ 642,240	\$ 4,900,614	\$ -		
T509	Hampton-Oak Lawn Improvements (Baker Pump Station)	Prop 02 (Flood & Storm Drainage)	\$ 48,116,510	\$ 59,605,584		\$ 59,605,584	\$ 59,225,119	\$ 380,465	\$ -	- Project under construction. Estimated completion June 2015. Additional 2006 Bond Funds	
T510	Pavaho Sump Improvements	Prop 02 (Flood & Storm Drainage)	\$ 37,778,480	\$ 38,103,753		\$ 38,103,753	\$ 38,099,497	\$ 4,256	\$ -	- Transferred Reserve 2006 Bond Funds.	
T513	Sump A Improvements	Prop 02 (Flood & Storm Drainage)	\$ 56,157,200	\$ 10,158,925		\$ 10,158,925	\$ 10,155,845	\$ 3,080	\$ -	- A portion of the 2006 Bond Funds were reprogrammed (CR 09-1498) to fund necessary levee improvements.	
P558	Levee Improvements	Prop 02 (Flood & Storm Drainage)	\$ -	\$ 40,403,466		\$ 40,403,466	\$ 40,402,679	\$ 787	\$ -	- 2006 Bond Funds were reprogrammed (CR09-1498) to fund necessary levee improvements.	
P646	Dallas Floodway Levee Land Acquisition	Prop 02 (Flood & Storm Drainage)	\$ -	\$ 549,200		\$ 549,200	\$ 351,894	\$ 197,306	\$ -	- Property acquisition for Dallas Floodway. Transferred Reserve 2006 Bond Funds.	
T024	Belleview Trail Connector	Prop 03 Park & Recreation Facilities)	\$ 2,000,000	\$ 186,719		\$ 186,719	\$ 186,719	\$ -	\$ -	- Funding reprogrammed (CR 09-2781) to Trinity Standing Wave.	
T352	Reunion Gateway Land	Prop 03 Park & Recreation Facilities)	\$ 1,200,000	\$ 12,391		\$ 12,391	\$ 12,391	\$ -	\$ -	- Funding reprogrammed (CR 09-2781) to Trinity Standing Wave.	
P105, P107	IH-30 Bridge	Prop 01 (Street & Transportation)		\$ 6,869,431	\$ 26,939,467	\$ 33,808,898	\$ 32,553,134	\$ 1,255,764	\$ 1,255,764	Transferred 2003 and 2006 Bond Program funding, Dallas County funding, private funding, and interest from private funding.	

Trinity River Corridor Bond Program Expenditure Report

Fund / Unit	Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of December 31, 2015)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
T051	Continental Pedestrian Modifications	Prop 03 Park & Recreation Facilities)	\$ 2,000,000	\$ 1,906,000	\$ 8,000,000	\$ 9,906,000	\$ 8,719,572	\$ 1,186,428	\$ 1,186,427	Project completed June 2014 Private funding
T322	West Dallas Gateway Park	Prop 03 Park & Recreation Facilities)	\$ 1,800,000	\$ 1,710,000		\$ 1,710,000	\$ 1,709,914	\$ 86	\$ -	Project completed June 2014
T303	Trinity Strand (Old Trinity Trail Phase II)	Prop 03 Park & Recreation Facilities)	\$ 1,500,000	\$ 602,198		\$ 602,198	\$ 602,198	\$ -	\$ -	Projected completed in 2014
T077	Elm Fork Trail	Prop 03 Park & Recreation Facilities)	\$ 200,000	\$ 191,586		\$ 191,586	\$ 191,586	\$ -	\$ -	2006 Bond Funds were reprogrammed to the Elm Fork Soccer Complex
Total 2006 Bond Program			\$ 184,617,612	\$ 183,263,619	\$ 34,939,467	\$ 218,203,086	\$ 209,728,644	\$ 8,474,442	\$ 2,442,191	Project list includes projects with some connection to the Trinity River Corridor Project.
2012 Bond Program										
S768	Sump A Improvements	Prop 02 (Flood & Storm Drainage)	\$ 91,700,000	\$ 91,700,000		\$ 91,700,000	\$ 75,270,250	\$ 16,429,750		Project under construction. Estimated completion 2017.
S624	Trinity River Trail from Sylvan to Moore Park	Prop 01 (Street & Transportation)	\$ 6,418,400	\$ 4,963,437		\$ 4,963,437	\$ 4,100,145	\$ 863,292		Phase I of the project completed
Total 2012 Bond Program			\$ 98,118,400	\$ 96,663,437		\$ 96,663,437	\$ 79,370,395	\$ 17,293,042	\$ -	Project list includes projects with some connection to the Trinity River Corridor Project.

**Major Street Projects
Detailed Expenditure Report**

Based Primarily on December 31, 2015 Advantage Financial System

Unit	Project Components	Bond Program Authorized Amount	Current Bond Funding (as of 12-31-15)	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of 12-31-15)	Remaining / Planned Expenditures	Comments
	INTERGOVERNMENTAL PARTNERSHIP PROJECTS							
* P629/ P786	Modern Streetcar System Development Program	\$ -	\$ -	\$ 41,800,000	\$ 41,800,000	\$37,802,599	\$ 3,997,401	State and Federal Funding; Project is substantially complete.
* 1683, 1684, 1685	Modern Streetcar-Northern and Southern Extensions			\$ 30,872,531	\$ 30,872,531	\$30,872,531	\$ -	Texas Mobility Funding; On June 17 2015 Council authorized the disbursement of funds for construction of extensions to the streetcar project and for 2 additional vehicles.
* P653	Katy Trail Extension - Phase VI	\$ -	\$ 9,087,553	\$ 7,480,000	\$ 16,567,553	\$15,581,658	\$ 985,895	City, County and State Funding; Construction was awarded on August 12, 2015.
* U236	Walnut Hill from Malibu to Soccer Complex	\$ 3,573,640	\$ 4,258,863		\$ 4,258,863	\$ 3,757,320	\$ 501,543	Partnership project with Dallas County to design and construct 4 lane divided roadway that extends just past the planned Parks Dept. soccer complex.
S403	Mountain Creek Parkway from South of Eagle Ford to Clark Rd.	\$ 6,701,000	\$ 5,325,000	\$ -	\$ 5,325,000	\$ 5,325,000	\$ -	Dallas County is the lead agency to administer design, construction, and ROW of this project; Project is under construction.
* P655/ S401	Keller Springs/Preston/ Westgrove Roundabout	\$ 306,100	\$ 868,107	\$ 342,043	\$ 1,210,150	\$ 1,193,449	\$ 16,701	City and County Funding. Project awarded on June 17, 2015.
* P640	Riverfront from UPRR to Parkhouse (Segment A)	\$ -	\$ -	\$ 29,127,713	\$ 29,127,713	\$ 6,309,729	\$ 22,817,984	State Funding. Segment B will be completed by Dallas County.
	THOROUGHFARES							
* U779	Central Boulevard -Commerce to Live Oak (part of Cesar Chavez project)	\$ 12,619,900	\$ 14,193,810		\$ 14,193,810	\$ 13,117,709	\$ 1,076,101	Project is under construction; PBW staff is working closely with Park Dept and Design Studio regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.

Additional Projects Added Upon Request

Asterick Denotes an Update from Previous Report

**Major Street Projects
Detailed Expenditure Report**

Based Primarily on December 31, 2015 Advantage Financial System

Unit	Project Components	Bond Program Authorized Amount	Current Bond Funding (as of 12-31-15)	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of 12-31-15)	Remaining / Planned Expenditures	Comments
* U791	Live Oak-Olive to Central Blvd (part of Cesar Chavez project)	\$ 475,760	\$ 477,760		\$ 477,760	\$ 100,203	\$ 377,557	Project is under construction; PBW staff is working closely with Park Dept and Design Studio regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
* U798	Pearl-Commerce to Live Oak (part of Cesar Chavez project)	\$ 4,336,191	\$ 4,425,518		\$ 4,425,518	\$ 3,896,955	\$ 528,563	Project is under construction; PBW staff is working closely with Park Dept and Design Studio regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
* P796	Cleveland Rd-Bonnie view Rd., to West of BNSF RR		\$ 2,872,046		\$ 2,872,046	\$ 2,837,845	\$ 34,201	Project is under construction.
* R803	Community-Harry Hines to N.W. Hwy.	\$ 2,200,000	\$ 1,118,447		\$ 1,118,447	\$260,712.00	\$ 857,735	Project is under design.
* P767	Telephone Road Phase II		\$ 4,139,557	\$ 324,086	\$ 4,463,643	\$ 4,462,435	\$ 1,208	City and Private Funding; Project is under construction.
STREETSCAPE/URBAN DESIGN								
* P791	Colorado Blvd-Beckley Area Sidewalk Enhancement		\$ 2,118,722		\$ 2,118,722	\$ 250,681	\$ 1,868,041	Project is under design.
* U738	Griffin from IH30 to Main	\$ 5,253,548	\$ 3,748,448		\$ 3,748,448	\$ 3,658,391	\$ 90,057	Project is under construction.
TARGET NEIGHBORHOOD								
S608	Mican Dr. from Schofield Dr. to End of Pavement	\$ 497,000	\$ 497,000		\$ 497,000	\$ 106,730	\$ 390,270	Project is under design.
COMPLETE STREET								
* S405	Davis Street from Beckley to Hampton	\$ 979,600	\$ 277,621		\$ 277,621	\$ 274,609	\$ 3,012	Project is under design.
* S394	Greenville from Belmont to Bell from Alta to Ross	\$ 3,673,500	\$ 3,673,731		\$ 3,673,731	\$ 3,416,381	\$ 257,350	Construction awarded June 17, 2015.
S397	Main St. from Good Latimer to Exposition	\$ 734,700	\$ 730,200		\$ 730,200	\$ 69,760	\$ 660,440	Project is under design.

Additional Projects Added Upon Request

Asterick Denotes an Update from Previous Report

**Department Of Aviation
Quarterly Activity Report
FY 2015-2016 1st Quarter**

Expenses	FY 2015-16 Budget	FY 2015-16 YTD	FY 2015-16 % of Budget	FY 2015-16 Estimate	FY 2015-16 % of Estimate	Over / (Under) Budget
Salaries & Benefits	\$ 15,624,655	\$ 3,374,234	22%	\$ 13,573,364	25%	\$ (2,051,291)
Supplies / Materials	\$ 7,891,653	\$ 516,152	7%	\$ 7,891,653	7%	\$ -
Services / Charges	\$ 74,811,932	\$ 17,991,177	24%	\$ 78,431,308	23%	\$ 3,619,376
Capital Outlay	\$ 2,127,500	\$ 187,694	9%	\$ 1,972,210	10%	\$ (155,290)
Reimbursements	\$ (6,579,773)	\$ (1,513,268)	23%	\$ (6,579,773)	23%	\$ -
Total Expenses	\$ 93,875,967	\$ 20,555,988	22%	\$ 95,288,762	22%	\$ 1,412,795

Revenues	FY 2015-16 Budget	FY 2015-16 YTD	FY 2015-16 % of Budget	FY 2015-16 Estimate	FY 2015-16 % of Estimate	Over / (Under) Budget
Building Use Fee - CBP	\$ 450,000	\$ 77,200	17%	\$ 450,000	17%	\$ -
Rental and Maint. - Tenants	\$ 843,758	\$ 47,914	6%	\$ 843,758	6%	\$ -
Security Charges	\$ 186,638	\$ 22,840	12%	\$ 186,638	12%	\$ -
Rental Off Airport	\$ 117,100	\$ 58,550	50%	\$ 1,474,100	4%	\$ 1,357,000
Landing Fees	\$ 17,784,135	\$ 3,083,072	17%	\$ 17,784,135	17%	\$ -
Parking Concessions	\$ 26,861,524	\$ 5,534,799	21%	\$ 26,861,524	21%	\$ -
Terminal Concessions	\$ 23,004,418	\$ 5,526,723	24%	\$ 23,004,418	24%	\$ -
Fuel Flow Fees	\$ 1,225,397	\$ 229,116	19%	\$ 1,225,397	19%	\$ -
Rental On Airport	\$ 22,898,284	\$ 5,068,750	22%	\$ 22,781,247	22%	\$ (117,037)
Misc./ Other	\$ 504,714	\$ (7,038)	0%	\$ 724,455	-1%	\$ 219,741
Total Revenues	\$ 93,875,968	\$ 19,641,926	21%	\$ 95,335,672	21%	\$ 1,459,704

Operations

Carrier Type	Total CYTD			1st Quarter Comparison		
	2015	2014	% Change	2016	2015	% Change
Air Carrier	130,668	91,138	43%	35,214	27,423	28%
Air Taxi	26,303	33,019	-20%	6,332	8,187	-23%
General Aviation	58,327	58,018	1%	16,010	15,026	7%
Military	801	774	3%	229	171	34%
Total Operations	216,099	182,949	18%	57,785	50,807	14%

Passengers

Carrier	Total CYTD			1st Quarter Comparison		
	2015	2014	% Change	2016	2015	% Change
Delta Airlines	160,131	79,578	101%	40,487	28,955	40%
Seaport Airlines	1,774	2,187	-19%	-	640	-100%
Skywest Airlines	251	3,387	-93%	-	-	0%
Southwest Airlines	6,613,463	4,478,757	48%	1,812,772	1,319,188	37%
United Airlines	17,409	81,230	-79%	52	22,080	-100%
Virgin America	474,597	79,086	500%	144,172	79,086	82%
Other	-	-	0%	-	-	0%
Total DAL Passengers	7,267,625	4,724,225	54%	1,997,483	1,449,949	38%

Department Of Aviation Quarterly Activity Report

Top Operations Projects		
<ol style="list-style-type: none"> 1 Storm Water Outdall Control Repairs and Service Contract 2 DAL Perimeter Fence Replacement 3 Airport Emergency Plan Review and Update 4 Aircraft ID & Fee Billing/Collection Solution 5 RFCSP - Access Control Maintenance Contract 6 Painting Contract - Develop a Contract for Svc's within AOA 7 Dalfort Remediation Proposal 		
Capital Projects		Estimated Costs
<ol style="list-style-type: none"> 1 Security Controls Enhancements (Design) CIP FY15 Airfield security enhancements to install drop arm crash beam barriers and fence hardening at various location on the exterior security fence at Dallas Love Field. 2 Rehabilitate TW B from B1 to B3 and Connectors B3 & B4 (Design) CIP FY15 This project is part of the airport's on-going pavement management program: this area of the airfield has been identified through a 2014 FAA funded pavement analysis for rehabilitation. 3 Rehabilitate RW 18-36 Intersections with TW P & C and Remove TW J (Design) CIP FY15 This project is part of the airport's on-going pavement management program: this area of the airfield has been identified through a 2014 FAA funded pavement analysis for rehabilitation. 4 Runway 18/36 Conversion Project FY 15 This project addresses converting a FAA non-compliant runway into a taxiway. Design for the conversion of Runway 18-36 and it's connectors to a Taxiway, including all the basic and special services needed to complete the project. 5 Taxicab Queuing Lot over Tom Braniff Channel (Design) This addresses the need to expand the taxi queue lot adjacent to the Tom Braniff channel. The existing open channel is 1200'x50'x12' with Ansley Avenue crosses over the channel dividing it into two segments. It is the intent of this project to cover the open channel at grade level, use cover for the taxi queue parking while examining opportunities to 6 Full Depth Concrete Repairs - Airfield (Design) On-going airfield pavement projects to include evaluation, design and prepare construction documents to repair various concrete panels that have demonstrated distress to constant aircraft operations. 7 Love Field Garage "A" and "B" Condition Assessment Inspect, evaluate, and test to determine the current structural and safety condition of the two existing garages, and then prioritize necessary repairs needed to maintain the facilities. Provide estimates, life expectancy with future maintenance requirements and update the facility maintenance manuals. 8 Job Order Contracting Love Hub Parking; structural deck repairs and waterproofing, ground level alterations and repairs at entrances and exits. Ground transportation office improvements. Dallas Executive rain canopies, Emergency Generator enclosure, Boiler Room Generator, and Fuel Canopy Cover at airfield maintenance facility. 9 Runway Holding Position Relocation (Construction) CIP FY15 The purpose of this project is to relocate aircraft holding position signage and markings on taxiways intersecting Runways 13L-31R and 13R-31L so that they are in compliance with criteria contained in current FAA Advisory Circulars. Currently, a number of holding positions on Runways 13L-31R and 13R-31L are located closer to the runway centerline than permitted by FAA criteria. 10 2,000 Gal Above Ground Storage Tank Design and construction of a 2,000 above ground storage tank for the airfield maintenance facility. This will enable maintenance personnel to have access to fuel airfield equipment on site. 11 Design/Build - Police Helicopter Hangar (Executive Airport) The project is intended to enhance the Dallas Executive Airport by the development and construction of a Helicopter Hangar, landing pad, fueling facility and accompanying Police hangar complex. This project will be tasked with reviewing the proposed location and assessing site accessibility for a 9,600 square foot hangar and accompanying 14,000 square foot facility. The Dallas Police Helicopter Pad facility will include all existing and future physical improvements necessary to function for its intended purposes. 12 Love Field Pavement Evaluation The purpose of this project is to take a comprehensive look at the airfield pavement through testing, investigation, and non-destructive means and methods. This includes pavement condition assessment, performing field and laboratory testing, determine remaining service life calculations, recommend improvement projects, implementation of the 	<p>\$ 1,032,119</p> <p>\$ 912,560</p> <p>\$ 611,330</p> <p>\$ 817,421</p> <p>\$ 245,597</p> <p>\$ 48,840</p> <p>\$ 251,422</p> <p>\$ 110,270</p> <p>\$ 2,024,174</p> <p>\$ 414,802</p> <p>\$ 5,001,813</p> <p>\$ 1,320,900</p>	
Total Estimate:		\$ 12,791,248

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: February 10, 2016
COUNCIL DISTRICT(S): Outside City Limits
DEPARTMENT: Intergovernmental Services
CMO: A. C. Gonzalez, 670-3297
MAPSCO: N/A

SUBJECT

An ordinance approving Dallas-Fort Worth International Airport Board Resolution No. 2015-11-224, amendments to Construction and Fire Prevention Standards Resolutions and Codes to: **(1)** change the name of the Board's department of purview; and **(2)** adopt the 2014 National Electrical Code and certain 2015 series model Codes published by the International Code Council, Inc. - Financing: No cost consideration to the City

BACKGROUND

The Dallas/Fort Worth International Airport Board is requesting the Owner Cities of Dallas and Fort Worth to approve the proposed amendments to its Construction and Fire Prevention Standards Resolution and Codes set forth on the redline-strikeout version in Exhibit A, attached to the Ordinance.

Model codes set minimum requirements for building design, construction and operation to protect public health, safety and natural resources. The proposed amendments to the DFW Construction and Fire Prevention Standards seek to safeguard public health, safety and welfare and to provide the safety of firefighters and emergency responders.

The Board approved these amendments at its October 29, 2015, meeting. The proposed changes will not go in effect until the Airport has received both owner city approvals. Any changes made to the 1968 Contract and Agreement, as amended, at the Dallas/ Fort Worth International Airport must be approved by the owner cities.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On October 29, 2015, the Dallas/Fort Worth International Airport Board approved amendments to its Construction and Fire Prevention Standards Resolution and Codes.

Information about this item was provided to the Transportation and Trinity River Project Committee on January 11, 2016.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS) (Continued)

Information about this item will be presented to the Transportation and Trinity River Project Committee on February 8, 2016.

FISCAL INFORMATION

No cost consideration to the City.

1/14/16

ORDINANCE NO. _____

An ordinance approving Resolution No. 2015-11-224 adopted by the Dallas-Fort Worth International Airport Board on October 29, 2015 for the purpose of amending Construction and Fire Prevention Standards Resolution and Codes to change the name of Board's department of purview; to adopt the 2014 National Electrical Code and certain 2015 series model Codes published by the International Code Council, Inc., more particularly set forth on Exhibit A attached; to make conforming changes; and to provide a severability clause; and providing an effective date.

WHEREAS, Section 8.F. of the 1968 Contract and Agreement, as amended, between the City of Dallas, Texas and the City of Fort Worth, Texas, provides that the Dallas-Fort Worth International Airport Board shall have the power, by a duly adopted order, to adopt and enforce rules and regulations for the orderly, safe, efficient, and sanitary operation of the airport and to prescribe reasonable penalties for the breach of any rule or regulation not to exceed the maximum fines authorized by state law; and

WHEREAS, state law currently authorizes fines of up to \$500 for all violations of the airport's rules and regulations, except for those violations relating to fire safety, public health and sanitation, for which the maximum fine is \$2,000, or the dumping of refuse, for which the maximum fine is \$4,000, and except when another fine is fixed by state law; and

WHEREAS, Sections 22.082 of the Texas Transportation Code, as amended, and Section 8.F. of the 1968 Contract and Agreement, as amended, provide that such rules, regulations or orders by the Dallas-Fort Worth International Airport Board will become effective only upon approval of the governing bodies of the Cities of Dallas and Fort Worth and proper publication; and

WHEREAS, pursuant to the foregoing, the Dallas-Fort Worth International Airport Board adopted the Construction and Fire Prevention Standards Resolution and Codes, which govern standards for construction and fire prevention at the Dallas-Fort Worth International Airport used for the health, safety and welfare of all persons using the Airport; and

WHEREAS, on October 29, 2015, the Dallas-Fort Worth International Airport Board passed, approved, and ordered Resolution No. 2015-11-224 which amended the Construction and Fire Prevention Standards and Codes; and

WHEREAS, in accordance with Section 1-8 of Chapter 1 of the Code of Rules and Regulations of the Dallas-Fort Worth International Airport Board, as amended, the Dallas-Fort Worth International Airport Board has requested that the City Councils of the Cities of Dallas and Fort Worth approve Resolution No. 2015-11-224 in order that it may become effective; Now Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That all of the declarations and findings contained in the preambles of this ordinance are made a part hereof and shall be fully effective as a part of the ordained subject matter of this ordinance.

SECTION 2. That Resolution No. 2015-11-224 of the Dallas-Fort Worth International Airport Board, a duly certified copy of which is attached hereto as Exhibit A and made a part of this ordinance by reference, is hereby approved.

SECTION 3. That after publication of a substantive statement relating to the contents of Resolution No. 2015-11-224 of the Dallas-Fort Worth International Airport Board in a newspaper of general circulation in each of the counties of Dallas and Tarrant, stating that a breach of any provision of Resolution No. 2015-11-224 will subject the violator to a penalty and stating that the full text of Resolution No. 2015-11-224 and any attachments are on file in the principal office of the Dallas-Fort Worth International Airport Board to be read by any interested party, Resolution No. 2015-11-224 shall thereafter have the same force and effect within the boundaries of the Dallas-Fort Worth International Airport as an ordinance by the City Council of the City of Dallas

would have in the City of Dallas, and the penalty shall be enforced in the same manner in which penalties prescribed by other ordinances of the City of Dallas are enforced.

SECTION 4. That the sections, paragraphs, sentences, clauses, and phrases of this ordinance and Resolution No. 2015-11-224 are severable, and if any phrase, clause, sentence, paragraph, or section shall be declared unconstitutional or invalid by the valid judgment or decree of any court of competent jurisdiction, the unconstitutionality or invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of these ordinances or Resolution No. 2015-11-224, since the same would have been enacted without the incorporation of any unconstitutional phrase, clause, sentence, paragraph, or section.

SECTION 5. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

WARREN M.S. ERNST, City Attorney

By _____
Assistant City Attorney

Passed _____

December 17, 2015

EXHIBIT A

STATE OF TEXAS §

COUNTY OF DALLAS §

COUNTY OF TARRANT §

I, Kristy Anderson, Board Secretary of the Dallas-Fort Worth International Airport Board, do hereby certify that the attached is a true and correct copy of Resolution No. 2015-11-224, approved by the Dallas-Fort Worth International Airport Board of Directors at its Board Meeting held on October 29, 2015.

WITNESS MY HAND AND SEAL OF THE DALLAS-FORT WORTH INTERNATIONAL AIRPORT BOARD, this 17th day of December 2015.



Kristy L. Anderson
Board Staff Secretary

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

Date 10/29/2015	Committee Operations	Subject Amend Construction and Fire Prevention Standards	Resolution # 2015-11-224
Action That the Board approves amendments to the Construction and Fire Prevention Standards and Codes, as set forth on Exhibit A attached, and further recommends to the Cities of Dallas and Fort Worth that they approve such amendments.			
Description <ul style="list-style-type: none"> • Approve amendments to the Construction and Fire Prevention Standards to adopt the 2014 National Electrical Code and certain 2015 series model codes published by the International Code Council, Inc. (ICC) as listed in Exhibit A, each with proposed local amendments. Justification <ul style="list-style-type: none"> • Model codes set minimum requirements for building design, construction and operation to protect public health, safety and the natural resources that sustain us. • The International Codes are developed with several goals in mind; to safeguard public health, safety and welfare and to provide for the safety of firefighters and emergency responders. • The Texas Energy Systems Laboratory has recommended to the State Energy Conservation Office that the 2015 International Energy Conservation Code (IECC) be adopted as the new Texas Building Energy Performance Standards for commercial, industrial and residential buildings. 			
D/S/M/WBE Information <ul style="list-style-type: none"> • N/A - Not subject to the goal per the Board's D/S/M/WBE Policy due to the nature of the procurement (Board Policy). 			
Schedule/Term			
Contract #	Agreement #	Purchase Order #	Action Amount \$0
			Revised Amount \$0
For Information contact Nate Smith 3-1891	Fund	Project #	External Funding Source Amount \$0

Additional Information

- Resolution No. 88-147, the Construction and Fire Prevention Standards Resolution was approved by the Board on June 7, 1988, to establish standards for construction and fire prevention.
- Updated model construction and fire codes are adopted from time to time to ensure the health, safety and welfare of the public and to stay current with state and federal regulations.

Additional Attachments: Y

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

That the Board approves amendments to the Construction and Fire Prevention Standards and Codes, as set forth on Exhibit A attached, and further recommends to the Cities of Dallas and Fort Worth that they approve such amendments.

Approved as to Form by



Tomme, Paul
Legal Counsel
Oct 15, 2015 12:23 pm

Approved as to Funding by



Underwood, Max
Vice President Finance
Finance
Oct 15, 2015 9:34 am

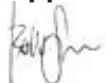
Approved as to M/WBE by



Lee, Tamela
Vice President Business Diversity
and Development
Business Diversity and
Development
Oct 15, 2015 4:19 pm

SIGNATURE REQUIRED FOR APPROVAL

Approved by



Department Head

Oct 14, 2015 4:58 pm



Chief Executive Officer

Oct 29, 2015 3:02 pm

Date

EXHIBIT A
DALLAS-FORT WORTH INTERNATIONAL AIRPORT
CONSTRUCTION AND FIRE PREVENTION STANDARDS RESOLUTION
AND
AMENDMENTS TO THE CODES

~~February 2014~~

October 2015

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**PART ONE -- CONSTRUCTION AND FIRE PREVENTION STANDARDS
RESOLUTION**

A Board Resolution creating the Board of Appeals (BOA) of the Dallas-Fort Worth International Airport (the Airport); providing for the selection and term of office of members; providing for public hearings, meetings and procedures therefore; prescribing the authority and powers of the Board of Appeals; providing for appeal from decisions of the Building Official and Fire Chief; providing for a stay of proceedings upon appeal; providing for the adoption of the Building Code; providing for the adoption of the Fire Code; providing for the adoption of the Electrical Code; providing for the adoption of the Mechanical Code; providing for the adoption of the Plumbing Code; providing for the adoption of the Fuel Gas Code; providing for the adoption of the Energy Code; providing for the regulation of oil and gas exploration and production; making it unlawful to perform construction work or oil and gas exploration and production without a permit; making it unlawful to undertake the contracted installation of fire protection, mechanical, plumbing, irrigation or electrical equipment without a proper license to do such work; providing for the termination of the Board of Airport Building Code of Appeals; providing that this resolution shall be cumulative; providing a severability clause; providing a penal clause; providing a savings clause; providing for publication in pamphlet form; providing for publication in a newspaper; and providing an effective date.

**SECTION 1
TITLE**

This resolution shall be known as the Dallas-Fort Worth International Airport Construction and Fire Prevention Standards Resolution, and referred to herein as (this Resolution).

**SECTION 2
PURPOSE**

It is the specific intent of the Dallas-Fort Worth International Airport Board (the Airport Board) that standards for construction and fire prevention be used for the health, safety and welfare of all persons at the Airport. The Airport Board finds that construction and fire prevention standards change from time to time and that these standards should stay current with modern practices of construction and fire safety. In carrying out these purposes, it is the intent of the Airport Board that such construction and fire prevention standards be adopted as outlined herein and that a Board of Appeals (BOA) be given limited authority over matters pertaining thereto. The scope of the BOA is as set forth below.

It is the intent of the Airport Board that compliance with the construction and fire prevention standards contained herein is the responsibility of those persons and businesses to which they apply; and that neither the BOA nor the Airport Board, its members, agents and employees, shall be liable or responsible for any errors or omissions arising out of the enforcement or failure to enforce these standards.

SECTION 3 CREATION OF BOARD OF APPEALS (BOA)

The Airport Board hereby establishes a Board of Appeals (BOA) for the purpose of determining the acceptability and adequacy of materials, equipment and methods of construction and for interpretation of these standards. The Airport Board shall adopt construction and fire prevention standards, which will be applicable throughout the Airport. The Construction and Fire Prevention Standards shall include but not be limited to the Building Code, Fire Code, Electrical Code, Mechanical Code, Plumbing Code, Fuel Gas Code and Energy Code and Part Nine of this Resolution for Oil and Gas Exploration and Production as adopted by the Airport Board and amended from time to time.

SECTION 4 COMPOSITION OF BOA

The BOA shall consist of seven voting members who shall serve without compensation and shall be selected in the following manner:

- Place 1: An architect, registered to practice as an architect in the State of Texas - The selection of the architect shall be made alternatively by the Dallas and Fort Worth Chapters of the American Institute of Architects and shall be confirmed by the Airport Board. The initial term will be filled by a selection of the Dallas Chapter and will extend from the Airport Board's confirmation of the selection through December 31, 1990. Thereafter, terms will be for two years extending from January 1 of odd-numbered years through December 31 of even-numbered years.
- Place 2: An electrical engineer, registered to practice as a professional engineer in the State of Texas whose practice is or has been the design of electrical systems for buildings - The selection of the electrical engineer shall be made alternatively by the Dallas and Fort Worth Chapters of the Texas Society of Professional Engineers and shall be confirmed by the Airport Board. The initial term will be filled by a selection of the Fort Worth Chapter and will extend from the Airport Board's confirmation of the selection through December 31, 1990. Thereafter, terms will be for two years extending from January 1 of odd-numbered years through December 31 of even-numbered years.

- Place 3: A mechanical engineer, registered to practice as a professional engineer in the State of Texas whose practice is or has been the design of mechanical systems for buildings - The selection of the mechanical engineer shall be made alternatively by the Dallas and Fort Worth Chapters of the Texas Society of Professional Engineers and shall be confirmed by the Airport Board. The initial term will be filled by a selection of the Fort Worth Chapter and will extend from the Airport Board's confirmation of the selection through December 31, 1991. Thereafter, terms will be for two years extending from January 1 of even-numbered years through December 31 of odd-numbered years.
- Place 4: A structural engineer, registered to practice as a professional engineer in the State of Texas whose practice is or has been the design of structural systems for buildings - The selection of the structural engineer shall be made alternatively by the Dallas and Fort Worth Chapters of the Texas Society of Professional Engineers and shall be confirmed by the Airport Board. The initial term will be filled by a selection of the Fort Worth Chapter and will extend from the Airport Board's confirmation of the selection through December 31, 1991. Thereafter, terms will be for two years extending from January 1 of even-numbered years through December 31 of odd-numbered years.
- Place 5: A fire protection specialist - The selection of the fire protection specialist shall be made by the Dallas/Fort Worth Chapter of the Society of Fire Protection Engineers and shall be confirmed by the Airport Board. The initial term will extend from the Airport Board's confirmation of the selection through December 31, 1991. Thereafter, terms will be for two years extending from January 1 of even-numbered years through December 31 of odd-numbered years.
- Place 6: A design professional, registered to practice as an architect or as a professional engineer in the State of Texas, and whose profession relates to the design of facilities, structures or systems that are constructed – The selection of the design professional for Place 6 shall be made by the Dallas Metroplex Alumni Extension Chapter of the National Society of Black Engineers and shall be confirmed by the Airport Board. The initial term shall extend from the Airport Board's confirmation of the selection through December 31, 2005. Thereafter, terms will be for two years extending from January 1 of even-numbered years through December 31 of odd-numbered years.
- Place 7: A design professional registered to practice as an architect or as a professional engineer in the State of Texas, and whose profession relates to the design of facilities, structures or systems that are constructed – The

selection of the design professional for Place 7 shall be made by the Dallas-Fort Worth Chapter of the Society of Hispanic Professional Engineers and shall be confirmed by the Airport Board. The initial term will extend from the Airport Board's confirmation of the selection through December 31, 2004.* Thereafter, terms will be for two years extending from January 1 of odd-numbered years through December 31 of even-numbered years.

There is no limit on the number of terms an individual may serve on the BOA; however, only in Places 5, 6 and 7 may an individual serve in consecutive terms. Any term scheduled to end on December 31, shall be automatically extended until a successor for that place is selected, confirmed, and sworn in.

In the event that any professional organization, designated to select a candidate to fill a term on the BOA, is unable to make such a selection, and the professional organization notifies the Building Official that a selection cannot be made, then the Building Official shall designate the unfilled seat as officially vacant, and it shall remain vacant until the next scheduled term for that seat.

SECTION 5 EX-OFFICIO MEMBERS

The Building Official and the Fire Chief or their designated representatives shall be ex-officio non-voting members of the BOA. The BOA may make recommendations through the Building Official or Fire Chief to the Airport Board for amendments to the standards accordingly.

The Building Official of the Dallas/Fort Worth International Airport Board is the official in charge of the Code Compliance Section of the ~~Airport Development and Engineering Department~~ Design, Code & Construction Department.

The Director of the Department of Public Safety of the Dallas/Fort Worth International Airport Board or his designee is hereby designated as the Fire Chief.

SECTION 6 MEETINGS: QUORUM

All meetings of the BOA shall be open to the public except as permitted by law and as is in the interest of the Airport. Three (3) members of the BOA shall constitute a quorum to transact business. Every matter before the BOA for vote shall require for final passage the affirmative vote of a majority of the members present and voting. The first meeting of the BOA following its appointment shall be at such time and place as

called by the Building Official. Thereafter the BOA shall hold meetings at such time and place as called by the Chairman or one lawfully acting in that capacity.

SECTION 7 BYLAWS AND RECORDS

At its first meeting the BOA shall elect one of its members as Chairman, and he shall keep a record of the proceedings and decisions, and a copy of same shall be filed in the office of the Building Official. Each year thereafter, following the Airport Board's confirmation of the composition of the BOA, the BOA shall hold an organizational meeting, at which time it shall elect a Chairman before proceeding to other matters of business. The BOA shall establish its own rules of procedure and shall amend them from time to time as it deems necessary. The Building Official shall serve as Secretary to the BOA.

SECTION 8 AUTHORITY AND POWER

The BOA shall have the authority and power to:

1. Hear appeals on interpretations by the Building Official of the Building Code, Electrical Code, Mechanical Code, Plumbing Code, Fuel Gas Code and Energy Code. The BOA may modify in whole or in part or may affirm the interpretation of the Building Official. The Building Official shall render a written interpretation within thirty (30) days of a request by a person who has been aggrieved by a decision of the Building Official. No interpretations shall be heard by the BOA until the Building Official has rendered a written interpretation.
2. Hear appeals on interpretations by the Fire Chief of the Fire Code. The BOA may modify in whole or in part or may affirm the interpretation of the Fire Chief. The Fire Chief shall render a written interpretation within thirty (30) days of a request by a person who has been aggrieved by a decision of the Fire Chief. No interpretations shall be heard by the BOA until the Fire Chief has rendered a written interpretation.
3. Approve alternate methods of construction and fire prevention where it is impractical to meet the adopted construction and fire prevention standards, provided that the BOA finds the same degree of suitability, strength, effectiveness, fire resistance, durability, sanitation and safety exists in the alternate method as intended by the standards.
4. Approve new methods of construction and fire prevention not covered by the construction and fire prevention standards, provided that the BOA finds the same degree of suitability, strength, effectiveness, fire resistance, durability, sanitation and safety exists in the new method as intended by the standards.

The BOA shall have no power to otherwise limit, modify or change these construction and fire prevention standards.

SECTION 9 RIGHT OF APPEAL

Any person, firm, company or corporation aggrieved by any decision or order of the Building Official or Fire Chief may appeal such decision or order to the BOA. Every appeal must be in writing and must be filed in triplicate with the Building Official within thirty (30) days from the date of the decision or order appealed from. The BOA shall not consider any appeal that is filed after the thirty (30) day period. Such appeal shall contain appropriate reference to the decision or order appealed from, as well as the grounds for the appeal.

SECTION 10 AGENDA AND RECORDS

The agenda for the BOA shall be prepared by the Building Official and shall be posted as required by law. All records and evidence pertinent to any appeal shall be transmitted to the BOA and to the aggrieved party prior to the hearing. Records of all appeals shall be kept in the office of the Building Official. The Building Official shall transmit copies of appeal records to the Fire Chief.

SECTION 11 HEARING

The BOA shall fix a reasonable time for the hearing of an appeal and shall give notice of the hearing in writing to the parties in interest. Parties may appear before the BOA in person, by agent or by attorney. The BOA shall establish rules for the fair and efficient conduct of the hearing and the just resolution to an appeal. The BOA shall notify the appellant of its decision.

SECTION 12 STAY OF PROCEEDINGS

An appeal shall stay all proceedings in connection with the decision or order appealed from, unless and until the Building Official or Fire Chief shall have certified to the BOA after notice of appeal has been filed that a stay would cause an unreasonable risk of harm to life or damage to property. Any work done contrary to the order of the Building Official or Fire Chief after filing an appeal hereunder, pending the determination of such appeal, shall be subject to removal or repair should the order be affirmed. The cost of removal or repair of the work done shall be borne solely by the person, firm, company

or corporation who was responsible for the work without consideration of mitigating or extenuating circumstances.

SECTION 13

2009-2015 INTERNATIONAL BUILDING CODE ADOPTED

The Building Code of the Dallas-Fort Worth International Airport Board is hereby revised and amended to conform to the 2009-2015 International Building Code of the International Code Council, Inc. except as amended by separate exhibit attached hereto and is hereby adopted as the Building Code and forms a part of the Construction and Fire Prevention Standards from the effective date hereof.

SECTION 14

2009-2015 INTERNATIONAL FIRE CODE ADOPTED

The Fire Code of the Dallas-Fort Worth International Airport Board is hereby revised and amended to conform to the 2009-2015 International Fire Code of the International Code Council, Inc. except as further amended by separate exhibit attached hereto and is hereby adopted as the Fire Code and forms a part of the Construction and Fire Prevention Standards from the effective date hereof.

SECTION 15

2008-2014 NATIONAL ELECTRICAL CODE ADOPTED

The Electrical Code of the Dallas-Fort Worth International Airport Board is hereby revised and amended to conform to the 2008-2014 National Electrical Code (NFAP 70) of the National Fire Protection Association except as amended by separate exhibit attached hereto and together are hereby adopted as the Electrical Code and form a part of the Construction and Fire Prevention Standards from the effective date hereof.

SECTION 16

2009-2015 INTERNATIONAL MECHANICAL CODE ADOPTED

The Mechanical Code of the Dallas-Fort Worth International Airport Board is hereby revised and amended to conform to the 2009-2015 International Mechanical Code of the International Code Council, Inc. except as amended by separate exhibit attached hereto and is hereby adopted as the Mechanical Code and forms a part of the Construction and Fire Prevention Standards from the effective date hereof.

SECTION 17

2009-2015 INTERNATIONAL PLUMBING CODE ADOPTED

The Plumbing Code of the Dallas-Fort Worth International Airport Board is hereby revised and amended to conform to the 2009-2015 International Plumbing Code of the

International Code Council, Inc. except as amended by separate exhibit attached hereto and is hereby adopted as the Plumbing Code and forms a part of the Construction and Fire Prevention Standards from the effective date hereof.

SECTION 18

2009-2015 INTERNATIONAL FUEL GAS CODE ADOPTED

The Fuel Gas Code of the Dallas-Fort Worth International Airport Board is hereby revised and amended to conform to the 2009-2015 International Fuel Gas Code of the International Code Council, Inc. except as amended by separate exhibit attached hereto and is hereby adopted as the Fuel Gas Code and forms a part of the Construction and Fire Prevention Standards from the effective date hereof.

SECTION 19

2009-2015 INTERNATIONAL ENERGY CONSERVATION CODE ADOPTED

The Energy Code of the Dallas-Fort Worth International Airport Board is hereby revised and amended to conform to the 2009-2015 International Energy Conservation Code of the International Code Council, Inc. except as amended by separate exhibit attached hereto and is hereby adopted as the Energy Code and forms a part of the Construction and Fire Prevention Standards from the effective date hereof.

SECTION 20

REQUIRED PERMITS

The following activities shall not be performed within the boundaries of the Dallas-Fort Worth International Airport unless a permit for such work has first been obtained from the building official.

1. Construction
2. Oil and Gas Exploration and Production
3. Erection or Alteration of Signs

SECTION 21

REQUIRED FEES

All construction projects for which construction permits are required are subject to a construction permit fee and a plan review fee except where otherwise prohibited by law.

All permit and plan review fees shall be in accordance with the Construction Permit Fee Schedule found in the DFW Schedule of Charges.

**SECTION 22
LICENSES REQUIRED**

Contractors providing the following work within the boundaries of Dallas-Fort Worth International Airport shall be licensed respectively for the category of work performed as regulated by the following:

28 TEX. ADMIN. CODE, Part 1, Subchapter E, Fire Extinguisher Rules § 34.511, Fire Extinguisher Licenses

28 TEX. ADMIN. CODE, Part 1, Subchapter F, Fire Alarm Rules § 34.611, Licenses

28 TEX. ADMIN. CODE, Part 1, Subchapter G, Fire Sprinkler Rules § 34.710, Certificates of Registration

The Air Conditioning and Refrigeration Contractor License Law, Title 8, Occupations Code, Chapter 1302

The Plumbing License Law, Occupations Code, Chapter 1301

Irrigators. Occupations Code, Chapter 1903

Electricians, Title 8, Occupations Code, Chapter 1305

**SECTION 23
ENFORCEMENT**

The Building Official and Fire Chief shall enforce and execute all decisions and orders of the BOA for which they are respectively responsible. Upon adoption by the Airport Board and the City Councils of the Cities of Dallas and Fort Worth, this resolution shall become effective and shall be enforceable in the municipal courts of a municipality within whose boundaries a violation occurs.

**SECTION 24
SPECIAL ENACTMENT**

The provisions of this Resolution and the Codes which are a part hereof constitute a special enactment in effect only within the boundaries of the Dallas-Fort Worth International Airport, and are adopted in recognition of the unique and special requirements connected with the planning, building, improvement, maintenance, operation, regulation, protection and policing of the Dallas-Fort Worth International Airport. Neither the Resolution nor the Codes shall be construed to waive or set aside any provisions contained in any law of the State of Texas.

**SECTION 25
CONFLICTING PROVISIONS**

This resolution shall be cumulative of all provisions of previous actions of the Airport Board except where the provisions of this resolution are in direct conflict with the provisions of previous Board Actions, in which event conflicting provisions of such previous Board Actions are hereby repealed.

**SECTION 26
SEVERABILITY CLAUSE**

It is hereby declared to be the intention of the Airport Board that the sections, paragraphs, sentences, clauses and phrases of this resolution are severable, and if any phrase, clause, sentence, paragraph or section of this resolution shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this resolution, since the same would have been enacted by the Airport Board without the incorporation in this resolution of any such unconstitutional phrase, clause, sentence, paragraph or section.

**SECTION 27
PENAL CLAUSE**

Section 8.F. of the 1968 Contract and Agreement, as amended, between the City of Dallas, Texas and the City of Fort Worth, Texas, provides that the Dallas-Fort Worth International Airport Board shall have the power, by a duly adopted order, to adopt and enforce rules and regulations for the orderly, safe efficient and sanitary operation of the airport and to prescribe penalties for the breach of any rule or regulation not to exceed the maximum fines authorized by state law. State law currently authorizes fines of up to \$500 for all violations of the airport's rules and regulations, except for those violations relating to fire safety, public health and sanitation, or the dumping of refuse, for which the maximum fine is \$2,000, and except when another fine is fixed by state law. Each day that a violation is permitted to exist shall constitute a separate offense.

**SECTION 28
SAVINGS CLAUSE**

All rights and remedies of the Airport Board are expressly saved as to any and all violations of the provisions of the Building Code, the Fire Code or any other codes affecting construction or fire prevention which have accrued at the time of the effective date of this resolution and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such codes, same shall not be affected by this resolution but may be prosecuted until final disposition by the courts.

**SECTION 29
PUBLICATION**

The Building Official is hereby authorized to publish this resolution in pamphlet form for general distribution among the public, and the operative provisions of this resolution as so published shall be admissible in evidence in all courts without further proof than the production thereof. The Building Official is hereby directed to publish a caption of this Resolution which summarizes the purposes thereof for two (2) days in major newspapers of the Cities of Dallas and Fort Worth Texas, as authorized by V.T.C.A., Local Government Code '52.013.

**SECTION 30
EFFECTIVE DATE**

This resolution shall be in full force and effect from and after its passage and publication as required by law and it is so ordained.

PART TWO – BUILDING CODE AMENDMENTS

SECTION 101 GENERAL

~~Delete- Replace~~ Section 101.1 ~~and substitute with~~ the following:

101.1 Title. The ~~2009- 2015~~ International Building Code as amended herein is the Building Code of Dallas-Fort Worth International Airport. References to the International Building Code shall be construed to reference the Building Code as adopted herein with its local amendments.

Amend Section 101.4 to read as follows:

101.4 Referenced codes. The other codes listed in Sections 101.4.1 through ~~401.4.6~~101.4.7 (except 101.4.4 ~~and 101.4.7~~) and referenced elsewhere in this code, when specifically adopted, shall be considered part of the requirements of this code to the prescribed extent of each such reference.

SECTION 102 EXISTING STRUCTURES

Amend Section 102.6 to read as follows:

102.6 Existing structures. The legal occupancy of any structure existing on the date of adoption of this code shall be permitted to continue without change, except as specifically covered in this code or the Fire Code, or as is deemed necessary by the building official for the general safety and welfare of the occupants and the public.

SECTION 103 DEPARTMENT OF BUILDING SAFETY

Amend Section 103.1 as follows:

103.1 Creation of enforcement agency. The Department of Building Safety is hereby created, and the official in charge thereof shall be known as the building official. References to the Department of Building Safety shall mean the Code Compliance Section of the ~~Airport Development and Engineering Department~~ Design, Code & Construction Department.

SECTION 105 PERMITS

Amend Section 105.1 as follows:

105.1 Required. Refer to Part One, Section 20 for general permit requirements.

Any owner or authorized agent who intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert or replace any electrical, gas, mechanical or plumbing system, the installation of which is regulated by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.

Delete Sections 105.1.1, Annual permit and Section 105.1.2, Annual permit records.

~~Section 105.2 Work exempt from permit.~~

~~Amend Section 105.2 by deleting Building items 1 through 6 and renumbering remaining items as shown, and by deleting the second paragraph under Electrical as shown:~~

~~**105.2 Work exempt from permit.** Exemptions from *permit* requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction. *Permits* shall not be required for the following:~~

~~**Building:**~~

- ~~1. Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work if installation of such is a replacement in like kind and when not associated with other construction work.~~
- ~~2. Temporary motion picture, television and theater stage sets and scenery.~~
- ~~3. Prefabricated swimming pools accessory to a Group R-3 occupancy, as applicable in Section 101.2, which are less than 24 inches (610 mm) deep, do not exceed 5,000 gallons (18,925 L) and are installed entirely above ground.~~
- ~~4. Shade cloth structures constructed for nursery or agricultural purposes, not including service systems.~~

- ~~5. Swings or other playground equipment accessory to one- and two-family dwellings.~~
- ~~6. Window awnings supported by an exterior wall that do not project more than 54 inches (1372 mm) from the exterior wall and do not require additional support of Group R-3 and U occupancies.~~
- ~~7. Nonfixed and movable fixtures, cases, racks, counters and partitions not over 5 feet 9 inches (1753 mm) in height, except in Airport terminal buildings.~~

Electrical:

~~**Repairs and maintenance:** Minor repair work, including the replacement of lamps or the connection of approved portable electrical equipment to approved permanently installed receptacles.~~

~~The remainder of Section 105.2 shall be unchanged.~~

SECTION 106 FLOOR AND ROOF DESIGN LOADS

Amend Section 106.1 to read as follows:

106.1 Live loads posted. Where the live loads for which each floor or portion thereof of a commercial or industrial building is or has been designed to exceed 50 psf (2.40 kN/m²), such design live loads, when required by the building official, shall be posted by the owner in that part of each story in which they apply, using durable signs. It shall be unlawful to remove or deface such notices.

SECTION 109 FEES

Amend Section 109.2 to read as follows:

109.2 Schedule of permit fees. On buildings, structures, electrical, gas, mechanical, and plumbing systems or alterations requiring a permit, a fee for each permit shall be paid as required, in accordance with the Construction Permit Fee Schedule found in the DFW Airport Schedule of Charges.

**SECTION 111
CERTIFICATE OF OCCUPANCY**

Amend Section 111.2 to read as follow:

111.2 Certificate issued. After the building official inspects the building or structure and finds no violations of this code or other laws that are enforced by the department of building safety, the building official shall issue a certificate that contains, as deemed necessary, the following:

[remainder of section to remain]

**SECTION 113
BOARD OF APPEALS**

| Amend Section 113.1 to read as follows:

| **Section 113.1 – Board of Appeals** Refer to Part One, Construction and Fire Prevention Standards Resolution for Board of Appeals.

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**SECTION 114
VIOLATIONS**

Add the following sentence at the bottom of Section 114.4:

Refer to Part One, Construction and Fire Prevention Standards Resolution, Section 27, Penal Clause.

**SECTION 202
DEFINITIONS**

Following the definition of **ADDITION**, add the following definition:

ADDRESSABLE FIRE DETECTION SYSTEM. Any fire alarm system capable of providing identification of each individual alarm-initiating device. The identification shall be in clear English and shall identify the type and location of the device in alarm. The system shall have the ability of alarm verification.

Following the definition of **AGRICULTURE BUILDING**, add the following definition:

AIRPORT. Airport is the area within the boundaries of the Dallas-Fort Worth International Airport.

Following the definition of **ALTERNATING TREAD DEVICE**, add the following definition:

ANALOG INTELLIGENT ADDRESSABLE FIRE DETECTION SYSTEM. Any system capable of calculating a change in value by directly measurable quantities (voltage, resistance, etc.) at the sensing point. The physical analog may be conducted at the sensing point or at the main control panel. The system shall be capable of compensating for long-term changes in sensor response while maintaining a constant sensitivity. The compensation shall have a preset point at which a detector maintenance signal shall be transmitted to the control panel. The sensor shall remain capable of detecting and transmitting an alarm while in maintenance alert.

Amend the definition of **High-Rise Building** as follows:

HIGH-RISE BUILDING. A building with an occupied floor located more than 55 feet (16 764 mm) above the lowest level of fire department vehicle access.

**SECTION 402
COVERED MALLS AND OPEN MALL BUILDINGS**

Amend section 402.3 by adding an exception as follows:

Exception: DFW International Airport Terminal Buildings.

Amend section 402.4.2.1 by adding the following exceptions:

Exceptions:

1. All tenants whose activities are directly related to terminal operations and purpose. This shall include, but not be limited to airline ticketing, airline offices, baggage handling and gate operations.
2. Concession and other tenants within transportation terminals that use a common, open return-air system for the HVAC operations, when approved by the building official.
3. Food courts within transportation terminals shall be considered one tenant.

Amend section 402.4.4 as follows: (add exception.)

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~~402.4.4 Distance to exits.~~ Within each individual tenant space in a *covered mall building*, the maximum distance of travel from any point to an *exit* or entrance to the mall shall not exceed 200 feet (60 960 mm).

~~Exception:~~ The terminal buildings in existence and in operation on the date of adoption of this code shall be allowed to maintain a maximum 250 foot travel distance to an exit.

Amend section 402.4.5, as follows: (add second exception)

~~402.4.5 Access to exits.~~ Where more than one *exit* is required, they shall be so arranged that it is possible to travel in either direction from any point in a mall to separate *exits*. The minimum width of an *exit passageway or corridor* from a mall shall be 66 inches (1676mm).

Exception:

- ~~1. Dead ends not exceeding a length equal to twice the width of the mall measured at the narrowest location within the dead-end portion of the mall.~~
- ~~2. The terminal buildings in existence and in operation on the date of adoption of this code shall be allowed to retain the exit configuration currently in operation. Any changes in this configuration shall meet the above criteria.~~

Amend section 402.5 as follows: (add second paragraph).

~~402.5 Mall width.~~ For the purpose of providing required egress, malls are permitted to be considered as corridors but need not comply with the requirements of Section 4005.1 of this code where the width of the mall is as specified in this section.

~~The terminal buildings in existence and in operation on the date of adoption of this code shall consider the main concourse circulation path as the mall width.~~

Amend section 402.5.1 as follows: (add exception)

~~402.5.1 Minimum width.~~ The minimum width of the mall shall be 20 feet (6096mm). The mall width shall be sufficient to accommodate the *occupant load* served. There shall be a minimum of 10 feet (3048mm) clear exit width to a height of 8 feet (2438mm) between any projection of a tenant space bordering the mall and the nearest kiosk, vending machine, bench, display opening, food court or other obstruction to a *means of egress* travel.

~~Exception:~~ The terminal buildings in existence and in operation on the date of adoption of this code shall be allowed to maintain not less than the exit width

~~already in existence. At the time of any reconstruction of a kiosk or other obstruction, the above criteria shall be applied.~~

Amend section 402.7.2 as follows: (add exceptions)

~~**402.7.2 Tenant separations.** Each tenant space shall be separated from other tenant spaces by a fire partition complying with Section 709. A tenant separation wall is not required between any tenant space and the mall.~~

Exceptions:

- ~~1. All tenants whose activities are directly related to terminal operations and purpose. This shall include, but not be limited to airline ticketing, airline offices, baggage handling, and gate operations.~~
- ~~2. Concession tenants within transportation terminals that use a common open return air system for the HVAC when approved by the Building Official.~~
- ~~3. Food courts shall be considered one tenant.~~

Amend sections 402.8 and 402.8.1 as follows:

~~**402.8 Means of egress.** *Covered mall buildings, open mall buildings* and each tenant space within a *mall* building shall be provided with a *means of egress* as required by this section and this code. Where there is a conflict between the requirements of this code and the requirements of Sections 402.8.1 through 402.8.8 shall apply.~~

~~**Exception:** Transportation terminals “A”, “B”, “C”, and “E” at DFW International Airport shall be allowed to maintain the current egress plans which allow a maximum of 250 feet from the most remote within the terminals to an exit. Terminal “D” shall maintain the maximum egress distance allowed from the most current, approved Terminal D Fire Strategy. Other provisions found in Chapter 10 shall be applicable for egress.~~

~~**402.8.1 Mall Width.** For the purpose of providing required egress, *malls* are permitted to be considered as *corridors* but need not comply with the requirements of Section 1005.1 of this code where the width of the mall is as specified in this section. In the transportation terminals at DFW International Airport the *mall* width shall be defined as the identified concourse width.~~

~~**402.8.1.1 Minimum Width.** The aggregate clear egress width of the *mall* in either a *covered or open mall building* shall be not less than 20 feet (6096 mm). The *mall* width shall be sufficient to accommodate the occupant load served. No portion of the minimum required aggregate egress width shall be less than 10 feet (3048 mm) measured to a height of 8 feet (2438 mm) between any projection of a tenant space bordering the mall and the nearest kiosk, vending~~

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machine, bench, display opening, food court or other obstruction to means of egress travel.

Exception: The terminal buildings at DFW International Airport in existence and in operation of the date of the adoption of this code that have a concourse width of less than 20 feet shall be allowed to maintain the existing concourse width.

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Amend section 402.8.6 by adding Exception 2 as follows:

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Exceptions:

1. Access to exits are permitted by way of a dead-end *mall* which does not exceed a length equal to twice the width of the *mall* measured at the narrowest location within the dead-end portion of the *mall*.
2. Terminal buildings at DFW International Airport in existence and in operation on the date of the adoption of this code shall be allowed to retain the exit configuration currently in operation. Any changes in this configuration shall meet the above criteria.

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SECTION 403 HIGH-RISE BUILDINGS

Amend Section 403.1 by adding Exception 6 as follows:

Exceptions:

6. Train platforms for fixed guideway transit systems in accordance with Section ~~412.9~~ 412.10.

SECTION 412 AIRCRAFT RELATED OCCUPANCIES

Add new section ~~412.8~~ 412.9 as follows:

412.8 412.9 Aircraft fueling ramp drainage and aircraft loading walkways. Except for references to airport terminal buildings, comply with NFPA 415, ~~2008-~~ 2014 Edition for aircraft fueling ramp drainage and aircraft loading walkways.

Exceptions:

1. Attached or adjacent fixed loading walkways, gate houses and similar structures accessory to airport terminal buildings may be constructed of Type II-A Construction, provided the floor area of individual structures does not exceed 500 square feet. An approved automatic

sprinkler system in accordance with Section 903.3.1.1 shall be allowed to be substituted for 1-hour fire-resistance-rated construction. If the automatic sprinkler system substitution is provided, exterior walls of such structures shall not be required to be of 1-hour fire-resistance-rated construction and openings in such walls shall not be required to be protected.

2. Canopies over baggage conveyors attached to or adjacent to airport terminal buildings may be of Type II-B Construction.

| Add new section ~~412-9~~ 412.10 as follows:

| ~~412-9~~ 412.10 **Fixed guideway transit systems.** Fixed guideway transit systems shall comply with NFPA 130, ~~2010-~~ 2014 Edition.

SECTION 903 AUTOMATIC SPRINKLER SYSTEMS

Delete exception in Section 903.2 for spaces and areas in telecommunications buildings.

Amend Section 903.2.11.3 to read as follows and delete two exceptions:

[F] 903.2.11.3 Buildings 55 feet or more in height. An *automatic sprinkler system* shall be installed throughout buildings with a floor level other than penthouses in compliance with Section 1509, that is located 55 feet (16 764 mm) or more above the lowest level of fire department vehicle access.

Exception:

Open parking structures.

Add Section 903.2.11.7 as follows:

[F] 903.2.11.7 High-piled combustible storage. For any building with a clear height exceeding 12 feet (4572 mm), see Chapter 23 of the International Fire Code to determine if those provisions apply.

Add Section 903.2.11.8 as follows:

[F] 903.2.11.8 Buildings with floor areas exceeding 4,000 square feet. An automatic sprinkler system shall be installed throughout all buildings with a building area exceeding 4,000 square feet. For purposes of this provision, fire walls shall not define separate buildings.

Exception:

1. Open parking garages

Add Section 903.2.11.9 as follows:

[F] 903.2.11.9 Self-service storage facilities. An approved automatic sprinkler system shall be installed throughout all self-storage facilities.

Exception:

- Open parking garages

**SECTION 907
FIRE ALARM AND DETECTION SYSTEMS**

Add the following two paragraphs after the exceptions under Section 907.2:

All buildings or occupancies, occupied, operated, maintained or monitored by the Dallas-Fort Worth International Airport Board shall have a complete operational manual and automatic fire alarm system in accordance with this code. The system shall be designed and installed in accordance with the DFW Airport Design Criteria Manual and applicable standards.

All buildings or occupancies, other than those described in the preceding paragraph, hereafter constructed or moved on to the airport and having a total floor area of 1,000 square feet or more, regardless of height or occupant load shall have a complete operational manual and automatic fire alarm system in accordance with the requirements of this code.

Exceptions:

1. Open parking garages may use other approved means for fire department notification.

2. Temporary structures or buildings erected for less than 365 days when approved by the fire chief.

Amend Section 907.2.1.1 to read as follows:

[F] 907.2.1.1 System initiation in Group A occupancies with an occupant load of 1,000 or more. Activation of the fire alarm in Group A occupancies with an occupant load of 1,000 or more shall initiate a signal using an emergency voice/alarm communications system in accordance with NFPA 72.

Exceptions:

- 1 Where approved, the prerecorded announcement is allowed to be manually deactivated for a period of time, not to exceed 3 minutes, for the sole purpose of allowing a live voice announcement from an *approved, constantly attended location*.
- 2 Where approved by the code official in airport terminal buildings, and where the fire alarm is monitored directly by the Dallas/Fort Worth International Airport Board Department of Public Safety, the activation of the fire alarm notification signal shall be manually initiated by emergency responders.

Amend Section 907.2.13 as follows with the exceptions unchanged:

[F] 907.2.13 High-rise buildings. Buildings having floors used for human occupancy located more than 55 feet (16 764 mm) above the lowest level of fire department vehicle access shall be provided with an automatic smoke detection system in accordance with Section 907.2.13.1, a fire department communication system in accordance with Section 907.2.13.2 and an emergency voice/alarm communication system in accordance with Section 907.5.2.2.

Amend Section 907.4.2 by to read as follows:

[F] 907.4.2 Manual fire alarm boxes. Where a manual fire alarm system is required by another section of this code, it shall be activated by fire alarm boxes installed in accordance with Sections 907.4.2.1 through 907.4.2.5. Manual alarm actuating devices shall be an approved double action type.

Amend Section 907.4.2.1 to read as follows:

[F] 907.4.2.1 Location. Manual fire alarm boxes shall be located not more than 5 feet (1524 mm) from the entrance to each exit.

**SECTION 1003
GENERAL MEANS OF EGRESS**

Add Exception 4 under Section 1003.5 to read as follows:

At entrances to mechanical penthouses from roofed areas, the door sill elevation may be up to 8 inches (203 mm) above the elevation of the landing on either or both sides of the door.

**SECTION 1004
OCCUPANT LOAD**

Add Exception to Section 1004.3 to read as follows:

Exception:

Assembly occupancies within airport terminal buildings are not required to have the occupant load posted unless required by the Building Official.

**SECTION 1008
MEANS OF EGRESS ILLUMINATION**

Amend 1008.3.3 Item #5 to read:

5. Public Restrooms

**~~1008~~ 1010
DOORS, GATES, AND TURNSTILES**

Amend Section ~~1008.1.9.9~~ 1010.1.9.10 title and add second paragraph.

~~1008.1.9.9~~ 1010.1.9.10 Locking arrangements in correctional facilities and high security hallways in transportation terminals. In occupancies in Groups A-2, A-3,

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A-4, B, E, F, I-2, M and S within correctional and detention facilities, doors in *means of egress* serving rooms or spaces occupied by persons whose movement are controlled for security reasons shall be permitted to be locked when equipped with egress control devices which shall unlock manually and by at least one of the following means:

1. Activation of an *automatic sprinkler system* installed in accordance with Section 903.3.1.1;
2. Activation of an *approved manual alarm box*; or
3. A signal from a *constantly attended location*.

Doors providing access to high security hallways, ~~including, but limited to such as~~ employee access portals, within transportation terminals may be permitted to be locked when equipped with egress control devices which shall unlock manually and by at least one of the means listed above when approved by the building official and fire chief.

SECTION 1022 EXIT ENCLOSURES

~~Amend Section 1022.9 as follows:~~

~~**10.22.9 Smokeproof enclosures and pressurized stairways.** In buildings required to comply with Section 403 or 405, each of the *exit enclosures* serving a story with a floor surface located more than 55 feet (16 764 mm) above the lowest level of fire department vehicle access or more than 30 feet (9144 mm) below the finished floor of a level of *exit discharge* serving such stories shall be a *smokeproof enclosure* or *pressurized stairway* in accordance with Section 909.20.~~

Exception:

~~Fixed guideway train stations.~~

SECTION 1023 INTERIOR EXIT STAIRWAYS AND RAMPS

~~Amend Section 1023.11 by adding the following exception:~~

~~**Exception:** Fixed guideway train stations.~~

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SECTION ~~1024~~ 1025 LUMINOUS EGRESS PATH MARKINGS

Amend Section ~~1024.4~~ 1025.1 by adding Exception 2 as follows: ~~General, and add Exception #3.~~

~~1024.1 General. Approved luminous egress path markings delineating the exit path shall be provided in buildings of Groups A, B, E, I, M and R-1 having occupied floors located more than 55 feet (16 764mm) above the lowest level of fire department vehicle access in accordance with Sections 1024.1 through 1024.5.~~

Exceptions:

~~3.2.~~ Train platforms for fixed guideway transit systems in accordance with Section ~~412.9~~ 412.10.

CHAPTER 11 ACCESSIBILITY

Replace Chapter 11 as follows:

Spaces and elements of buildings and facilities shall be designed and constructed to standards consistent with the Texas Accessibility Standards as administered by the Texas Department of Licensing and Regulation, except for the following:

Unisex toilet rooms. Assembly areas shall be provided with one unisex toilet room for each instance where the total fixture count (water closets and urinals) in a set of men and women's toilet rooms exceeds 20 fixtures. In assembly areas of airport terminal buildings, one unisex toilet room shall be provided in each instance where the total fixture count (water closets and urinals) in a set of men and women's toilet rooms exceeds 6 fixtures. The unisex toilet room shall be located adjacent to the men and women's toilet rooms, which are used to determine that the unisex toilet room is required.

SECTION 3002 HOISTWAY ENCLOSURES

Amend Section 3002.4 to read as follows:

3002.4 Elevator car to accommodate ambulance stretcher. Where elevators are provided in buildings four or more *stories* above grade plane or four or more *stories* below *grade plane*, at least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such size and arrangement

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| to accommodate a 31- by 90-inch (788 mm by ~~2068- 2286~~ mm) ambulance stretcher in the horizontal open position and shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3 inches (76 mm) high and shall be placed inside on both sides of the hoistway door frame.

CHAPTER 35 REFERENCED STANDARDS

Amend the NFPA standard reference number for National Fire Alarm Code as follows:

NFPA

| Standard Reference Number ~~72-07~~ 2013 National Fire Alarm Code

ADOPTION OF APPENDIX CHAPTER H SIGNS

Appendix Chapter H – Signs is specifically adopted as part of the Building Code.

Amend Section H101.2 as follows:

H- 101.2 Signs exempt from permits. The following signs are exempt from the requirements to obtain a permit before erection:

1. Signs erected by transportation authorities.
2. The changing of movable parts of an approved sign that is designed for such changes, or the repainting or repositioning of display matter shall not be deemed an alteration.

PART THREE – FIRE CODE AMENDMENTS

SECTION 101 SCOPE AND GENERAL REQUIREMENTS

| Amend/Replace Section 101.1 to read as follows with the following:

| **101.1 Title.** The 2009-2015 International Fire Code as amended herein is the Fire Code of Dallas-Fort Worth International Airport. References to International Fire Code shall be construed to reference the Fire Code as adopted herein with its local amendments.

SECTION 102 APPLICABILITY

Amend Section 102.7 to read as follows:

| **102.7 Referenced codes and standards.** The codes and standards referenced in this code shall be those that are listed in Chapter 47- 80 and such codes and standards, when specifically adopted, shall be considered part of the requirements of this code to the prescribed extent of each such reference. Where differences occur between the provisions of this code and the referenced standards, the provisions of this code shall apply. Whenever amendments have been adopted to the referenced codes and standards, each reference to said code and standard shall be considered to reference the amendments as well.

SECTION 103 DEPARTMENT OF FIRE PREVENTION

Amend Section 103.1 as follows:

103.1 General. The department of fire prevention is established within the jurisdiction under the direction of the fire code official. The function of the department shall be the implementation, administration and enforcement of the provisions of this code. References to the department of fire prevention shall mean the Department of Public Safety, Fire Prevention and Planning Office.

SECTION 105 PERMITS

| Amend Section 105.6.~~6-7~~ to read as follows:

| ~~105.6.6-7~~ **Combustible dust-producing operations.** Combustible dust-producing operations, as defined in this code, shall be prohibited within the airport.

| Amend Section 105.6.~~48-19~~ to read as follows:

| ~~105.6.48-19~~ **Fruit and crop ripening.** Fruit and crop ripening operations using ethylene or other flammable gases shall be prohibited within the airport.

| Delete exception for *Recreational fires* in Section 105.6.~~3032~~.

| Amend Section 105.6.~~33-35~~ to read as follows:

| ~~105.6.33~~ **105.6.35 Organic coatings.** The manufacturing of organic coatings, as defined in this code, shall be prohibited within the airport.

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| Amend Section 105.6.~~37-39~~ as follows:

| ~~105.6.37~~ **105.6.39 Pyroxylin plastics.** An operational permit is required for storage or handling of any amount of cellulose nitrate (pyroxylin) plastics and for the assembly or manufacture of articles involving pyroxylin plastics.

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Add section 105.7.19 as follows:

105.7.19 **Electronic access control systems.** Construction permits are required for the installation or modification of an electronic access control system, as specified in Chapter 10. A separate construction permit is required for the installation or modification of a fire alarm system that may be connected to the access control system. Maintenance performed in accordance with this code is not considered a modification and does not require a permit.

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SECTION 107 MAINTENANCE

| Add a second paragraph under Section 107.2.~~2~~1 to read as follows:

Fees for re-inspections or for inspections outside of normal business hours shall be reimbursed as required by the fire chief in accordance with the DFW Airport Schedule of Charges, Development Charges.

SECTION 108 BOARD OF APPEALS

| Amend Section 108.1 to read as follows:

| **108** 108.1 **Board of appeals.** Refer to Part One, Construction and Fire Prevention Standards Resolution for Board of Appeals.

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SECTION 109 VIOLATIONS

| Amend Section 109.~~3~~4 to read as follows:

| ~~109.3~~ 109.4 **Violation penalties.** Refer to Part One, Construction and Fire Prevention Standards Resolution, Section 27, Penal Clause.

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SECTION 202 DEFINITIONS

Following the definition of **ACCESSIBLE ROUTE**, add the following definition:

ADDRESSABLE FIRE DETECTION SYSTEM. Any fire alarm system capable of providing identification of each individual alarm-initiating device. The identification shall be in clear English and shall identify the type and location of the device in alarm. The system shall have the ability of alarm verification.

Following the definition of **AMMONIUM NITRATE**, add the following definition:

ANALOG INTELLIGENT ADDRESSABLE FIRE DETECTION SYSTEM. Any system capable of calculating a change in value by directly measurable quantities (voltage, resistance, etc.) at the sensing point. The physical analog may be conducted at the sensing point or at the main control panel. The system shall be capable of compensating for long-term changes in sensor response while maintaining a constant sensitivity. The compensation shall have a preset point at which a detector

maintenance signal shall be transmitted to the control panel. The sensor shall remain capable of detecting and transmitting an alarm while in maintenance alert.

Following the definition of **HIGH PILED STORAGE AREA**, add the following definition:

Amend the definition of HIGH-PILED COMBUSTIBLE STORAGE by adding a second paragraph as follows:

Any building classified as a group S occupancy or Speculative building exceeding 12,000 sq.ft. that has a clear height in excess of 14 feet which permits storage in excess of 12 feet shall be considered high-piled storage.

Amend the definition of HIGH-RISE BUILDINGS as follows:

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HIGH-RISE BUILDINGS. Buildings with a floor used for human occupancy located more than 55 feet (16 764 mm) above the lowest level of fire department vehicle access.

Amend the definition of REPAIR GARAGE as follows:

REPAIR GARAGE. A building structure or portion thereof used for servicing or repairing motor vehicles. This definition shall also include garages involved in minor repair, modification and servicing of motor vehicles for items such as oil/lube changes, inspections, windshield repair or replacement, shocks, minor part replacement and other such minor repairs.

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Following the definition of **SELF-SERVICE MOTOR FUEL-DISPENSING FACILITY** add the following definition:

SELF-SERVICE STORAGE FACILITY. Real property designed and used for the purpose of renting or leasing individual storage spaces to customers for the purpose of storing and removing personal property on a self-service basis.

SECTION 307 OPEN BURNING, RECREATIONAL FIRES AND PORTABLE OUTDOOR FIREPLACES

Amend Section 307.4.1 to read as follows:

307.4.1 Bonfires. Bonfires shall be prohibited within the airport.

SECTION 404
FIRE SAFETY, EVACUATION AND LOCKDOWN PLANS

Amend Section 404.2.2 by adding the following:

4.10 Fire extinguishing system controls.

SECTION 501
GENERAL

Amend Section 501.4 to read as follows:

501.4 Timing of installation. When fire apparatus access roads or a water supply for fire protection is required for any structure or development, they shall be installed, tested and approved upon the completion of the foundation structure and prior to any additional construction taking place.

SECTION 503
FIRE APPARATUS ACCESS ROADS

Amend Section 503.2.1 to read as follows:

503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 22-24 feet (~~6706-7315~~ mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 14 feet (4267 mm).

Amend Section 503.2.2 to read as follows:

503.2.2 Authority. The fire code official shall have the authority to require an increase or decrease in the minimum access widths and vertical clearances where they are inadequate for fire or rescue operations.

Amend Section 503.2.3 to read as follows:

503.2.3 Surface. Fire apparatus roads shall be designed and maintained to support imposed loads of 80,000 lbs. for fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

Amend Section 503.3 to read as follows:

503.3 Marking. Striping, signs, or other markings, when approved by the fire code official, shall be provided for fire apparatus access roads to identify such roads or

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prohibit the obstruction thereof. Striping, signs and other markings shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

(1) Striping – Fire apparatus access roads shall be continuously marked by painted lines of red traffic paint six inches (6”) in width to show the boundaries of the lane. The words “NO PARKING FIRE LANE” or “FIRE LANE NO PARKING” shall appear in four inch (4”) white letters at 25 feet intervals on the red border markings along both sides of the fire lanes. Where a curb is available, the striping shall be on the vertical face of the curb.

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(2) Signs – Signs shall read “NO PARKING FIRE LANE” or “FIRE LANE NO PARKING” and shall be 12” wide and 18” high. Signs shall be painted on a white background with letters and borders in red, using not less than 2” lettering. Signs shall be permanently affixed to a stationary post and the bottom of the sign shall be six feet, six inches (6’6”) above finished grade. Signs shall be spaced not more than fifty feet (50’) apart along both sides of the fire lane. Signs may be installed on permanent buildings or walls or as approved by the Fire Chief.

Amend Section 503.4 to read as follows:

503.4 Obstruction of fire apparatus access roads. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and any area marked as a fire lane as described in Section 503.3 shall be maintained at all times.

SECTION 505 **PREMISES IDENTIFICATION**

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Amend Section 505.1 to read as follows:

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505.1 Address identification. New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 6 inches (152.4 mm) high with a minimum stroke width of 1/2 inch (12.7 mm). Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road, buildings do not immediately front a street, and/or the building cannot be viewed from the public way, a monument, pole or other sign with approved 6 inch (152.4 mm) height building numerals or addresses and 4 inch (101.6 mm) height suite/apartment numerals of a color contrasting with the background of the building or other approved means shall be used to identify the structure. Numerals or addresses shall be posted on a

minimum 20 inch (508 mm) by 30 inch (762 mm) background on border. Address identification shall be maintained.

SECTION 507 FIRE PROTECTION WATER SUPPLIES

Amend Section 507.4 to read as follows:

507.4 Water supply test date and information. The water supply test used for hydraulic calculation of fire protection systems shall be conducted in accordance with NFPA 291 “Recommended Practice for Fire Flow Testing and Marking of Hydrants” and within one year of sprinkler plan submittal. The *fire code official* shall be notified prior to the water supply test. Water supply tests shall be witnessed by the *fire code official*, as required. The exact location of the static/residual hydrant and the flow hydrant shall be indicated on the design drawings. All fire protection plan submittals shall be accompanied by a hard copy of the water flow test report, or as approved by the *fire code official*. The report must indicate the dominant water tank level at the time of the test and the maximum and minimum operating levels of the tank, as well, or identify applicable water supply fluctuation. The licensed contractor must then design the fire protection system based on this fluctuation information, as per the applicable referenced NFPA standard. Reference Section 903.3.5 for additional design requirements.

Replace Section 507.5.1 with the following:

507.5.1 Where required. The location, number and type of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public street or on the site to be protected or both as required by the fire chief. Fire hydrants shall be installed at intervals not to exceed 250 feet (76 200 mm) along new roadways, and at such locations that no part of a building exterior wall is in excess of a hose lay, 300 feet (91 440 mm) in length from the hydrant as measured along an approved route around the exterior of the building.

Amend Section 507.5.4 to read as follows:

507.5.4 Obstruction. Unobstructed access to fire hydrants shall be maintained at all times. Posts, fences, vehicles, growth, trash, storage and other materials or objects shall not be placed or kept near fire hydrants, fire department inlet connections or fire protection system control valves in a manner that would prevent such equipment or fire hydrants from being immediately discernible. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

SECTION 604
EMERGENCY AND STANDBY POWER SYSTEMS

Amend Section 604.1.2 to read as follows:

604.1.2 Installation. Emergency power systems and standby power systems shall be installed in accordance with the *International Building Code*, NFPA 70, NFPA 110 and NFPA 111. Existing installations shall be maintained in accordance with the original approval, except as specified in Chapter 11.

Add Section 604.1.9 as follows:

604.1.9 Critical Operations Power Systems (COPS). For Critical Operations Power Systems necessary to maintain continuous power supply to facilities or parts of facilities that require continuous operation for the reasons of public safety, emergency management, national security, or business continuity, see NFPA 70.

Amend Section 604.2 to read as follows:

604.2 Where required. Emergency and standby power systems shall be provided where required by Sections 604.2.1 through 604.2.24 or elsewhere identified in this code or any other referenced code.

Amend Section 604.2.4 to read as follows:

604.2.4 Group A occupancies. Emergency voice/alarm communications systems. Emergency power shall be provided for emergency voice/alarm communications systems in the following occupancies, or as specified elsewhere in this code, as required in Section 907.5.2.2.5. The system shall be capable of powering the required load for a duration of not less than 24 hours, as required in NFPA 72.

Covered and Open Malls, Section 907.2.20 and 914.2.3

Group A occupancies, Sections 907.2.1 and

907.5.2.2.4. Special Amusement buildings,

Section 907.2.12.3

High-rise buildings, Section 907.2.13

Atriums, Section 907.2.14

Deep Underground buildings, Section 907.2.19

Amend Section 604.2.15 to read as follows:

604.2.15 Smoke control systems. Standby power shall be provided for smoke control systems in the following occupancies, or as specified elsewhere in this code, as required in Section 909.11:

Covered mall building, *International Building Code*, Section 402.7

Atriums, *International Building Code*, Section 404.7

Underground buildings, *International Building Code*, Section 405.8

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Group I-3, International Building Code, Section 408.4.2
Stages, International Building Code, Section 410.3.7.2
Special Amusement buildings (as applicable to Group A's), International Building Code, Section 411.1
Smoke protected seating, Section 1029.6.2.1

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Add Sections 604.2.17 through 604.2.24 as follows:

604.2.17 Covered and open mall buildings. Emergency power shall be provided in accordance with Section 907.2.20 and 914.2.3.

604.2.18 Airport traffic control towers. A standby power system shall be provided in airport traffic control towers more than 65 ft. in height. Power shall be provided to the following equipment:

1. Pressurization equipment, mechanical equipment and lighting.
2. Elevator operating equipment.
3. Fire alarm and smoke detection systems.

604.2.19 Smoke proof enclosures and Stair Pressurization Alternative. Standby power shall be provided for smoke proof enclosures, stair pressurization alternative and associated automatic fire detection systems as required by the *International Building Code*, Section 909.20.6.2.

604.2.20 Elevator pressurization. Standby power shall be provided for elevator pressurization system as required by the *International Building Code*, Section 909.21.5.

604.2.21 Elimination of Smoke Dampers in Shaft Penetrations. Standby power shall be provided when eliminating the smoke dampers in ducts penetrating shafts in accordance with the *International Building Code*, Section 717.5.3, exception 2.3.

604.2.22 Common exhaust systems for clothes dryers. Standby power shall be provided for common exhaust systems for clothes dryers located in multistory structures in accordance with the *International Mechanical Code*, Section 504.10, item 7.

604.2.23 Hydrogen Cutoff Rooms. Standby power shall be provided for mechanical ventilation and gas detection systems of Hydrogen Cutoff Rooms in accordance with the *International Building Code*, Section 421.8.

604.2.24 Means of Egress Illumination in Existing Buildings. Emergency power shall be provided for *means of egress* illumination in accordance with Section 1104.5 when required by the fire code official. (90 minutes in I-2, 60 minutes elsewhere.)

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Add Section 604.8 as follows:

604.8 Energy time duration. Unless a time limit is specified by the fire code official, in this chapter or elsewhere in this code, or in any other referenced code or standard, the

emergency and standby power system shall be supplied with enough fuel or energy storage capacity for not less than 2-hour full-demand operation of the system.

Exception: Where the system is supplied with natural gas from a utility provider and is approved.

SECTION 609
COMMERCIAL KITCHEN HOODS

Amend Section 609.2 to read as follows:

609.2 Where required. A Type I hood shall be installed at or above all commercial cooking appliances and domestic cooking appliances used for commercial purposes that produce grease vapors, including but not limited to cooking equipment used in fixed, mobile, or temporary concessions, such as trucks, buses, trailers, pavilions, or any form of roofed enclosure, as required by the fire code official.

{Exception to remain}

SECTION 704
FLOOR OPENINGS AND SHAFTS

Amend Section 704.1 to read as follows:

704.1 Enclosure. Interior vertical shafts including, but not limited to, stairways, elevator hoistways, service and utility shafts, that connect two or more stories of a building shall be enclosed or protected in accordance with the codes in effect at the time of construction but, regardless of when constructed, not less than as required in Chapter 11. New floor openings in existing buildings shall comply with the *International Building Code*.

SECTION 901
GENERAL

Add Section 901.6.11 as follows:

901.6.1.1 Standpipe Testing. Building owners/managers must maintain and test standpipe systems as per NFPA 25 requirements. The following additional requirements shall be applied to the testing that is required every 5 years:

1. The piping between the Fire Department Connection (FDC) and the standpipe shall be backflushed when foreign material is present, and also

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hydrostatically tested for all FDC's on any type of standpipe system. Hydrostatic testing shall also be conducted in accordance with NFPA 25 requirements for the different types of standpipe systems.

2. For any manual (dry or wet) standpipe system not having an automatic water supply capable of flowing water through the standpipe, the tester shall connect hose from a fire hydrant or portable pumping system (as approved by the fire code official) to each FDC, and flow water through the standpipe system to the roof outlet to verify that each inlet connection functions properly. Confirm that there are no open hose valves prior to introducing water into a dry standpipe. There is no required pressure criteria at the outlet. Verify that check valves function properly and that there are no closed control valves on the system.
3. Any pressure relief, reducing, or control valves shall be tested in accordance with the requirements of NFPA 25. All hose valves shall be exercised.
4. If the FDC is not already provided with approved caps, the contractor shall install such caps for all FDC's as required by the fire code official.
5. Upon successful completion of standpipe test, place a blue tag (as per Texas Administrative Code, Fire Sprinkler Rules for Inspection, Test and Maintenance Service (ITM) Tag) at the bottom of each standpipe riser in the building. The tag shall be check-marked as "Fifth Year" for Type of ITM, and the note on the back of the tag shall read "5 Year Standpipe Test" at a minimum.
6. The procedures required by Texas Administrative Code Fire Sprinkler Rules with regard to Yellow Tags and Red Tags or any deficiencies noted during the testing, including the required notification of the local Authority Having Jurisdiction (fire code official) shall be followed.
7. Additionally, records of the testing shall be maintained by the owner and contractor, if applicable, as required by the State Rules mentioned above and NFPA 25.

Add Section 901.6.3 as follows:

901.6.3 False Alarms and Nuisance Alarms. False alarms and nuisance alarms shall not be given, signaled or transmitted or caused or permitted to be given, signaled or transmitted in any manner.

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Amend Section 901.7 to read as follows:

901.7 Systems out of service. Where a required fire protection system is out of service or in the event of an excessive number of activations, the fire department and the fire code official shall be notified immediately and, where required by the fire code official, the building shall either be evacuated or an approved fire watch shall be provided for all occupants left unprotected by the shut down until the fire protection system has been returned to service.

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SECTION 903 AUTOMATIC SPRINKLER SYSTEMS

Amend Section 903.1.1 to read as follows:

903.1.1 Alternative protection. Alternative automatic fire-extinguishing systems complying with Section 904 shall be permitted in addition to automatic sprinkler protection where recognized by the applicable standard, or as approved by the fire code official.

Amend Section 903.2.11.3 to read as follows:

903.2.11.3 Buildings more than 55 feet in height. An automatic sprinkler system shall be installed throughout buildings ~~with a floor level that have one or more stories~~ with an occupant load of 30 or more, other than penthouses in compliance with Section ~~4509-1510~~ of the Building Code, that is located more than 55 feet (16 764 mm) or more above the lowest level of fire department vehicle access, measured to the finished floor.

Exception:

Open parking structures in compliance with Section 406.5 of the International Building Code, having no other occupancies above the subject garage.

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Add Section 903.2.11.7 as follows:

903.2.11.7 High-piled combustible storage. For any building with a clear height exceeding 12 feet (4572 mm), see Chapter ~~23-32~~ to determine if those provisions apply.

Add Section 903.2.11.8 as follows:

903.2.11.8 Buildings with a floor area exceeding 4,000 square feet. An automatic sprinkler system shall be installed throughout all buildings with a building area exceeding 4,000 square feet. For the purpose of this provision, fire walls shall not define separate buildings.

Exception:

Open parking garages.

Add Section 903.2.11.9 as follows:

903.2.11.9 Self-service storage facilities. An approved automatic sprinkler system shall be installed throughout all self-storage facilities.

Amend Section 903.3.1.1.1 to read as follows:

903.3.1.1.1 Exempt locations. When approved by the *fire code official*, automatic sprinklers shall not be required in the following rooms or areas where it is damp, of fire- resistance-rated construction or contains electrical equipment.

1. Any room where the application of water, or flame and water, constitutes a serious life or fire hazard.
2. Any room or space where sprinklers are considered undesirable because of the nature of the contents, when approved by the code official.
3. Generator and transformer rooms, under the direct control of a public utility, separated from the remainder of the building by walls and floor/ceiling or roof/ceiling assemblies having a fire- resistance rating of not less than 2 hours.
4. Elevator machine rooms, machinery spaces, and hoistways, other than pits where such sprinklers would not necessitate shunt trip requirements under any circumstances.

SECTION 905
STANDPIPE SYSTEMS

Add Section 905.3.9 as follows:

905.3.9 Buildings exceeding 10,000 sq. ft. In buildings exceeding 10,000 square feet in area per story and where any portion of the building's interior area is more than 200 feet (60960 mm) of travel, vertically and horizontally, from the nearest point of

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fire department vehicle access, Class I automatic wet or manual wet standpipes shall be provided.

Exceptions:

1. Automatic dry and semi-automatic dry standpipes are allowed as provided for in NFPA 14.
2. R-2 occupancies of four stories or less in height having no interior corridors.

Amend Section 905.4 to read as follows:

905.4 Location of Class I standpipe hose connections. Class I standpipe hose connections shall be provided in all of the following locations:

1. In every required exit stairway, a hose connection shall be provided for each story above and below grade plane. Hose connections shall be located at an intermediate landing between stories, unless otherwise approved by the fire code official.
2. {No Change}
3. In every exit passageway, at the entrance from the exit passageway to other areas of a building.

Exception: Where floor areas adjacent to an exit passageway are reachable from an exit stairway hose connection by a 30-foot (9144 mm) hose stream from a nozzle attached to 100 feet (30 480 mm) of hose, a hose connection shall not be required at the horizontal exit.

4. {No Change}
5. Where the roof has a slope less than four units vertical in 12 units horizontal (33.3-percent slope), each standpipe shall be provided with a two-way a hose connection shall be located to serve the roof or at the highest landing of an exit stairway with stair access to the roof provided in accordance with Section 1011.12.
6. When required by this Chapter, standpipe connections shall be placed adjacent to all required exits to the structure and at two hundred feet (200') intervals along major corridors thereafter, or as otherwise approved by the fire code official.

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**SECTION 907
FIRE ALARM AND DETECTION SYSTEMS**

Add the following two paragraphs after the exceptions under Section 907.2.

All buildings or occupancies, occupied, operated, maintained or monitored by the Dallas-Fort Worth International Airport Board shall have a complete operational manual and automatic fire alarm system in accordance with this code. The system shall be designed and installed in accordance with the DFW Airport Design Criteria Manual and applicable standards.

All buildings, other than those described in the preceding paragraph, hereafter constructed or moved on to the airport and having a total floor area of 1,000 square feet or more, regardless of height or occupant load, shall have a complete operational manual and automatic fire alarm system in accordance with the occupancy requirements of this code.

Exceptions:

1. Open parking garages may use other approved means for fire department notification.
2. Temporary structures or buildings erected for less than 365 days when approved by the AHJ.

Amend Section 907.2.13, with exceptions remaining as is, to read as follows:

907.2.13 High-rise buildings. Buildings having floors used for human occupancy located more than 55 feet (16 764 mm) above the lowest level of fire department vehicle access shall be provided with an automatic smoke detection system in accordance with Section 907.2.13.1, a fire department communication system in accordance with Section 907.2.13.2 and an emergency voice/alarm communication system in accordance with Section 907.6.2.2.

Amend Section ~~907.5.2~~ 907.4.2 to read as follows:

~~907.5.2~~ 907.4.2 Manual fire alarm boxes. Where a Manual fire alarm system is required by another section of this code, it shall be activated by fire alarm boxes installed in accordance with sections ~~907.5.2.1~~ 907.4.2.1 through ~~907.5.2.5~~ 907.4.2.6. Manual alarm actuating devices shall be of an approved double action type.

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~~Amend Section 907.5.2.1 to read as follows:~~

~~**907.5.2.1 Location.** Manual fire alarm boxes shall be located not more than 5 feet (1524 mm) from the entrance to each exit.~~

Amend Section ~~907.6~~ 907.5 by adding Exception #2:

Exception:

- ~~Where notification systems are allowed elsewhere in Section 907 to annunciate at a constantly attended location. {No Change}.~~
- Where approved by the code official in airport terminal buildings, and where the fire alarm is monitored directly by the Dallas/Fort Worth International Airport Board, Department of Public Safety, the activation of the fire alarm notification signal shall be manually initiated by emergency responders.

SECTION 910 **SMOKE AND HEAT REMOVAL**

Add Section 901.2.3 as follows:

901.2.3 Group H. Buildings and portions thereof used as a Group H occupancy as follows:

- In occupancies classified as Group H-2 or H-3, any of which are more than 15,000 square feet (1394 sqm) in single floor area.

Exception: Buildings of noncombustible construction containing only noncombustible materials.

- In areas of buildings in Group H used for storing Class 2, 3 and 4 liquid and solid oxidizers, Class 1 and unclassified detonable organic peroxides, Class 3 and 4 unstable (reactive) materials, or Class 2 or 3 water-reactive materials as required for a high-hazard commodity classification.

Exception: Buildings of noncombustible construction containing only noncombustible materials.

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SECTION 913
FIRE PUMPS

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Add a second paragraph to Section 913.2.1 as follows:

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When located on the ground level at an exterior wall, the fire pump room shall be provided with an exterior fire department access door that is not less than 3 ft. in width and 6 ft. – 8 in. in height, regardless of any interior doors that are provided. A key box shall be provided at this door, as required by Section 506.1.

Exception: When it is necessary to locate the fire pump room on other levels or not at an exterior wall, the corridor leading to the fire pump room access from the exterior of the building shall be provided with equivalent fire resistance as that required for the pump room, or as approved by the *fire code official*. Access keys shall be provided in the key box as required by Section 506.1.

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SECTION 1003
GENERAL MEANS OF EGRESS

Amend Section 1003.5 by adding Exception #4 to read as follows:

4. At entrances to mechanical penthouses from roofed areas, the door sill elevation may be up to 8 inches (203 mm) above the elevation of the landing on either or both sides of the door.

SECTION 1004
OCCUPANT LOAD

Amend Section 1004.3 to read as follows:

[B] 1004.3 Posting of occupant load. Every room or space that is an assembly occupancy shall have the occupant load of the room or space posted in a conspicuous place, near the main exit or exit access doorway from the room or space. Posted signs shall be of an approved legible permanent design and shall be maintained by the owner or authorized agent. Assembly occupancies within airport terminal buildings are not required to have the occupant load posted unless required by the Building Official.

SECTION ~~4022~~ 1023
EXIT ENCLOSURES INTERIOR EXIT STAIRWAYS AND RAMPS

Amend Section ~~4022.9~~ 1023.11 as follows:

~~4022.9~~ 1023.11 **Smokeproof enclosures and Pressurized Stairways.** In buildings required to comply with Section 403 or 405 of the International Building Code, each of the exit enclosures serving a story with a floor surface located more than 55 feet (16 764 mm) above the lowest level of fire department vehicle access or more than 30 feet (9144 mm) below the finished floor of a level of exit discharge serving such stories shall be a smokeproof enclosure or pressurized stairway in accordance with Section 909.20 of the International Building Code.

Exception:

Fixed guideway train stations.

SECTION ~~2705~~ 5005
USE, DISPENSING AND HANDLING

Add a second paragraph under Section ~~2705.1.8~~ 5005.1.8 to read as follows:

Gas cabinets, exhaust enclosures and exhaust ducts with a cross sectional dimension of 10 inches (255 mm) or greater shall be internally sprinklered.

SECTION ~~3301~~
~~GENERAL~~

~~Amend Section 3301.1 as follows:~~

~~**3301.1 Scope.** The provisions of this chapter shall govern the possession, manufacture, storage, handling, sale and use of explosives, explosive materials, and small arms ammunition. The manufacture and sale of explosives, explosive materials, and small arms ammunition shall be prohibited within the airport.~~

Amend Section 3301.2.4 to read as follows:

~~**3301.2.4 Financial responsibility.** Before a permit is issued, as required by Section 3301.2, the applicant shall file with the jurisdiction a corporate surety bond in the principal sum of \$1,000,000 or a public liability insurance policy for the same amount, for the purpose of the payment of all damages to persons or property which arise from, or are caused by, the conduct of any act authorized by the permit upon which any judicial judgment results. The fire code official is authorized to specify a greater or lesser amount when, in his or her opinion, conditions at the location of use indicate a greater or lesser amount is required. Government entities shall be exempt from this bond requirement.~~

**SECTION 3406
SPECIAL OPERATIONS**

Add Section 3406.1.3.3 to read as follows:

~~**3406.3.1.3.3 Natural gas pipeline setback from buildings.** No building hereinafter erected shall be located within 50 feet (15 240 mm) of a natural gas gathering pipeline.~~

**SECTION 5704
STORAGE**

Add Section 5704.2.9.5.3 as follows:

5704.2.9.5.3 Combustible liquid storage tanks inside of buildings. The maximum aggregate allowable quantity limit shall be 3,000 gallons (11 356 L) of Class II or III combustible liquid for storage in protected aboveground tanks complying with Section 5704.2.9.7 when all of the following conditions are met:

1. The entire 3,000 gallon (11 356 L) quantity shall be stored in protected above-ground tanks;
2. The 3,000 gallon (11 356 L) capacity shall be permitted to be stored in a single tank or multiple smaller tanks;
3. The tanks shall be located in a room protected by an *automatic sprinkler system* complying with Section 903.3.1.1; and
4. Tanks shall be connected to fuel-burning equipment, including generators, utilizing an *approved* closed piping system.

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The quantity of combustible liquid stored in tanks complying with this section shall not be counted towards the maximum allowable quantity set forth in Table 5003.1.1(1), and such tanks shall not be required to be located in a control area. Such tanks shall not be located more than two stories below grade.

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SECTION 5706 **SPECIAL OPERATIONS**

Add Section 5706.3.1.3.3 to read as follows:

5706.3.1.3.3 Natural gas pipeline setback from buildings. No building hereinafter erected shall be located within 50 feet (15 240 mm) of a natural gas gathering pipeline.

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SECTION 3703 6003 **HIGHLY TOXIC AND TOXIC SOLIDS AND LIQUIDS**

Amend Section ~~3703.2.5~~ 6003.2.5 by adding an exception:

Exception:

Sprinklers are not required for certain water reactive materials when sprinklers would not be effective in controlling the fire.

CHAPTER 47 80 **REFERENCED STANDARDS**

Amend the NFPA standard reference number as follows:

Standard Reference Number 130-2014 – NFPA 130, Standard for Fixed Guideway Transit and Passenger Rail Systems

~~Standard Reference Number 13-10 – NFPA 13, Standard for the Installation of Sprinkler Systems, 2010 edition~~

~~Standard Reference Number 14-10 – NFPA 14, Standard for the Installation of Standpipe, Private Hydrants, and Hose Systems, 2010 edition~~

~~Standard Reference Number 72-10 – NFPA 72, National Fire Alarm and Signaling Code, 2010 Edition~~

ADOPTION OF APPENDIX CHAPTERS

The following appendix chapters are specifically adopted as part of the Fire Code.

Appendix B Fire Flow Requirements for Buildings (Except B105.3 – Water supply for buildings equipped with an automatic sprinkler system.

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Appendix C Fire Hydrant Locations and Distribution (Except hydrant spacing as required by Section 507.5.1.)

Appendix D Fire Apparatus Access Roads (except that minimum width of fire apparatus access roads shall be in accordance with Section 503.2.1 of the Fire Code)

Appendix G Cryogenic Fluids – Weight and Volume Equivalents

~~**Appendix J** Emergency Responder Radio Coverage~~

Appendix L Requirements for Fire Fighter Air Replenishment Systems.

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PART FOUR – ELECTRICAL CODE AMENDMENTS

ARTICLE 89 TITLE

Create Article 89 Title including the following sections:

89.1 Title. The ~~2008-2014~~ National Electrical Code (NFPA 70) as amended herein is the Electrical Code of Dallas-Fort Worth International Airport.

89.2 Creation of enforcement agency. The department of electrical inspection is hereby created and the official in charge thereof shall be known as the building official. The function of the department shall be to assist the building official in the administration and enforcement of the provisions of this code. References to the department of electrical inspection shall mean the Code Compliance Section of the ~~Airport Development and Engineering Department~~ Design, Code & Construction Department.

89.3 Schedule of permit fees. Refer to Part Two, Building Code Amendments, Section 109 for fees.

89.4 Penalties. Refer to Part One, Construction and Fire Prevention Standards Resolution, Section 27, Penal Clause.

89.5 Means of Appeal. Refer to Part One, Construction and Fire Prevention Standards Resolution for Board of Appeals.

PART FIVE - MECHANICAL CODE AMENDMENTS

SECTION 101 GENERAL

Replace Section 101.1 with the following:

101.1 Title. The ~~2009-2015~~ International Mechanical Code as amended herein is the Mechanical Code of Dallas-Fort Worth International Airport. References to the International Mechanical Code shall be construed to reference the Mechanical Code as adopted herein with its local amendments.

SECTION 103 DEPARTMENT OF MECHANICAL INSPECTION

Amend Section 103.1 as follows:

103.1 General. The department of mechanical inspection is hereby created and the executive official in charge thereof shall be known as the building official. References to the department of mechanical inspection shall mean the Code Compliance Section of the ~~Airport Development and Engineering Department~~ Design, Code & Construction Department.

SECTION 106 PERMITS

Replace Section 106.5.2 with the following:

106.5.2 Fee schedule. Refer to Part Two, Building Code Amendments, Section 109 for fees.

Replace Section 106.5.3 with the following:

106.5.3 Fee refunds. The building official is authorized to establish a refund policy.

**SECTION 108
VIOLATIONS**

Replace Section 108.4 with the following:

108.4 Violation penalties. Refer to Part One, Construction and Fire Prevention Standards Resolution, Section 27, Penal Clause.

**SECTION 109
MEANS OF APPEAL**

Replace Section 109 with the following reference:

Refer to Part One, Construction and Fire Prevention Standards Resolution for Board of Appeals.

PART SIX - PLUMBING CODE AMENDMENTS

SECTION 101 GENERAL

Replace Section 101.1 with the following:

101.1 Title. The ~~2009-2015~~ International Plumbing Code as amended herein is the Plumbing Code of Dallas-Fort Worth International Airport. References to the International Plumbing Code shall be construed to reference the Plumbing Code as adopted herein with its local amendments.

SECTION 103 DEPARTMENT OF PLUMBING INSPECTION

Amend Section 103.1 as follows:

103.1 General. The department of Plumbing inspection is hereby created and the executive official in charge thereof shall be known as the building official. References to the department of plumbing inspection shall mean the Code Compliance Section of the ~~Airport Development and Engineering Department~~ Design, Code & Construction Department.

SECTION 106 PERMITS

Replace Section 106.6.2 with the following:

106.6.2 Fee schedule. Refer to Part Two, Building Code Amendments, Section 109 for fees.

Replace Section 106.6.3 with the following:

106.6.3 Fee refunds. The building official is authorized to establish a refund policy.

SECTION 108 VIOLATIONS

Replace Section 108.4 with the following:

108.4 Violation penalties. Refer to Part One, Construction and Fire Prevention Standards Resolution, Section 27, Penal Clause.

**SECTION 109
MEANS OF APPEAL**

Replace Section 109 with the following reference:

Refer to Part One, Construction and Fire Prevention Standards Resolution for Board of Appeals.

**SECTION 312
TESTS AND INSPECTIONS**

Replace Section ~~312.9~~ 312.10 with the following reference:

312.9 312.10 Inspection and testing of backflow prevention assemblies. Backflow prevention assemblies shall be inspected and tested as required by Texas Administrative Code, Title 30, Part 1, Chapter 290 Public Drinking Water.

**TABLE 403.1
MINIMUM NUMBER OF REQUIRED PLUMBING FACILITIES**

Amend public assembly areas of passenger terminals in Table 403.1 as follows:

OCCUPANCY	WATER CLOSETS (Urinals see Section 419.2)		LAVATORIES	BATHTUBS/ SHOWERS	DRINKING FOUNTAINS (See Section 410.1)	OTHERS
	Male	Female				
Public assembly areas of passenger terminals and transportation facilities	1 per 100	1 per 100	1 per 200	---	1 per 1,000	1 service sink

**SECTION 404
ACCESSIBLE PLUMBING FACILITIES**

Replace Section 404 as follows:

Refer to Part One, Building Code Amendments, Chapter 11 for accessibility standards.

**SECTION 1106
SIZES OF CONDUCTORS, LEADERS AND STORM DRAINS**

Replace Section 1106.1 with the following:

1106.1 General. The size of the vertical conductors and leaders, building storm drains, building storm sewers and any horizontal branches of such drains or sewers shall be based on 5 inches per hour rainfall rate.

**SECTION ~~1108~~ 1109
COMBINED SANITARY AND STORM SYSTEM**

Delete Section ~~1108~~ 1109. Combined sanitary and storm sewer systems shall be prohibited within the airport.

PART SEVEN - FUEL GAS CODE AMENDMENTS

SECTION 101 GENERAL

Replace Section 101.1 with the following:

101.1 Title. The ~~2009-~~ 2015 International Fuel Gas Code as amended herein is the Fuel Gas Code of Dallas-Fort Worth International Airport. References to the International Fuel Gas Code shall be construed to reference the Fuel Gas Code as adopted herein with its local amendments.

SECTION 103 DEPARTMENT OF INSPECTION

Amend Section 103.1 to read as follows:

103.1 General. The Department of Inspection is hereby created and the executive official in charge thereof shall be known as the building official. References to the department of inspection shall mean the Code Compliance Section of the ~~Airport Development and Engineering Department~~ Design, Code & Construction Department.

SECTION 106 PERMITS

Replace Section 106.5.2 with the following::

106.5.2 Fee schedule. Refer to Part Two, Building Code Amendments, Section 109 for fees.

Replace Section 106.5.3 with the following::

106.5.3 Fee refunds. The building official is authorized to establish a refund policy.

**SECTION 108
VIOLATIONS**

Replace Section 108.4 with the following:

108.4 Violation penalties. Refer to Part One, Construction and Fire Prevention Standards Resolution, Section 27, Penal Clause.

**SECTION 109
MEANS OF APPEAL**

Replace Section 109 with the following reference:

Refer to Part One, Construction and Fire Prevention Standards Resolution for Board of Appeals.

**SECTION 202 (IFGC)
GENERAL DEFINITIONS**

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Following the definition of **BURNER**, add the following definition:

BUTT WELD JOINT. A welded pipe joint made with the ends of the two pipes butting each other.

Following the definition of **SLEEPING UNIT**, add the following definition:

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SOCKET WELD JOINT. A pipe attachment in which a pipe is inserted into a recessed area of a valve, fitting or flange, generally for small bore piping.

**SECTION 403
PIPING MATERIALS**

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Add section 403.10.1.1 as follows:

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403.10.1.1 Welding. All fuel gas piping 2 ½ inches and above in diameter shall be joined using a *butt weld joint*. All fuel gas piping ½ inch to 2 inches in diameter shall be joined using a *socket weld joint*. All pipe and fittings shall comply with ASME B 36.10, 10M.

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PART EIGHT - ENERGY CODE AMENDMENTS

SECTION C101 SCOPE AND GENERAL REQUIREMENTS

Replace Section C101.1 with the following:

C101.1 Title. The ~~2009-~~ 2015 International Energy Conservation Code as amended herein is the Energy Code of Dallas-Fort Worth International Airport. References to the International Energy Conservation Code shall be construed to reference the Energy Code as adopted herein with its local amendments.

Add Section C101.1.1 as follows:

C101.1.1 General. The building official is hereby authorized and directed to enforce the provisions of this code. The building official shall have the authority to render interpretations of this code and to adopt policies and procedures in order to clarify the application of its provisions. Such interpretations, policies and procedures shall be in compliance with the intent and purpose of this code.

~~Amend Section 101.4.3 Exception #2 and #5 as follows:~~

- ~~2. Glass only replacements in an existing sash and frame. Glass to include sash and/or frames may install glazing in accordance with Table 502.3 without bring the entire building into compliance with this code. Replacement of glass with sash and/or frames of up to 50% of the building and or space within an two year period may be replaced with a glazing system equal to, or better than what was originally installed.~~
- ~~5. Reroofing for roofs where neither the sheathing nor the insulation is exposed. Roofs without insulation in the cavity and where the sheathing or insulation is exposed during reroofing shall be insulated either above or below the sheathing to not less than the insulation values in the energy code adopted at the time of original construction or if no energy code had been adopted at the time of original construction insulation R-values shall be as specified in Table 502.1.2(1) without bring the entire building into compliance with this code.~~

~~Amend Section 101.4.5 to read as follows:~~

~~**101.4.5 Mixed occupancy.** Where a building includes both residential and commercial occupancies, each occupancy shall be separately considered.~~

~~Amend Section 101.5 to read as follows:~~

~~**101.5 Compliance.** Residential buildings shall meet the provisions of Texas Building Energy Performance Standards. Commercial buildings shall meet the provisions of Chapter 5.~~

SECTION 104 INSPECTIONS

~~Add Section 104.2.1 Inspections:~~

~~**104.2.1 Inspections.** The following inspections shall be required:~~

- ~~1. Insulation inspection – prior to cover, per energy code criteria.~~
- ~~2. Mechanical inspection – prior to cover, per energy code criteria.~~
- ~~3. Electrical inspection – prior to cover, per energy code criteria.~~
- ~~4. Final inspection – to include final lighting design, final mechanical design, and final envelope design, per energy code criteria.~~

SECTION 110 VIOLATION PENALTIES

Add Section C110 VIOLATION PENALTIES and C110.1 as follows:

SECTION C110 VIOLATION PENALTIES

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C110.1 Violation penalties. Refer to Part One, Construction and Fire Prevention Standards Resolution, Section 27, Penal Clause.

SECTION 202 GENERAL DEFINITIONS

Replace the definition of Code Official with the following:

CODE OFFICIAL. The building official is charged with the administration and enforcement of this code.

SECTION 502 BUILDING ENVELOPE REQUIREMENTS

Amend Section 502.2.1 to add exception after the last paragraph.

Exception: ~~Within S and F occupancies insulation is allowed on ceiling grid if all of the following conditions are met.~~

- ~~1. Where conditioned spaces are constructed within unconditioned buildings, and where the height of the uppermost ceiling of the conditioned space does not exceed three-fourths (3/4) the average height of the roof deck, the required roof insulation may be placed on the ceiling, including suspended ceiling with removable ceiling panels.~~
- ~~2. Attic spaces shall be separated by walls from adjacent warehouse spaces and shall be provided with a mechanical exhaust and supply air system to re-circulate air from the warehouse through the attic. The mechanical exhaust rate shall be not less than 0.02 cfm per square foot of attic area and shall be automatically controlled to operate when the relative humidity in the attic exceeds 60 percent or when the temperature is less than 40 degrees F.~~
- ~~3. Ceiling insulation shall extend over light fixtures serving conditioned spaces.~~
- ~~4. Recessed luminaires covered with ceiling insulation must be identified for contact with insulation (Type IC).~~

SECTION 505 ELECTRICAL POWER AND LIGHTING SYSTEMS

Amend Section 505.2.1 to read as follows with the exceptions to remain unchanged:

505.2.1 Interior lighting controls. ~~Each area enclosed by walls or floor-to-ceiling partitions shall have at least one manual control for the lighting serving that area. The required controls shall be located within the area served by the controls or be a remote switch that identifies the lights served and their status. Each control device shall control~~

~~a maximum of 2,500 square feet (232.26 square meters) of floor area for a space 10,000 square feet (929.03 square meters) or less and a maximum of 10,000 square feet (929.03 square meters) for a space greater than 10,000 square feet (929.03 square meters).~~

PART NINE – OIL AND GAS EXPLORATION AND PRODUCTION

SECTION 1 GENERAL INFORMATION

The Exploration, development and Production of Gas on the Airport property are activities which make necessary regulations to establish uniform limitations, safeguards and requirements for operations related to the Exploration, Drilling, developing, producing, transporting and storing of Gas and other substances produced in association with Gas within the Airport to protect the health, safety and general welfare of the public, minimize the potential impact to property, protect the quality of the environment and encourage the orderly production of available mineral, and gas resources.

SECTION 2 DEFINITIONS

The following words, terms and phrases, when used in this Part, shall have the meanings ascribed to them in this section:

Abandonment: means “abandonment” as defined by the Commission and includes the plugging of a Well and the restoration of the area used during the Production of a Well as required by this Part.

All-Weather Hard Surface: means a permanent surface that as a minimum is a base course constructed such that it meets the requirements of the Fire Code, is at least twenty two feet (22’) wide, has an overhead clearance of fourteen feet (14’), drains appropriately, remains water resistant, is free of litter, debris, weeds, grass or other objectionable materials or objects and is visibly dust free.

API: means the American Petroleum Institute.

Berm: means a mound of soil, either natural or man made, used to obstruct a view. The side slope shall not exceed a three-foot (3’) horizontal and a one-foot (1’) vertical slope.

Blowout Preventer: means a mechanical, hydraulic, pneumatic or other device or combination of such devices, including valves, fittings and control mechanisms connected therewith, which can be closed around the drill pipe, or other tubular goods which completely close the top of the casing and are designed for preventing blowouts.

Brackish Water: means flow back water used in the fracturing and re-fracturing process and other waste liquids produced in association with the production, treatment, processing or transportation of hydrocarbons.

Building: means any structure used or intended for supporting or sheltering any use or occupancy. Buildings with an occupant load of 3 or fewer in accordance with Table 1004.1.1 of the Building Code are not subject to the setback requirements of this Part.

Building Code: as defined in Part Two.

Building Official: as defined in Section 5, Part 1.

Closed Loop System: means a system utilized while Drilling so that reserve pits are not used and instead steel bins are used to collect all drilling waste.

Commission: means the Texas Railroad Commission and all state rules.

Completion: means the earlier of the date the work is completed for the Drilling, re-drilling or reworking of a Well and the crew involved in such activities is released or the date the rig is released.

Compliant well: means a well that is actively producing, actively used for injection or disposal, or has a valid Statewide Rule 14(b)(2) plugging extension.

Derrick: means any portable framework, tower, mast and/or structure, which is required or used in connection with Drilling or re-working a Well for the production of Gas.

Disposal Well: means a well drilled for the purpose of disposing of Brackish Water.

Drilling: means digging or boring a new Well for the purpose of exploring for, developing or producing Gas or for the purpose of injecting Gas, water or any other fluid or substance into the earth.

Drill Site: means the immediate area used during the Drilling, re-drilling or re-working of a Well.

Electrical Code: as defined in Part Four.

Emergency Response Plan: means a plan put in place to deal with emergency situations that may occur at the Drill Site and/or the Operation Site.

Energy Code: as defined in Part Eight.

Exploration: means geologic or geophysical activities, including seismic surveys, related to the search for Gas or other subsurface hydrocarbons.

FEMA: means the Federal Emergency Management Agency.

FIRM: means the Flood Insurance Rate Map.

Fire Chief: as defined in Section 5, Part 1

Fire Code: as defined in Part Three.

Fire Department: means the Fire Department of the Airport.

Frac Tank: means an enclosed steel tank used to hold Brackish Water.

Fracturing: means the injecting of a substance into a Well or formation so as to cause underground channels in hydro-carbon-bearing formations to open.

Fresh Water Fracing Pit: means a pond, open to the atmosphere, used to hold fresh water for Fracturing.

Fuel Gas Code: as defined in Part Seven.

Gas: means any fluid, either combustible or noncombustible, which is produced in a natural state from the earth and which maintains a gaseous or rarefied state at standard temperature and pressure conditions and/or the gaseous components or vapors occurring in or derived from petroleum or Gas.

Gas Well: means any Well drilled, to be drilled, or used for the intended or actual production of natural gas.

Inactive well: means a well that is compliant or noncompliant well that is not actively producing, injecting, or disposing.

Mechanical Code: as defined in Part Five.

Non-compliant well: means a well that has been shut-in for a period in excess of twelve (12) months, has not been plugged, and does not have a valid Statewide Rule 14(b)(2) extension.

Oil: means crude petroleum oil and other hydrocarbons regardless of gravity which are produced at the wellhead in liquid form and the liquid hydrocarbons known as distillate or condensate recovered or extracted from Gas, other than gas produced in association with oil and commonly known as casinghead gas.

Oil Well: means any Well drilled, to be drilled, or used for the intended or actual production of Oil.

Operation Site: means the area used for development and production and all operational activities associated with Gas after Drilling activities are complete.

Operator: means, for each Well, the person listed on the Commission's Form W-1 or Form P-4 for a Gas Well or Oil Well that is, or will be actually in charge and in control of Drilling, maintaining, operating, pumping or controlling any Well, including, without limitation, a unit operator.

Permit: means any written license granted by the Airport authorizing the Operator to undertake activity on the Airport.

Plumbing Code: as defined in Part Six.

Production: means the period between Completion of Drilling and the Abandonment of the Well.

Re-Drill: means the Drilling of a new Well located in essentially the same place as an earlier Well or the re-completion of an existing Well by deepening or sidetrack operations extending more than one hundred fifty feet (150') from the existing Well bore.

Re-working: means re-completion or re-entry of an existing Well within the existing bore hole or by deepening or sidetrack operations which do not extend more than one hundred fifty feet (150') from the existing well bore, or replacement of well liners or casings.

Statewide Rule 14(b) (2) extension: A Texas Railroad Commission administratively granted extension of one year to plug a well, if: the well is in compliance with all other laws and Railroad Commission rules; the well and associated facilities are not a pollution hazard; the operator's report is current and active; and the operator has, and upon request, provides evidence of a good faith claim to operate the well.

Street: means any street, highway, sidewalk, alley, or avenue that is open to public use or is in support of Airport operations.

SWPPP: means stormwater pollution prevention plan.

TCEQ: means the Texas Commission on Environmental Quality.

USEPA: means the United States Environmental Protection Agency.

Well: means any single hole or bore to any horizon, formation, or strata, for the purpose of producing Gas and/or Oil from the Airport.

SECTION 3 AIRPORT OVERSIGHT

The Building Official is charged with the administration and enforcement of this part. The Building Official and the Fire Chief shall have the authority to enter and inspect any Drill Site or Operation Site to determine compliance with this Resolution and all applicable laws, rules, regulations, standards or directives adopted by the Airport Board or State. Failure of any person to permit access to the Building Official or Fire Chief shall constitute a violation of this Resolution. Additionally, the Building Official or Fire Chief and other Airport officials shall have the authority to issue any orders or directives required to implement the intent and purpose of this Resolution and its provisions. The Building Official or Fire Chief shall have the authority to request and receive any records, including any records sent to the Commission, logs, reports and the like, relating to the status or condition of any Well necessary to establish and determine compliance with a Permit. Failure of any person to provide any such requested material shall be deemed a violation of this Resolution.

SECTION 4 OPERATOR'S AGENT

Every Operator shall designate an agent, who is a resident of the State of Texas, upon whom all orders and notices provided in this Resolution may be served in person or by registered or certified mail. Every Operator designating such agent shall within ten (10) days notify the Building Official in writing of any change in such agent or such mailing address unless operations within the Airport are discontinued. Failure to do so shall be deemed a violation of this Resolution.

SECTION 5 SEISMIC SURVEY PERMIT REQUIREMENTS

A Permit shall be required for all geophysical tests, including but not limited to seismic surveys. All applications for a Permit to conduct geophysical tests, including but not limited to seismic surveys, shall be submitted to the Building Official for approval. No geophysical tests shall begin prior to the issuance of a Permit from the Airport Board. A Permit application shall include, but is not limited to, the following information:

- (a) Operator/applicant name, phone number, fax number, physical address, and e-mail address.
- (b) Detailed mapping of location and extent of the proposed geophysical test.
- (c) Detailed explanation of the survey or testing method to be used.
- (d) Frequency and strength of all radio frequency (RF) signals.

- (e) Under no circumstances may explosive charges, including, but not limited to, the use of dynamite, be used in any way related to the preparation for and/or conducting of a geophysical test.

SECTION 6
GAS WELL AND DISPOSAL WELL PERMIT REQUIREMENTS

- (a) No person acting either for himself or acting as an agent, employee, independent contractor, or servant of any person shall drill any Well or Disposal Well, assist in any way in the site preparation, re-working, Fracturing or operation of any Well or Disposal Well or to conduct any activity related to the production of Gas without first obtaining a Permit issued by the Building Official in accordance with this Resolution. Such activities include, but are not limited to, initial site preparation, re-working, Drilling, operations, construction of rigs, Fresh Water Fracing Pit or tank batteries, Fracturing and pressurizing.
- (b) The Operator must apply for and obtain a Permit for the Drilling of each Well or Disposal Well. The Operator shall neither apply for nor obtain a “blanket” Permit for more than one (1) well. A Disposal Well permit will only be issued for disposal of Brackish Water from oil and gas exploration and production, treatment or transportation of hydrocarbons within the boundaries of Dallas/Fort Worth International Airport property. All Disposal Wells must deposit Brackish Water into the Ellenberger formation. Each new Well or Disposal Well established at the ground surface will be considered a new Well or Disposal Well as applicable.
- (c) An existing Permit shall not constitute authority for the re-entering and Drilling of a Well the subject of Abandonment. An Operator shall obtain a new Permit in accordance with the provisions of this Resolution if the Operator is re-entering and Drilling an abandoned Well.
- (d) When a Permit has been issued to the Operator for the Drilling, re-entering, activating or converting of a Well, such Permit shall constitute sufficient authority for Drilling, operation, production gathering or production maintenance, repair, re-working, testing, plugging and Abandonment of the Well and/or any other activity associated with mineral exploration at an Operation Site. An amended Permit shall be obtained before such Well may be modified for purposes of re-drilling, deepening or converting such Well to a depth or use other than that set forth in the then-current Permit for such Well.
- (e) Any person who intends to re-work a Well using a Drilling rig or to engage in Fracturing a Well after initial Completion shall give written notice to, and receive written approval from, the Building Official. The notice must identify where the activities will be conducted and must describe the activities in detail, including, but not limited to the duration of the activities and the time the activities will be conducted. The notice must also provide the address and twenty-four (24) hour telephone number of the person conducting the activities.

- (f) A Permit shall automatically terminate, unless extended, if Drilling is not commenced within one year from the date of the issuance of the Permit. A Permit may be extended by the Building Official upon written request by the Operator and proof that the regulatory standards of the requested Permit for such location have not changed.
- (g) Permits required by this Resolution are in addition to and are not in lieu of any permit, which may be required by any other governmental agency.
- (h) No Permit shall be issued for any Well to be drilled within the floodway identified by FEMA on the most current FIRM. Wells proposed in the floodplain outside of the floodway shall comply with the requirements of the Building Official.
- (i) No Permit shall be issued for any Well to be drilled that is not in compliance with this Resolution.
- (j) By acceptance of any Permit issued pursuant to this Resolution, the Operator expressly stipulates and agrees to be bound by and comply with the provisions of this Resolution. The terms of this Resolution shall be deemed to be incorporated in any Permit issued pursuant to this Resolution with the same force and effect as if this Resolution was set forth verbatim in such Permit.
- (k) Operator must provide to the Building Official, a copy of all H-5 and mechanical integrity tests required by the Commission.
- (l) All wells located at DFW Airport must be compliant with Texas Railroad Commission rules. Wells that have not been in operation for a year must be plugged and abandoned in accordance with Railroad Commission Statewide Rule 14(b) (2). This rule requires that plugging operations on each inactive well commence within one year after operations have ceased. Prior to abandonment, wells must be plugged consistent with Railroad Commission rules, with cement in a manner that will not allow movement of fluids into or between Underground Sources of Drinking Water (USDWs).

SECTION 7 PERMIT APPLICATION

- (a) Every application for a Permit issued pursuant to this Resolution shall be on forms required by the Building Official, shall include payment of the construction permit and plan review fees and shall be signed by the Operator, or some person duly authorized to sign on his behalf, and filed with the Building Official. The application shall include the following information:

- (1) The date of the application and type of Permit requested.
- (2) Map showing proposed transportation route and road(s) for equipment, chemicals or waste products used or produced under the Permit.
- (3) Proposed Well name and Well depth.
- (4) Name, telephone number, fax number, physical address of individual designated to receive notice, and, if possible, e-mail address.
- (5) Names and addresses of representatives or Operator's agent with supervisory authority over the Drill Site or Operation Site and a twenty-four (24) hour telephone number.
- (6) Location and description of all improvements and structures within eight hundred feet (800') of the Well. Such locations and descriptions shall be prepared by a Registered Professional Land Surveyor.
- (7) A site plan of the proposed Drill Site and Operation Site showing the location of all improvements and equipment, including the location of the proposed Well and other facilities including, but not limited to, Fresh Water Fracing Pit, Disposal Well, tanks, pipelines, compressors, separators and storage tanks or storage sheds. All site plans must include the following criteria:
 - a. Location of proposed Buildings and structures indicating sizes in square feet.
 - b. The location and intensity of exterior lighting fixtures.
 - c. The location of mechanical equipment.
 - d. Outside storage areas.
 - e. Curb cut locations.
 - f. Parking, loading, and maneuvering areas.
 - g. The location, materials and dimensions of screening improvements as required.
 - h. Waste disposal locations.
 - i. Streets immediately adjacent to the Operation Site.

- j. Drill Site and Operation Site plans shall be submitted on a sheet size of 24" x 36" minimum, or as approved by the Building Official.
 - k. Airport boundaries where applicable.
 - l. Date the drawing was prepared with name, address, and phone number of preparer.
 - m. North arrow, at a maximum scale of 1:50 immediately adjacent to the Drill Site or Operation Site.
 - n. Title Block identifying the Drill Site or Operation Site location.
 - o. Vicinity location map at 1" = 2000'.
 - p. Location of 100-year flood limits where applicable.
 - q. Texas NAD83 State Plane Coordinates for all four corners.
- (8) Copy of all reports and permits required by the Commission, specifically including a copy of the approved Commission Form W-1, H-5 and/or P-4.
 - (9) A description of public utilities required during Drilling and Production.
 - (10) A description of the water source to be used during Drilling.
 - (11) A copy of the Erosion Control Plan as required by the Airport Board.
 - (12) A copy of the determination by the TCEQ of the depth of useable quality ground water.
 - (13) A copy of the TCEQ permit.
 - (14) A statement, under oath, signed by the Operator or designated representative, that the information submitted with the application is, to the best knowledge and belief of the Operator or designated representative, true and correct.
 - (15) Three copies of a Hazardous Material Management Plan and additionally, all material safety data sheets for all hazardous materials that will be located, stored, transported and/or temporarily used on the Drill Site shall be provided to the Building Official.
 - (16) Three copies of the Hazardous Materials Inventory Statement.

- (17) Operator shall submit to the Building Official, for review and approval, an Emergency Response Plan establishing written procedures to minimize any hazard resulting from Drilling, Completion or producing of a Gas Well. Said plan shall use existing guidelines established by the Commission, TCEQ, Texas Department of Transportation, the Fire Code and/or the USEPA. A copy of the Emergency Response Plan shall be kept on site.
- (18) A map showing the location of all underground transmission pipelines.

SECTION 8 PERMITTING PROCEDURE

- (a) All Well Permit applications will be filed through the Building Official.
- (b) It is the responsibility of the Building Official to review and approve or disapprove all applications for Permits based on the criteria established by this Resolution.
- (c) After the filing of a completed application, payment of permit and plan review fees and remittance of all insurance and security per the requirements of this Resolution for a Permit, the Building Official will determine whether the Permit application shall be approved or denied.
- (d) The provisions of this Resolution shall apply to any application for a Permit that is filed with the Building Official.
- (e) If all the requirements of this Resolution are met, the Building Official shall issue a Permit for the activity for which the Permit application was made.
- (f) If the Building Official denies a Permit application, the Building Official shall notify the Operator in writing of such denial stating the reasons for the denial. The Operator may cure those conditions that caused the denial and resubmit the application to the Building Official for approval and issuance of the Permit.

SECTION 9 AMENDED GAS WELL PERMITS

- (a) An amended Permit may be issued for, but not limited to, the following changes in Drill Site or Operation Site activities:
- (1) Re-drilling;
 - (2) Deepening beyond one hundred fifty feet (150') of the permitted depth;
 - (3) Site access; and

- (4) Locations and/or quantities of equipment as determined by the Building Official;
- (b) Applications for amended Permits shall be in writing, shall be signed by the Operator, and shall include the following:
 - (1) A description of the proposed amendments;
 - (2) Any changes to the information submitted with the application for the existing Permit (if such information has not previously been provided to the Airport Board);
 - (3) Such additional information as is reasonably required by the Building Official to demonstrate compliance with the Permit;
 - (4) Such additional information as is reasonably required by the Building Official to prevent imminent destruction of property or injury to persons; and
 - (5) An amended site plan and plat indicating the new bottom-hole location.
- (c) All applications for amended Permits shall be filed with the Building Official for review. Incomplete applications may be returned to the applicant, in which case the Building Official shall provide a written explanation of the deficiencies.
- (d) If the activities proposed by the amendment are not materially different from the activities covered by the existing Permit then the Building Official shall approve or disapprove the amendment after the application is filed.
- (e) If the activities proposed by the amendment are materially different from the activities covered by the existing Permit, and do not create a risk of destruction of property or injury to persons, then the Building Official shall approve or disapprove the amendment. If, however, the activities proposed by the amendment are materially different and, in the judgment of the Building Official might create a risk of destruction of property or injury to persons that were not associated with the activities covered by the existing Permit or that were not otherwise taken into consideration by the existing Permit, the Building Official may require the amendment to be processed as a new Permit application.

**SECTION 10
SUSPENSION OR REVOCATION OF WELL PERMITS**

- (a) If an Operator (or its officers, employees, agents, contractors, or representatives) fails to comply with any requirement of a Permit (including any requirement incorporated by reference as part of the Permit), the Airport Board shall give written notice to the Operator specifying the nature of the failure and giving the Operator a reasonable time to cure, taking into consideration the nature and

extent of the failure, the extent of the efforts required to cure, and the potential impact on the health, safety, and welfare of the public. In no event, however, shall the cure period be less than ten (10) days unless the failure presents a risk of imminent danger to property or injury to persons or unless the failure involves the Operator's failure to provide periodic reports as required by this Resolution.

- (b) If the Operator fails to correct the noncompliance, the Airport Board may suspend or revoke the Permit pursuant to the provisions of this Resolution.
- (c) No person shall carry on any operations performed under the terms of a Permit issued under this Resolution during any period of any suspension or revocation of the Permit or pending a review of the decision or order of the Airport Board in suspending or revoking the Permit. Nothing contained herein shall be construed to prevent the necessary, diligent and bona fide efforts to cure and remedy the default or violation for which the suspension or revocation of the Permit was ordered for the safety of persons or as required by the Building Official or the Fire Chief.
- (d) If the Operator does not cure the noncompliance within the time specified in this Resolution, the Airport Board, upon written notice to the Operator, may notify the Commission and request that the Commission take any appropriate action.

SECTION 11 PERIODIC REPORTS

- (a) The Operator shall notify the Building Official of any changes to the following information within ten (10) days after the change occurs:
 - (1) The name, physical address, telephone number, and fax number of the Operator;
 - (2) The name, address, and telephone number of the person designated to receive notices from the Airport Board (which person must be a resident of Texas that can be served in person or by registered or certified mail); and
 - (3) The Operator's emergency action response plan (including "drive-to-maps" from rights-of-way to each Drill Site or Operation Site).
- (b) The Operator shall notify in writing the Building Official of any change to the name, address, and twenty-four (24) hour phone number of the person(s) with supervisory authority over Drilling or operations activities within one (1) business day.
- (c) The Operator shall provide a copy of any "incident reports" or written complaints submitted to the Commission and a copy to the Airport Board within thirty (30) days after the Operator has notice of the existence of such reports or complaints.

- (d) Beginning on December 31st after each Well is completed, and continuing on each December 31st thereafter until the Operator notifies the Building Official that there has been an Abandonment of the Well and the Operation Site is restored, the Operator shall submit a written report to the Building Official identifying any changes to the information that was included in the application for the applicable Permit that have not been previously reported to the Building Official.

SECTION 12
BOND, LETTERS OF CREDIT, INDEMNITY INSURANCE

- (a) *General requirements.* The Operator shall be required to:
- (1) Comply with the terms and conditions of this Resolution and the Permit issued hereunder.
 - (2) Promptly clear each Drill Site and Operation Site of all litter, trash, waste and other substances used, allowed, or occurring in the operations, and after Abandonment or Completion grade, level and restore such property to the same surface conditions as nearly as possible as existed before operations as determined by the Building Official.
 - (3) Promptly pay all fines, penalties and other assessments imposed due to breach of any terms of the Permit.
 - (4) Promptly restore to its former condition any property damaged by the Operator.
- (b) *Bond, irrevocable letter of credit.* Prior to the issuance of a Permit the Operator shall provide the Building Official with a security instrument in the form of a bond or an irrevocable letter of credit as follows:
- (1) *Bond.* A bond shall be executed by a reliable bonding or insurance institution authorized to do business in Texas, acceptable to the Airport Board. The bond shall become effective on or before the date the Permit is issued and shall remain in force and effect for at least a period of six (6) months after the expiration of the Permit term or until there has been an Abandonment of the Well and the Operation Site is restored, whichever occurs last. The Operator shall be listed as principal and the instrument shall run to the Airport Board, as obligee, and shall be conditioned that the Operator will comply with the terms and regulations of this Resolution and all other laws and regulations. The original bond shall be submitted to the Building Official.
 - (2) *Letter of Credit.* A letter of credit shall be issued by a reliable bank authorized to do business in Texas and shall become effective on or before

the date the Permit is issued. The letter of credit shall remain in force and effect for at least a period of six (6) months after the expiration of the Permit term or until there has been an Abandonment of the Well and the Drill Site or Operation Site is restored, whichever occurs last. The Airport Board shall be authorized to draw upon such letter of credit to recover any fines, penalties or costs to remedy assessed under this Resolution. Evidence of the execution of a letter of credit shall be submitted to the Building Official by submitting an original signed letter of credit from the banking institution.

- (3) The principal amount of any security instrument shall be fifty thousand dollars (\$50,000) for any single Well. After Completion of a Well, the Operator may submit a request to the Building Official to reduce the existing bond to ten thousand dollars (\$10,000) for the remainder of the time the Well produces without reworking. During reworking operations, the amount of the bond or letter of credit shall be maintained at fifty thousand dollars (\$50,000). If at any time after no less than a fifteen (15) day written notice to the Operator, the Airport Board shall deem any Operator's bond or letter of credit to be insufficient, it may require the Operator to increase the amount of the bond or letter of credit up to a maximum of two hundred fifty thousand dollars (\$250,000) per Well.
- (4) Whenever the Building Official finds that a default has occurred in the performance of any requirement or condition imposed by this Resolution, a written notice shall be given to the Operator. Such notice shall specify the work to be done, the estimated cost and the period of time deemed by the Building Official to be reasonably necessary for the completion of such work. After receipt of such notice, the Operator shall, within the time therein specified, either cause or require the work to be performed, or failing to do so, shall pay over to the Airport Board one hundred twenty-five percent (125%) of the estimated cost of doing the work as set forth in the notice. In no event, however, shall the cure period be less than thirty (30) days unless the failure presents a risk of imminent destruction of property or injury to persons or unless the failure involves the Operator's failure to provide periodic reports as required by this Resolution. The Airport Board shall be authorized to draw against any irrevocable letter of credit or bond to recover such amount due from the Operator. Upon receipt of such monies, the Airport Board shall proceed by such mode as deemed convenient to cause the required work to be performed and completed, but no liability shall be incurred other than for the expenditure of said sum in hand. In the event there has not been a proper Abandonment of the Well under the regulations of the Commission, such additional money may be demanded from the Operator as is necessary to properly plug and abandon the Well and restore the Drill Site or Operation Site in conformity with the regulations of this Resolution.

- (5) In the event the Operator does not cause the work to be performed and fails or refuses to pay over to the Airport Board the estimated cost of the work to be done as set forth in the notice, or the issuer of the security instrument refuses to honor any draft by the Airport Board against the applicable irrevocable letter of credit or bond, the Airport Board may proceed to obtain compliance and abate the default by way of civil action against the Operator, or by criminal action against the Operator, or by both such methods.
 - (6) When there has been a proper Abandonment of the Well or Wells covered by said irrevocable letters of credit or bond in conformity with all regulations of this Resolution, and in conformity with all regulations of the Commission and notice to that effect has been received by the Airport Board, or upon receipt of a satisfactory substitute, the irrevocable letter of credit or bond issued in compliance with these regulations shall be terminated and cancelled.
- (c) *Insurance.* The Operator must at all times maintain the specific coverages listed below.
- (1) Environmental pollution liability coverage. Operator shall purchase and maintain in force for the duration of the Permit, insurance for environmental pollution liability applicable to bodily injury; property damage, including loss of use of damaged property or of property that has not been physically injured or destroyed; cleanup costs; and defense, including costs and expenses incurred in the investigation, defense or settlement of claims; all in connection with any loss arising from the insured site. Coverage shall be maintained in an amount of at least one million dollars (\$1,000,000) per loss, with an annual aggregate of at least ten million dollars (\$10,000,000).
 - a. Coverage shall apply to sudden and accidental pollution conditions resulting from the escape or release of smoke, vapors, fumes, acids, alkalis, toxic chemicals, liquids or gases, waste material or other irritants, contaminants or pollutants.
 - b. The Operator shall maintain continuous coverage and shall purchase extended coverage period insurance when necessary. The extended coverage period insurance must provide that any retroactive date applicable to coverage under the policy precedes the effective date of the issuance of the Permit by the Building Official.
 - (2) Control of Well. The policy should cover the cost of controlling a Well that is out of control, re-drilling or restoration expenses, seepage and pollution damage as first party recovery for the Operator and related expenses, including, but not limited to, loss of equipment, experts and evacuation of residents, in the amount of five million dollars (\$5,000,000) per

occurrence/no aggregate, if available, otherwise an aggregate of ten million dollars (\$10,000,000). Five hundred thousand dollars (\$500,000) sub-limit endorsement may be added for damage to property for which the Operator has care, custody and control.

SECTION 13 SETBACK REQUIREMENTS

The following are minimum setbacks.

- (a) It shall be unlawful to drill, re-drill, deepen, re-enter, activate or convert any Well or Disposal Well, the center of which, at the surface of the ground, is located:
 - (1) Within six hundred feet (600') from any Building; or
 - (2) Within one hundred feet (100') from any Building accessory to, but not necessary to the operation of the well; or
 - (3) Within seventy-five feet (75') of any existing or planned right of way for street, highway or rail; or
 - (4) Within two hundred feet (200') of any existing potable water well.
- (b) Tank batteries, separators and compressors and their associated vents and flares shall be located at least three hundred feet (300') from any Street or Building not used in operations on the Drill Site or Operations Site, nor less than five hundred feet (500') from any flammable bulk storage facility.
- (c) Fresh Water Fracing Pits shall be located at least one hundred feet (100') from any Street or Building.
- (d) The measurement of all distances shall be calculated from the proposed Well bore, Disposal Well bore, tank battery, separator, compressor or Fresh Water Fracing Pit in a straight line, without regard to intervening structures or objects to the closest exterior point of the object listed in items (a) through (c) above. The above calculations shall be prepared by a Registered Professional Land Surveyor.
- (e) As to any public park, residence, religious institution, hospital building, school or other public building that is outside the boundaries of the Airport, the distances set out in subsections (a) through (c) of this section may not be reduced without both of the following:
 - (1) Written notarized waivers granted by all the surface owners must be filed, at the expense of the Operator, in the applicable county records. All

waivers must identify the property address, block and lot number, subdivision name and plat volume and page number.

- (2) With an approved variance obtained in accordance with procedures outlined under Section 20 of this Part.
- (f) As to any Building that is within the boundaries of the Airport, the distances set out in subsections (a) through (c) of this section may be reduced with an approved variance in accordance with procedures outlined under Section 20 of this Part but may not be reduced to less than that permitted by the Fire Code.

SECTION 14 ON SITE AND TECHNICAL REGULATIONS

- (a) Abandoned Wells. All Wells shall be plugged and abandoned in accordance with the rules of the Commission; however, all Well casings shall be cut and removed to a depth of at least three feet (3') below the surface. No Building shall be built over an abandoned Well. A well marker, with the well number displayed on it, must be welded to the top of the cut off well pipe.
- (b) Blowout prevention. In all cases, blowout prevention equipment shall be used on all wells being drilled, worked-over or in which tubing is being changed. Protection shall be provided to prevent blowout during petroleum or gas operations as required by and in conformance with the requirements of the Commission and the recommendations of the American Petroleum Institute. The Operator must equip all Drilling Wells with adequate blowout preventers, flow lines and valves commensurate with the working pressures involved as required by the Commission.

The ram-type blowout preventers, valves, and manifolds shall be pressure tested as follows:

- 1.) at the time of installation,
- 2.) whenever any seal subject to test pressure is broken,
- 3.) following related repairs and
- 4.) at 30 day intervals thereafter.

A period of more than thirty (30) days between blowout preventer tests may be allowed, with the Building Official's approval, when well operations prevent testing, provided the tests will be conducted as soon as possible before normal operations resume. The record of communications with the Building Official shall be entered in the driller's log.

During drilling and completion operations, the ram-type blowout preventers shall be tested by closing at least once each trip, and the annular-type preventer shall be tested by closing on drill pipe once each week. All of the

above described tests and/or drills shall be recorded in the drilling log and made available to the Building Official upon request.

- (c) Hazardous materials storage. All chemicals and/or hazardous materials shall be stored in such a manner as to prevent, contain, and facilitate rapid remediation and cleanup of any accidental spill, leak, or discharge of a hazardous material. Operator shall have all material safety data sheets for all hazardous materials on site. All applicable federal and state regulatory requirements for the proper labeling of containers shall be followed. All hazardous materials and/or special hazards at the Well sites shall be protected in accordance with National Fire Protection Association standards, and the Fire Code. Appropriate pollution prevention actions shall be required and include, but are not limited to, chemical and materials raised from the ground (e.g., wooden pallets), bulk storage, installation and maintenance of secondary containment systems, and protection from stormwater and weather elements.
- (d) The following requirements shall apply to all Fracturing operations performed on a Well:
 - (1) A watchperson shall be required at all times during such operations; and
 - (2) At no time shall the Well be allowed to flow or vent directly to the atmosphere without first directing the flow through separation equipment or into a portable tank.
- (e) Compliance. Operator shall comply at all times with all applicable federal, state and Airport Board requirements. In the event of any conflicts between the provisions of this Resolution, and the Commission rules and regulations, the more restrictive provision shall apply. Whenever necessary to protect health, safety or welfare, the Building Official or the Fire Chief may direct any Operator to locate, relocate, remove or replace any Well surface facilities located within a particular Operation Site.
- (f) Discharge. No person shall place, deposit, discharge, or cause or permit to be placed, deposited or discharged, any oil, naphtha, petroleum, asphalt, tar, hydrocarbon substances or any refuse including wastewater or brine from any gas operation or the contents of any container used in connection with any gas operation in, into, or upon any Streets, lots, storm drain, ditch or sewer, sanitary drain or any body of water or any property of the Airport.
- (g) Drill stem testing. All open hole formation or drill stem testing shall be done during daylight hours, with adequate advance notification thereof to the Building Official to enable him to be present during such testing. Drill stem tests may be conducted only if the Well effluent during the test is produced through an adequate gas separator to storage tanks and the effluent remaining

in the drill pipe at the time the tool is closed is flushed to the surface by circulating drilling fluid down the annulus and up the drill pipe.

- (h) Drip pans and other containment devices. All materials on location (liquids, semi-liquids and solids) and any tanks, containers, pumps, lubricating systems, engines, fuel and chemical storage tanks or systems containing such materials shall be provided with drips pans or other containment devices appropriate to the risks and hazards that those materials pose to workers, the public and the environment.
- (i) Dust, vibration, odors. All Drilling and production operations shall be conducted in such a manner as to minimize, so far as practicable, dust, vibration, or noxious odors, and shall be in accordance with the best accepted practices incident to Drilling for the production of Gas and other hydrocarbon substances. All equipment used shall be so constructed and operated so that, vibrations, dust, odor or other harmful or annoying substances or effect will be minimized by the operations carried on at any Drilling or production site or from anything incident thereto; nor shall the site or structures thereon be permitted to become dilapidated, unsightly or unsafe. Proven technological improvements as identified by the Building Official in industry standards of Drilling and production in this area may be adopted as they become available if capable of reducing dust, vibration and odor.
- (j) Electric lines. All electric lines to production facilities shall be located in a manner compatible to those already installed in the surrounding area.
- (k) Emergency Response Plan. Prior to the commencement of any Gas or other hydrocarbons site activities, Operator shall submit to the Building Official an Emergency Response Plan establishing written procedures to minimize any hazard resulting from Drilling, Completion or producing of a Gas Well. Said plan shall use existing guidelines established by the Commission, TCEQ, Texas Department of Transportation and/or the USEPA. The Emergency Response Plan shall be kept current with any additions, modifications, and/or amendments concerning all construction-related activities, natural gas operations and, and/or natural gas production. Those updates to the Plan which might materially impact the needs or actions of first responders or the DFW Airport Emergency Management Plan shall be submitted to the approved distribution list as soon as practical. A copy of the Emergency Response Plan shall be kept on site.
- (l) Explosives. Use of explosives within Airport property shall require an Operational Permit issued by the DFW Department of Public Safety Fire Prevention Office. Each use of explosives will be limited to down-hole activities during a single period of time, individual locations and use for jet perforation of wells or other technical applications such as pipe recovery, as described to, and approved by, the DFW DPS Fire Prevention Office prior to use.

- (m) Fire prevention; sources of ignition. Firefighting apparatus and supplies as approved by the Fire Department and required by any applicable federal, state, local law, or the Fire Code shall be provided by the Operator, at the Operator's cost, and shall be maintained on the Drill Site at all times. The Operator shall be responsible for the maintenance and upkeep of such equipment. At a minimum, the Operator shall provide at each Drill Site at least four portable fire extinguishers, the size, rating, distribution and maintenance of which shall be in accordance with the National Fire Protection Association Standard #10 and Standard #30. The Fire Department may require more fire extinguishers based on an evaluation of the hazards at the individual sites. Each Well shall be equipped with an automated valve that closes the Well in the event of an abnormal change in operating pressure. All wellheads shall contain an emergency shut off valve to the well distribution line. Lightning protection equipment shall be installed as required at every site in accordance with the National Fire Protection Association Standard 780. Tank battery facilities shall be equipped with a remote foam line and a lightning arrestor system.
- (n) Gas emission or burning restricted. No person shall allow, cause or permit Gas to be vented into the atmosphere or to be burned by open flame except as provided by law or as permitted by the Commission.
- (o) Grass, weeds, trash. Each Drill Site and Operation Site shall be kept clear of high grass, weeds, and combustible trash.
- (p) Lights. No person shall permit any lights located on any Drill Site or Operation Site to be directed in such a manner so that they shine directly on Streets or Buildings. To the extent practicable, and taking into account safety considerations, Drill Site and Operation Site lighting shall be directed downward and shielded so as to both prevent direct illumination of and minimize glare on Streets and Buildings within six hundred feet (600').
- (q) Muffling exhaust. Exhaust from any internal combustion engine, stationary or mounted on wheels, used in connection with the Drilling or for use on any production equipment shall not be discharged into the open air unless it is equipped with an exhaust muffler, or mufflers or an exhaust muffler box constructed of noncombustible materials sufficient to suppress noise and prevent the escape of noxious gases, fumes or ignited carbon or soot. All Fracturing operations shall be conducted during daylight hours unless the Operator has notified the Building Official that Fracturing will occur before or after daylight hours, and the Building Official has approved of such procedures.
- (r) Organic solvents. Organic solvents, such as trichloroethylene and carbon tetrachloride, shall not be used for cleaning any element, structure, or component of the Derrick, drilling rig, platform, and/or associated equipment,

tools, or pipes. To the maximum extent practicable, high flash point mineral spirits shall be used.

- (s) Pipe dope for thread protection. Lead-free pipe dope shall be substituted for API specified pipe dope.
- (t) Pits. All Drilling and Wells drilled shall utilize a Closed Loop System. Fresh Water Fracing Pits must be netted at all times to exclude access by waterfowl.
- (u) Private roads and Drill Sites. Prior to the commencement of any Drilling, all roads used for access to the Drill Site and the Operation Site itself shall be at least twenty-two feet (22') wide, have an overhead clearance of fourteen feet (14') and shall be an All-Weather Hard Surface and maintained in accordance with the Fire Code, and to be non-erodible . In particular cases these requirements governing surfacing of roads may be altered at the discretion of the Fire Chief after consideration of all circumstances including, but not limited to, the following: distances from Streets and Buildings; topographical features; nature of the soil; and exposure to wind. All access roads must be kept clean and unobstructed at all times.
- (v) Signs (Refer to Part 2 for sign permitting requirements).
 - (1) A sign shall be immediately and prominently displayed at the gate on the temporary and permanent site fencing erected pursuant to this Resolution. Such sign shall be of durable material, maintained in good condition and, unless otherwise required by the Commission, shall have a surface area of not less than sixteen (16) square feet with contrasting lettering not less than four inches (4") tall and shall be lettered with the following:
 - a. Location Name and Pad Name;
 - b. Name of Operator;
 - c. The emergency 911 number; and
 - d. 24 Hour telephone numbers of two (2) persons responsible for the Well who may be contacted in case of emergency.
 - (2) Permanent weatherproof signs reading "DANGER NO SMOKING ALLOWED" in both English and Spanish shall be posted immediately upon Completion at the Operation Site fencing at the entrance of each Operation Site and tank battery or in any other location approved or designated by the Fire Department. Sign lettering shall be four inches (4") in height and shall be red on a white background or white on a red background. Well and lease designation signage shall be posted in those

locations and sizes as required by the Commission in Rule 3.3 Identification of Properties, Wells, and Tanks.

- (w) Storage of equipment. On-site storage is prohibited on the Operation Site. No equipment shall be stored on the Drill Site or Operation Site, unless it is necessary to the everyday operation of the Well. Lumber, pipes, tubing and casing shall not be left on the Operation Site except when Drilling or Well servicing operations are being conducted on the Operation Site. No vehicle or item of machinery shall be parked or stored on any Street, or upon any Operation Site which constitutes a fire hazard or an obstruction to or interference with fighting or controlling fires except that equipment which is necessary for Drilling or production operations on the Drill Site or Operation Site. The Fire Department shall determine whether equipment constitutes a fire hazard.
- (x) Storage tanks. All tanks intended to contain hydrocarbons and permanent structures shall conform to the API specifications unless other or additional specifications are approved by the Fire Department. All tanks shall require a Fire Code permit and application must be made in accordance with the Fire Code. All storage tanks shall be equipped with a secondary containment system including lining with an impervious material. The secondary containment system shall be a minimum of one and one-half (1-1/2) times the contents of the largest tank in accordance with the Fire Code. Drip pots shall be provided at the pump out connection to contain the liquids from the storage tank. All tanks shall be set back pursuant to the standards of the Commission and the Fire Code. Each storage tank system shall be equipped with a level control device that will automatically activate a valve to close the Well in the event of excess liquid accumulation in the tank system. No meters, storage tanks, separation facilities, or other above ground facilities, other than the wellhead and flow lines, shall be placed in a floodway identified by FEMA on the most current FIRM. Meters, storage tanks, separation facilities, or other above ground facilities proposed in the floodplain shall be outside of the floodway and shall be subject to approval by the Building Official.
- (y) Swabbing, bailing and purging Wells. No person shall begin the operation of swabbing a Well without first complying with the provisions of this Section. In swabbing, bailing or purging a Well, all deleterious substances removed from the borehole shall be placed in appropriate tanks and no substances shall be permitted to pollute any surface or subsurface fresh water. No Well shall be swabbed before a device, commonly known as a lubricator, has been placed on the flow casing above all outlets or flow lines of the Well. The lubricator shall be not less in diameter than the flow casing and equipped with an adequate oil saver or stuffing box at the top. The total inside length of the lubricator shall be not less than five feet (5') more than the total length of swab and turn back on swab line. The lubricator shall have a nipple not less than two inches (2") in diameter nor more than four inches (4") in length, placed not

more than six inches (6") from the top of the flow line or lines between the gate valve on the flow lines and flow casings. The nipple shall be provided with a gate valve not less than two inches (2") in size. All equipment and parts of the lubricator shall be of a type designed and tested to withstand a pressure of 3,000 pounds per square inch. All pressure tests shall be by the hydrostatic method.

- (z) No refinery, processing, treating or absorption plant of any kind, shall be constructed, established or maintained within the Airport except as necessary to render gas into a quality suitable for delivery to third party pipelines. Natural gas fractionation will require a separate permit.
- (aa) Surface casing. Surface casing shall be in full compliance with the applicable rules and regulations of the Commission. Surface casing shall have a centralizer in the middle of the shoe joint, a centralizer on the top of the second joint of casing, and centralizers every fourth joint. Surface casing must be new pipe of API grade J or K or higher grade and have a minimum burst pressure rating of 2,900 psi. In the event a rupture, break or opening occurs in the surface or production casing, the Operator or drilling contractor shall promptly report the incident to the Building Official. Immediate action shall be taken to repair such casing and the Building Official shall be given the opportunity to witness the repairs.
- (bb) Valves. Each Well must have a shutoff valve to terminate the Well's production. The Fire Department shall have access to the Well site to enable it to close the shut-off valve in an emergency.
- (cc) Storage. Any permanent, temporary or portable tank, vessel, container, pit or impoundment used for storage of products, materials or wastes shall be selected and maintained to be fit for the purpose and capacity in which it will be used. Any such storage shall only be used for materials and wastes from oil and gas exploration and production activities within the boundaries of Dallas/Fort Worth Airport. All waste shall be disposed of in such time, place and manner as to comply with the air and water pollution control regulations of the Federal Government, the State, this Resolution and any other applicable requirement of the Airport Board.
- (dd) Watchperson. The Operator must keep a watchman or security personnel on site during the Drilling or re-working of a Well when other workers are not on the premises.
- (ee) Installation of pipelines on, under or across Airport property. The Operator shall apply to the Airport Board for a Permit to use the Airport for the purpose of constructing, laying, maintaining, operating, repairing, replacing and removing pipelines. Prior to installation, the owner of the pipeline shall submit to the Building Official the pipeline design criteria, including but not limited to,

operating pressures, pipeline gradient and elevation to sea level, location, pipe ASTM grade, and pipe wall thickness. Prior to and subsequent to installation of each segment of new or replacement pipeline, the pipe and pipeline must receive and pass on-site inspection of compliance with the design criteria and the process of installation. All new or replacement pipe or pipelines shall be covered and must be at least 48 inches below the existing ground level as verified and approved by the Building Official. Operator shall:

- (1) Not interfere with or damage existing water, sewer or gas lines or the facilities of public utilities located on, under or across a Street.
- (2) Furnish to the Building Official a site plan showing the location of such pipelines.
- (3) Design, construct, maintain and operate natural gas pipelines in accordance with 49 U.S.C. 60101, et seq.; 49 Code of Federal Regulations (CFR) Part 191, Transportation of Natural and Other Gas by Pipeline; Annual Reports, Incident Reports, and Safety-Related Condition Reports; 49 CFR Part 192, Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards; and 49 CFR Part 193, Liquefied Natural Gas Facilities: Federal Safety Standards.
- (4) Grade, level and restore such property to the same surface condition, as nearly as practicable, as existed prior to the laying of the pipeline.
- (5) If a pipeline becomes unsafe or is not properly maintained, or in the event a leak is detected, the Operator of the line shall immediately evaluate the leak or release and either shut in the pipeline or, as soon as possible, shall initiate repairs according to the procedure in section (oo) below.
- (6) As mandated by DOT requirements under CFR 192.701, each owner or operator of a gas pipeline for which a Permit is required under this Resolution shall have it surveyed at least twice each year with intervals not to exceed 7.5 months for the purpose of determining whether it is in safe condition and free from leaks, breaks or open spaces. The owner or operator shall provide a copy of the leakage survey report required under DOT CFR 192.706 supported by an affidavit by the person making the survey to the DFW Department of Public Safety Fire Prevention Office, within 30 days of completion of the survey. For failure to timely make the survey and report, or if the report discloses or it otherwise appears that any line is leaking, defective or unsafe, the pipeline shall be closed and shut-in until such time as the leak has been repaired, or a repair plan or report has been approved by the Building Official.
- (7) The location of all new or replacement pipe or pipelines shall be marked by the owner(s) thereof or by the person installing or operating the pipe or

pipeline. Marker signs shall be placed at all locations where pipe or pipelines cross property boundary lines and at each side of a Street which the pipe or pipeline crosses. The top of all marker signs shall be a minimum of four feet (4') above ground level, and the support post must be sufficient to support the marker sign and shall be painted yellow or such other color as may be approved by the Building Official. All marker signs shall comply with US Department of Transportation standards regarding size, shape, color, installation, positioning, maintenance and other related signage requirements. It is the joint and severable responsibility of the owner and the operator of any and all pipelines to maintain the markers in accordance with this Section.

- (ff) Streets. No Permit shall be issued for any Well to be drilled within any Street, and no Street shall be blocked, encumbered, or closed due to any Exploration, Drilling or production operations.
- (gg) Vehicle routes. Vehicles associated with Drilling and/or production in excess of three (3) tons shall be restricted to those arterials or routes designated by the Airport.
- (hh) Tank specifications for a Gas Well. All tanks and permanent structures shall conform to the API specifications unless other specifications are approved by the Airport Board. The top of the tanks shall be no higher than twelve feet (12') above the terrain surrounding the tanks.
- (ii) All Drilling, re-entry and operations at any Well shall be conducted using the best available technology. All casing, valves, Blowout Preventers, drilling fluids, tubing, bradenhead, Christmas tree and wellhead connections shall be of a type and quality consistent with sound engineering practices. The setting and cementing of casing and running of drill stem tests shall be performed in a manner consistent with the best available technology. All persons engaged in Drilling or production operations shall observe and follow the recommendations and regulations of the API and the Commission, except in those instances specifically addressed by this Resolution.
- (jj) Upon Completion of the Well, the Operator shall provide a copy of the Commission Completion Report W15, and certify by affidavit that the Well has been completed according to good engineering practices. The affidavit shall stipulate the number of sacks of cement, the class of cement, blended materials, weight of cement in pounds per gallon, cement displacement pressure, final pumping pressure and whether checkvalves held the pressure. Commencement and completion times of such operation shall be stipulated. The affidavit must be completed by a cementing service company and signed by both the Operator and the cementing service company.

- (kk) No person shall commence any operation to change the equipment of a Well for the purpose of cleaning, repairing or reconditioning any such Well, before notifying the Building Official that such operation is to be commenced. No person shall commence such operation unless he receives approval. The Building Official shall give approval for converting from natural to artificial production if it appears that the provisions of this Resolution have been and are being complied with.
- (ll) In no case shall Gas or air be transported through any pipeline at a working pressure in excess of 1,000 pounds. If it is necessary to use greater working pressure, a gas or air booster plant shall be installed not closer than 75 feet from the Derrick floor of a Well or tank battery and the compressor unit not less than 100 feet from the Derrick floor of the Well being served. In no event shall more than 1,500 pounds working pressure be used in flowing a Well by artificial means.
- (mm) All Gas gathering lines and pipelines on DFW Airport shall be designed, installed, tested and maintained in accordance with the most current version of 49CFR192 – Transportation of Natural or Other Gas by Pipeline: Minimum Federal Safety Standards. All permanent fresh water and Brackish water HDPE lines shall be tested to ASTM D-2837 following installation or repair.
- (nn) At each Well where air or gas lift is used, there shall be placed on the air or gas lift an indicating pressure gauge which shall show the working pressure of air or gas delivered to the Well at all times. All gauges installed on lines shall be tested and corrected every six (6) months.
- (oo) The Building Official shall inspect all pressure lines in use at any Well or at any project to ensure that tubing, fittings, equipment or connections are reasonably tight, safe and free from leaks. If it becomes necessary to change or remove any pipeline, the entire expense of change or removal shall be borne by the owner of the line requiring repair. Each leak noted shall be classified by a qualified person as to its risk to people and property based on the leak location, line use and content, line pressure, surrounding land use and other considerations. Each leak shall be classified upon discovery, and a repair schedule shall be developed to make repairs as soon as possible, but not to exceed one month. The leak shall be monitored regularly until repairs are made. All such repair plans shall be submitted to and approved by the Building Official.
- (pp) All pipelines, connections and fixtures installed or used for the purpose of gas transportation shall be operated and maintained in a safe manner at all times so as to prevent all leakage or escape of their contents.
- (qq) The Building Official shall have the authority to require the immediate shutting in or closing of any Well if he finds there exists, within a 100-foot radius of any Well, any Gas or gasoline vapor in a quantity sufficient to constitute, in his sole

judgment, or in the sole judgment of the Fire Chief, a fire hazard. The Well shall remain shut in or closed in until the hazard and its cause have been remedied.

- (rr) In the event of a fire or discovery of a fire, smoke, or unauthorized release of flammable or hazardous materials, the Operator shall immediately report such condition to the Fire Department.
- (ss) Every Disposal Well shall be constructed so as to seal the injection zone from the upper portion of the casing. Cement shall be circulated to the surface for injection zone casing. The annulus between the casings shall be filled with a non-corrosive fluid, then sealed and a 1/4-inch female fitting with cutoff valve shall be attached so that the pressure annulus may be measured by the Building Official by attaching a gauge with a 1/4-inch male fitting. The annulus between the production casing and the injection tubing shall be pressure tested to a pressure at least 250 psi greater than the injection pressure proposed for the Well. The Building Official shall be given the opportunity to witness and approve the pressure testing. A copy of all H-5 test reports must be provided to the Building Official. A pressure shall be maintained in the annulus sufficient to monitor the fluids in the annulus. Any significant deviation from the established pressure shall be cause to shut down the Well, and may result in cancellation of the operating Permit, until the established pressure can once again be maintained.
 - (1) The DFW Airport Permit for Disposal Well shall reflect the maximum injection pressure as permitted by the Commission. Exceeding this injection pressure shall be considered a violation of this Section.
 - (2) Injection lines for such wells shall be buried to a minimum depth of four feet (4'), and shall be pressure tested (static) annually at a minimum of 150 percent of the pressure normally encountered at the injection pump discharge for a period of hours to be fixed by the Building Official. The Building Official shall be notified in writing five (5) days in advance of such test and may supervise it. Test results shall be filed with the Building Official upon completion.
 - (3) Before performing any down-hole work on a Disposal Well, the Operator shall notify the Building Official at least five (5) days in advance of performing the work, or as soon as practical in the event of emergency repair work. The Building Official shall be given the opportunity to witness the installation of tubing and packer in the Disposal Well. The annulus between the injection tubing and the production casing shall then be pressure tested as required by Commission Rule 3.9.12 Testing. The Building Official shall be given the opportunity to witness the pressure testing of this annulus.

- (4) The Operator of the well shall submit to the Building Official all reports and notifications at the same frequency that such reports and notifications are required under TX RRC Rule 3.9 Disposal Wells, or its equivalent.

SECTION 15 SCREENING

- (a) Throughout the entire Exploration, Drilling, and production process there shall be screening improvements (fences, walls, Berms and landscaping) required during each phase of the process if the Drill Site or Operation Site is visible from a Building or Street, exclusive of construction roads, haul roads or access roads. Without regard to visibility, each Fresh Water Fracing Pit that is open to the atmosphere or surface shall be screened.
- (1) During Drilling. A temporary chain link fence with all-weather screening fabric at least six feet (6') in height shall be established around the entire Operation Site to obscure view of the Drilling activities. A secured entrance gate shall be required. All gates are to be kept locked when the Operator or his employees are not within the enclosure. A "Knox Padlock" or "Knox Box with a key" shall be provided to access the Well site to be used only in case of an emergency.
- (2) Completion through Abandonment (production phase). A painted architectural metal fence or other approved fencing and/or screening shall be required to enclose and visually screen the Well and all associated equipment. An earthen Berm may also be required. The masonry walls, Berms, and landscaping shall be in compliance with standard engineering and design practices and shall meet the following minimum requirements:
- a. The painted architectural fence or other approved fencing and/or screening material and design shall be generally compatible with the design of similar facilities, Building and structures on and/or adjacent to the site as approved by the Building Official; and
- b. Painted architectural fences shall be at least eight feet (8') in height.
- (3) Each Fresh Water Fracing Pit shall be surrounded by a temporary chain link fence with all-weather screening fabric at least six feet (6') in height. A secured entrance gate shall be required. All gates are to be kept locked when the Operator or his employees are not within the enclosure. A "Knox Padlock" or "Knox Box with a key" shall be provided to access the Well site to be used only in case of an emergency. If the Fresh Water Fracing Pit is open to the atmosphere or the surface, it shall be covered by netting sufficient to inhibit access to the pit by fowl.

- (b) Gate specifications. All temporary fences and masonry walls shall be equipped with at least one (1) gate. The gate shall meet the following specifications:
- (1) At least one gate shall be not less than twelve feet (12') wide and be composed of two (2) gates, each of which is not less than six feet (6') wide, or one (1) sliding gate not less than twelve feet (12') wide. If two (2) gates are used, gates shall latch and lock in the center of the span;
 - (2) The gates shall be of chain link construction, with all-weather screening fabric, that meets the applicable specifications, or of other approved material that, for safety reasons, shall be at least as secure as a chain link fence;
 - (3) The gates shall be provided with a combination catch and locking attachment device for a padlock, and shall be kept locked except when being used for access to the site; and
 - (4) Operator must provide the Fire Department with a "Knox Padlock" or "Knox Box with a key" to access the Well site to be used only in case of an emergency.

SECTION 16 CLEANUP AND MAINTENANCE

- (a) Cleanup after well servicing. After the Well has been completed or there has been an Abandonment, the Operator shall clean the Drill Site or Operation Site, complete restoration activities and repair all damage to property caused by such operations within sixty (60) days.
- (b) Clean-up after spills, leaks and malfunctions. After any spill, leak or malfunction, the Operator shall remove or cause to be removed to the satisfaction of the Fire Department and the Building Official all waste materials from any property affected by such spill, leak or malfunction. Clean-up operations must begin immediately. If the Operator fails to begin clean-up within twenty-four (24) hours, the Airport Board shall have the right to contact the Commission in order to facilitate the removal of all waste materials from the property affected by such spill, leak or malfunction.
- (c) Painting. All production equipment shall be painted and maintained at all times, including wellheads, pumping units, tanks, and Buildings. When requiring painting of such facilities, the Building Official shall consider the deterioration of the quality of the material of which such facility or structure is constructed, the degree of rust, and its appearance. Paint shall be non-reflective and of a neutral color, compatible with surrounding uses. Neutral colors shall include sand, gray and unobtrusive shades of green, blue and brown, or other neutral colors approved by the Building Official.

- (d) Blowouts. In the event of the loss of control of any Well, Operator shall immediately take all reasonable steps to regain control regardless of any other provision of this Resolution and shall notify the Building Official and Fire Chief as soon as practicable. If in the opinion of the Building Official or the Fire Chief, a danger to persons and/or property exists because of such loss of Well control and that the Operator is not taking or is unable to take all reasonable and necessary steps to regain control of such Well, the Building Official may then employ any well control expert or experts or other contractors or suppliers of special services, or may incur any other expenses for labor and material which the Building Official deems necessary to regain control of such Well. The Airport Board shall then have a valid lien against the interest in the Well of all working interest owners to secure payment of any expenditure made by the Airport Board pursuant to such action of the Building Official in gaining control of said Well.

**SECTION 17
PLUGGED AND ABANDONED WELLS**

- (a) Surface requirements for the Abandonment of a Well. Whenever Abandonment occurs pursuant to the requirements of the Commission, the Operator shall be responsible for the restoration of the Well site to its original condition as nearly as practicable, in conformity with the regulation of this Resolution.
- (b) Abandonment shall be approved by the Building Official after restoration of the Drill Site and/or Operation Site has been accomplished in conformity with the following requirements at the discretion of the Building Official:
- (1) The Derrick and all appurtenant equipment thereto shall be removed from the site;
 - (2) All tanks, towers, and other surface installations shall be removed from the site;
 - (3) All concrete foundations, piping, wood, guy anchors and other foreign materials regardless of depth, except surface casing, shall be removed from the site, unless otherwise directed by the Commission;
 - (4) If any soil was contaminated, it shall be removed in accordance with local, State and Federal regulations;
 - (5) All holes and depressions shall be filled to grade with clean, compactable soil;
 - (6) All waste, refuse or waste material shall be removed; and

- (7) During Abandonment, Operator shall comply with all applicable sections in this Resolution.
- (c) Abandoned Well requirement. The Operator shall furnish the following to the Building Official:
- (1) A copy of the approval of the Commission confirming compliance with all Abandonment proceedings under state law; and
 - (2) A notice of intention to abandon under the provisions of this Section and stating the date such work will be commenced. Abandonment may then be commenced on or subsequent to the date so stated.
- (d) Abandonment requirements prior to new construction. A Well Site or Drill Site where there has been an Abandonment shall meet the most current Abandonment requirements of the Commission prior to the issuance of any Permit for development of the property. No structure shall be built over an abandoned Well.
- (e) The Operator can only abandon a Well if the Building Official has reviewed and approved the Abandonment.

SECTION 18 TECHNICAL ADVISOR

The Airport Board may from time to time employ a technical advisor or advisors who are experienced and educated in the gas industry or the law as it pertains to gas matters. The function of such advisor(s) shall be to advise, counsel or represent the Airport Board on such matters relating to gas operations within the Airport as the Airport Board may want or require and the effect thereof, both present and future, on the health, welfare, comfort and safety of the public. In the event such technical advisor(s) is (are) employed for the purpose of advising, counseling or representing the Airport Board relative to an Operator's unique and particular set of circumstances, case or request relating to this Resolution, then the cost for such services of such technical advisor(s) shall be assessed against and paid for by such Operator in addition to any fees or charges assessed pursuant to this Resolution. Prior to the employment of a technical advisor, the Airport Board shall inform the Operator of the intended scope of work and the estimated costs and expenses.

SECTION 19 MEANS OF APPEAL

Refer to Part One, Construction and Fire Prevention Standards Resolution for Board of Appeals.

SECTION 20
VARIANCE RESOLUTION COMMITTEE

The Airport Board hereby establishes a Variance Resolution Committee for Gas Exploration and Production, hereinafter referred to as the Variance Resolution Committee, for the purpose of considering variances to the requirements of Part Nine. The Variance Resolution Committee shall consist of the following Airport staff positions:

Vice President, Commercial Development or successor department
Vice President, Department of Public Safety or successor department
Vice President, Finance or successor department
Vice President, Operations or successor department
Vice President, Planning or successor department

- (a) An Applicant for a Permit required by this Part may apply for a variance from the requirements of this Part by submitting to the Building Official a written request for variance. The request must include the following:
- (1) Description of the requested variance and an explanation of why it should be granted;
 - (2) Description of alternatives considered and why each is not the preferred alternative;
 - (3) Description of the economic consequences if the variance is not granted; and
 - (4) Description of how the level of health, safety and welfare of the public will be maintained if the variance is granted.
- (b) The Building Official shall forward copies of the variance request to the Variance Resolution Committee members. On a case-by-case basis, the Variance Resolution Committee shall consider the following in granting a variance:
- (1) Whether the operations proposed are safe and reasonable under the circumstances and conditions prevailing in the area, considering the particular location and the character of the improvements located there;
 - (2) How the operations proposed compare to available alternatives;
 - (3) Whether the operations proposed would conflict with the orderly growth and development of the Airport;
 - (4) The economic consequence if the variance is not granted;

- (5) Whether the operations proposed adequately protect the health, safety and welfare of the public; and
 - (6) Whether the operations proposed provide acceptable access for fire personnel and fire fighting equipment.
- (c) Approval of a variance requires that a minimum of three Variance Resolution Committee members vote in favor of the approval. The Variance Resolution Committee shall notify the Airport tenants affected by any request for variance and allow them to address the request in writing within twenty (20) days of the notice. Only variances that would result in a setback distance between any Well or Disposal Well and a Building to less than the minimum setback outlined in Section 13 of this Part will be deemed to affect an Airport tenant.

The Variance Resolution Committee shall not be required to hold public hearings, except upon request of two Committee members. The Variance Resolution Committee shall notify the Airport Board in writing of each variance request at least twenty (20) days prior to the granting of such variance. Upon request of two voting Airport Board members, a variance shall be placed on a public meeting agenda of the Airport Board. The Variance Resolution Committee shall not thereafter grant the variance request without consent of the Airport Board.

The details of each action granting or denying the requested variance shall be recorded and entered in the files of the Office of the Building Official, and the Building Official shall forward a letter to the Applicant stating whether the Variance Resolution Committee has approved or denied the variance request and listing any conditions placed upon an approval. The Variance Resolution Committee shall report each such action to the Airport Board on at least a quarterly basis.

SECTION 21 SEVERABILITY CLAUSE

It is the intention of the Airport that the phrases, clauses, sentences, paragraphs and sections of this Resolution are severable, and if any phrase, clause, sentence, paragraph or section of this Resolution shall be declared unconstitutional or unenforceable by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality or unenforceability shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Resolution.

KEY FOCUS AREA: Economic Vibrancy

AGENDA DATE: February 10, 2016

COUNCIL DISTRICT(S): 1, 2, 3, 7, 9, 10, 11, 13

DEPARTMENT: Trinity Watershed Management
Water Utilities

CMO: Mark McDaniel, 670-3256

MAPSCO: 16L 26E, Y 27F, K 28S, Y 34Q, 36R, 38A, J, 44Y 47D 53
C, K, 63A, B, H, U 64N

SUBJECT

Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached) - Not to exceed \$990,043 - Financing: 2012 Bond Funds (\$664,496), General Obligation Commercial Paper Funds (\$87,375) and Water Utilities Capital Construction Funds (\$238,172)

BACKGROUND

This action will authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects. These projects were funded in the 2012 Bond Program.

Erosion control improvement projects will include the installation of gabion walls, retaining walls, gabion mattresses, slope and channel improvements to protect structures and minimize creek bank erosion along various creeks throughout the city.

Following are the locations, design cost, and the selected consulting firm for each project. The consulting firms were selected following a qualifications-based selection process in accordance with the City of Dallas AD 4-5 procurement guidelines.

<u>Location</u>	<u>Council District</u>	<u>Firm</u>	<u>Amount</u>
<u>Group 2</u>		Huitt-Zollars, Inc.	
7832 & 7920 Royal Lane	11		\$96,255.00
6121, 6123, 6125, 6127			
6139 6141 Summer Creek Circle	13		\$91,741.00

BACKGROUND (Continued)

<u>Location</u>	<u>Council District</u>	<u>Firm</u>	<u>Amount</u>
<u>Group 5</u>			
8444 Spring Valley	11	Urban Engineers Group, Inc.	\$51,117.00
9750 Royal Lane	10		\$51,022.00
8201 Fair Oaks Crossing	10		\$42,632.00
7920 Skillman	10		\$76,775.50
<u>Group 6</u>			
9233 Church Road	10	GWC Engineering, LP	\$24,230.54
11825 Sunland Street	9		\$19,767.79
1251 Tranquilla Dr.	9		\$21,513.04
6607, 6615 , 6621 Mercedes	9		\$32,956.02
8668 and 8656 Langdale Circle	10		\$45,944.11
10741 N. Lanett Circle	10		\$32,035.87
Dixon Branch at Easton Road	9		\$35,493.54
<u>Group 8</u>			
3435 Clarendon	1	Walter P. Moore & Associates	\$26,868.00
5910 Cedar Springs	2		\$33,168.00
3431 Kiesthill Drive	3		\$28,954.00
705 W Colorado	1		\$19,943.00
3721 Blue Ridge	3		\$27,653.00
2488 Wild Oak	7		\$29,743.00
445 Cavender	1		\$20,163.00
<u>Group 10</u>			
3817 S Hampton Rd	3	HDR Engineering Inc.	\$51,102.20
5410, 5416, 5810 and 5816 Caracas (Formerly Caracas 5410 and 5416)	3		\$39,546.61
2733 Bainbridge	3		\$18,016.68
2729 Blackstone	3		\$25,288.08
2745 Blackstone	3		\$24,886.08
2709 Blackstone	3		\$23,227.52

ESTIMATED SCHEDULE OF PROJECT

<u>Erosion Control Improvement</u>	<u>Begin Design</u>	<u>Complete Design</u>
<u>Group 2</u>		
7832 & 7920 Royal Lane	March 2016	September 2016
6121, 6123, 6125, 6127, 6139 & 6141 Summer Creek Circle	March 2016	September 2016

ESTIMATED SCHEDULE OF PROJECT (Continued)

<u>Erosion Control Improvement Projects</u>	<u>Begin Design</u>	<u>Complete Design</u>
<u>Group 5</u>		
8444 Spring Valley	March 2016	September 2016
9750 Royal Lane	March 2016	September 2016
8201 Fair Oaks Crossing	March 2016	September 2016
7920 Skillman	March 2016	September 2016
<u>Group 6</u>		
9233 Church Road	March 2016	September 2016
11825 Sunland Street	March 2016	September 2016
1251 Tranquilla Dr.	March 2016	September 2016
6607, 6615, 6621 Mercedes	March 2016	September 2016
8668 and 8656 Langdale Circle	March 2016	September 2016
10741 N. Lanett Circle	March 2016	September 2016
Dixon Branch at Easton Road	March 2016	September 2016
<u>Group 8</u>		
3435 Clarendon	March 2016	September 2016
5910 Cedar Springs	March 2016	September 2016
3431 Kiesthill Drive	March 2016	September 2016
705 W Colorado	March 2016	September 2016
3721 Blue Ridge	March 2016	September 2016
2488 Wild Oak	March 2016	September 2016
445 Cavender	March 2016	September 2016
<u>Group 10</u>		
3817 S Hampton Rd	March 2016	September 2016
5810, 5816 Caracas	March 2016	September 2016
2733 Bainbridge	March 2016	September 2016
2729 Blackstone	March 2016	September 2016
2745 Blackstone	March 2016	September 2016
2709 Blackstone	March 2016	September 2016

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Information about this item will be briefed to the Transportation and Trinity River Project Committee on February 8, 2016.

FISCAL INFORMATION

2012 Bond Funds - \$664,495.58

2012 Bond Program (General Obligation Commercial Paper Funds) - \$87,375.00

Water Utilities Capital Construction Funds - \$238,172.00

<u>Council District</u>	<u>Amount</u>
1	\$ 66,974.00
2	\$ 33,168.00
3	\$238,674.17
7	\$ 29,743.00
9	\$109,730.39
10	\$272,640.02
11	\$147,372.00
13	<u>\$ 91,741.00</u>

Total Cost \$990,042.58

Erosion Control Improvement Projects

Group 2

Design (TWM)	\$138,400.00
Design (DWU)	\$ 49,596.00
Construction	<u>\$779,471.00</u>
Total Project Cost	\$967,467.00 (est.)

Group 5

Design (TWM)	\$ 169,958.50
Design (DWU)	\$ 51,588.00
Construction	<u>\$1,008,997.00</u>
Total Project Cost	\$1,230,543.50 (est.)

Group 6

Design (TWM)	\$ 163,304.91
Design (DWU)	\$ 48,636.00
Construction	<u>\$ 873,866.58</u>
Total Project Cost	\$1,085,807.49 (est.)

FISCAL INFORMATION (Continued)

Group 8

Design (TWM)	\$141,840.00
Design (DWU)	\$ 44,652.00
Construction	<u>\$786,020.15</u>
Total Project Cost	\$972,512.15 (est.)

Group 10

Design (TWM)	\$138,367.17
Design (DWU)	\$ 43,700.00
Construction	<u>\$762,606.78</u>
Total Project Cost	\$944,673.95 (est.)

M/WBE INFORMATION

See attached.

ETHNIC COMPOSITION

Huitt-Zollars, Inc.

Hispanic Female	8	Hispanic Male	10
African-American Female	3	African-American Male	2
Other Female	3	Other Male	5
White Female	26	White Male	51

Urban Engineers Group, Inc.

Hispanic Female	2	Hispanic Male	1
African-American Female	0	African-American Male	1
Other Female	0	Other Male	4
White Female	0	White Male	1

GWC Engineering, LP

Hispanic Female	0	Hispanic Male	0
African-American Female	0	African-American Male	1
Other Female	0	Other Male	0
White Female	0	White Male	2

ETHNIC COMPOSITION (Continued)

Walter P. Moore & Associates

Hispanic Female	1	Hispanic Male	0
African-American Female	0	African-American Male	0
Other Female	2	Other Male	5
White Female	13	White Male	22

HDR Engineering, Inc.

Hispanic Female	7	Hispanic Male	20
African-American Female	5	African-American Male	4
Other Female	3	Other Male	12
White Female	58	White Male	151

MAPS

Attached

February 10, 2016

WHEREAS, five engineering firms were selected to provide the engineering design of twenty-six erosion control improvement projects.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City Manager is hereby authorized to execute professional services contracts with five engineering firms for the engineering services for erosion control improvement projects in an amount not to exceed \$990,042.58, after it has been approved as to form by the City Attorney.

Section 2. That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contracts from:

a. Huitt Zollars, Inc. for the engineering design of Group 2 erosion control improvements:

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S746, Activity ERCT
Object 4111, Program No. TW12S746, CT TWM12S746A1
Vendor No. 090025, in an amount not to exceed \$ 70,255.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S755, Activity ERCT
Object 4599, Program No. TW12S755, CT TWM12S746A1
Vendor No. 090025, in an amount not to exceed \$ 3,015.00

Flood Protection and Storm Drainage Facilities
Fund 4U23, Dept. TWM, Unit S755, Activity ERCT
Object 4599, Program No. TW12S755, CT TWM12S746A1
Vendor No. 090025, in an amount not to exceed \$ 65,130.00

Water Construction Fund
Fund 0102, Dept. DWU, Unit CW42
Object 4111, Program No. 716045, CT TWM716045EN
Vendor No. 090025, in an amount not to exceed \$ 14,878.80

Wastewater Construction Fund
Fund 0103, Dept. DWU, Unit CS42
Object 4111, Program No. 716046, CT TWM716046EN
Vendor No. 090025, in an amount not to exceed \$ 34,717.20

February 10, 2016

b. Urban Engineers Group, Inc. for the engineering design of Group 5 erosion control improvements:

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S752, Activity ERCT
Object 4111, Program No. TW12S752, CT TWM12S747A1
Vendor No. 511462, in an amount not to exceed \$ 38,220.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S747, Activity ERCT
Object 4111, Program No. TW12S747, CT TWM12S747A1
Vendor No. 511462, in an amount not to exceed \$ 38,125.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S720, Activity ERCT
Object 4111, Program No. TW12S720, CT TWM12S747A1
Vendor No. 511462, in an amount not to exceed \$ 29,735.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S748, Activity ERCT
Object 4111, Program No. TW12S748, CT TWM12S747A1
Vendor No. 511462, in an amount not to exceed \$ 63,878.50

Water Construction Fund
Fund 0102, Dept. DWU, Unit CW42
Object 4111, Program No. 716051, CT TWM716051EN
Vendor No. 511462, in an amount not to exceed \$ 15,476.40

Wastewater Construction Fund
Fund 0103, Dept. DWU, Unit CS42
Object 4111, Program No. 716052, CT TWM716052EN
Vendor No. 511462, in an amount not to exceed \$ 36,111.60

c. GWC Engineering, LP for the engineering design of Group 6 erosion control improvements:

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S719, Activity ERCT
Object 4111, Program No. TW12S719, CT TWM12S737A1
Vendor No. VS0000004800, in an amount not to exceed \$ 28,545.54

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Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S737, Activity ERCT
Object 4111, Program No. TW12S737, CT TWM12S737A1
Vendor No. VS0000004800, in an amount not to exceed \$ 25,087.87

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S756, Activity ERCT
Object 4111, Program No. TW12S756, CT TWM12S737A1
Vendor No. VS0000004800, in an amount not to exceed \$ 12,819.79

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S738, Activity ERCT
Object 4111, Program No. TW12S738, CT TWM12S737A1
Vendor No. VS0000004800, in an amount not to exceed \$ 38,996.11

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S742, Activity ERCT
Object 4111, Program No. TW12S742, CT TWM12S737A1
Vendor No. VS0000004800, in an amount not to exceed \$ 26,008.02

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S758, Activity ERCT
Object 4111, Program No. TW12S758, CT TWM12S737A1
Vendor No. VS0000004800, in an amount not to exceed \$ 14,565.04

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S713, Activity ERCT
Object 4111, Program No. TW12S713, CT TWM12S737A1
Vendor No. VS0000004800, in an amount not to exceed \$ 17,282.54

Water Construction Fund
Fund 0102, Dept. DWU, Unit CW42
Object 4111, Program No. 716053, CT TWM716053EN
Vendor No. VS0000004800, in an amount not to exceed \$ 14,590.80

Wastewater Construction Fund
Fund 0103, Dept. DWU, Unit CS42
Object 4111, Program No. 716054, CT TWM716054EN
Vendor No. VS0000004800, in an amount not to exceed \$ 34,045.20

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d. Walter P. Moore and Associates, Inc. for the engineering design of Group 8 erosion control improvements:

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S764, Activity ERCT
Object 4599, Program No. TW12S764, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 1,120.00

Flood Protection and Storm Drainage Facilities
Fund 4U23, Dept. TWM, Unit S764, Activity ERCT
Object 4599, Program No. TW12S764, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 22,245.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S708, Activity ERCT
Object 4111, Program No. TW12S708, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 21,275.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S711, Activity ERCT
Object 4111, Program No. TW12S711, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 13,785.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S712, Activity ERCT
Object 4111, Program No. TW12S712, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 26,790.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S714, Activity ERCT
Object 4111, Program No. TW12S714, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 20,490.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S716, Activity ERCT
Object 4111, Program No. TW12S716, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 13,565.00

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S733, Activity ERCT
Object 4111, Program No. TW12S733, CT TWM12S708A1
Vendor No. VS0000037813, in an amount not to exceed \$ 22,570.00

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Water Construction Fund
Fund 0102, Dept. DWU, Unit CW42
Object 4111, Program No. 716057, CT TWM716057EN
Vendor No. VS0000037813, in an amount not to exceed \$ 13,395.60

Wastewater Construction Fund
Fund 0103, Dept. DWU, Unit CS42
Object 4111, Program No. 716058, CT TWM716058EN
Vendor No. VS0000037813, in an amount not to exceed \$ 31,256.40

e. HDR Engineering, Inc. for the engineering design of Group 10 erosion control improvements:

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S707, Activity ERCT
Object 4111, Program No. TW12S707, CT TWM12S705A1
Vendor No. 181219, in an amount not to exceed \$ 17,603.08

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S703, Activity ERCT
Object 4111, Program No. TW12S703, CT TWM12S705A1
Vendor No. 181219, in an amount not to exceed \$ 10,733.68

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S710, Activity ERCT
Object 4111, Program No. TW12S710, CT TWM12S705A1
Vendor No. 181219, in an amount not to exceed \$ 32,263.61

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S729, Activity ERCT
Object 4111, Program No. TW12S729, CT TWM12S705A1
Vendor No. 181219, in an amount not to exceed \$ 43,817.20

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S705, Activity ERCT
Object 4111, Program No. TW12S705, CT TWM12S705A1
Vendor No. 181219, in an amount not to exceed \$ 15,944.52

Flood Protection and Storm Drainage Facilities
Fund 3U23, Dept. TWM, Unit S706, Activity ERCT
Object 4111, Program No. TW12S706, CT TWM12S705A1
Vendor No. 181219, in an amount not to exceed \$ 18,005.08

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Water Construction Fund
Fund 0102, Dept. DWU, Unit CW42
Object 4111, Program No. 716059, CT TWM716059EN
Vendor No. 181219, in an amount not to exceed \$ 13,100.00

Wastewater Construction Fund
Fund 0103, Dept. DWU, Unit CS42
Object 4111, Program No. 716060, CT TWM716060EN
Vendor No. 181219, in an amount not to exceed \$ 30,600.00

Total amount not to exceed \$ 990,042.58

Section 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached) - Not to exceed \$990,043 - Financing: 2012 Bond Funds (\$664,496), General Obligation Commercial Paper Funds (\$87,375) and Water Utilities Capital Construction Funds (\$238,172)

HDR Engineering, Inc. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Architecture & Engineering

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$182,067.17	100.00%
Total non-local contracts	\$0.00	0.00%
TOTAL CONTRACT	\$182,067.17	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Alliance Geotechnical Group, Inc.	BMDB6394Y0116	\$12,172.00	6.69%
Salcedo Group	HMDB94641Y1116	\$25,605.00	14.06%
JQ Infrastructure, LLC	IMDB80158Y0716	\$12,065.00	6.63%
Integrated Environmental Services	WFDB99638Y0516	\$3,822.92	2.10%
Total Minority - Local		\$53,664.92	29.48%

Non-Local Contractors / Sub-Contractors

None

TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$12,172.00	6.69%	\$12,172.00	6.69%
Hispanic American	\$25,605.00	14.06%	\$25,605.00	14.06%
Asian American	\$12,065.00	6.63%	\$12,065.00	6.63%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$3,822.92	2.10%	\$3,822.92	2.10%
Total	\$53,664.92	29.48%	\$53,664.92	29.48%

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached) - Not to exceed \$990,043 - Financing: 2012 Bond Funds (\$664,496), General Obligation Commercial Paper Funds (\$87,375) and Water Utilities Capital Construction Funds (\$238,172)

GWC Engineering, LP is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Architecture & Engineering

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$211,940.91	100.00%
Total non-local contracts	\$0.00	0.00%
TOTAL CONTRACT	\$211,940.91	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Alliance Geotechnical Group	BMDB6394Y0116	\$28,000.01	13.21%
Gorronдона & Associates	HMMB62084Y0616	\$26,700.00	12.60%
Total Minority - Local		\$54,700.01	25.81%

Non-Local Contractors / Sub-Contractors

None

TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$28,000.01	13.21%	\$28,000.01	13.21%
Hispanic American	\$26,700.00	12.60%	\$26,700.00	12.60%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	\$54,700.01	25.81%	\$54,700.01	25.81%

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached) - Not to exceed \$990,043 - Financing: 2012 Bond Funds (\$664,496), General Obligation Commercial Paper Funds (\$87,375) and Water Utilities Capital Construction Funds (\$238,172)

Urban Engineering Group, Inc. is a local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Architecture & Engineering

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$221,546.50	100.00%
Total non-local contracts	\$0.00	0.00%
TOTAL CONTRACT	\$221,546.50	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Alliance Geotechnical Group, Inc.	BMDB6394Y0116	\$28,055.00	12.66%
Urban Engineerings Group, Inc.	HFDB10630Y0716	\$169,841.50	76.66%
Pacheco Koch & Associates, Inc.	HMMB25567Y0917	\$22,650.00	10.22%
MS Dallas Reprographics, Inc.	WFWB64722Y0417	\$1,000.00	0.45%
Total Minority - Local		\$221,546.50	100.00%

Non-Local Contractors / Sub-Contractors

None

TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$28,055.00	12.66%	\$28,055.00	12.66%
Hispanic American	\$192,491.50	86.89%	\$192,491.50	86.89%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$1,000.00	0.45%	\$1,000.00	0.45%
Total	\$221,546.50	100.00%	\$221,546.50	100.00%

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached) - Not to exceed \$990,043 - Financing: 2012 Bond Funds (\$664,496), General Obligation Commercial Paper Funds (\$87,375) and Water Utilities Capital Construction Funds (\$238,172)

Huitt-Zollars, Inc. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Architecture & Engineering

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$187,996.00	100.00%
Total non-local contracts	\$0.00	0.00%
TOTAL CONTRACT	\$187,996.00	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Alliance Geotechnical Group, Inc.	BMDB6394Y0116	\$24,635.00	13.10%
Lim & Associates	PMDB01647Y0416	\$30,810.00	16.39%
Total Minority - Local		\$55,445.00	29.49%

Non-Local Contractors / Sub-Contractors

None

TOTAL M/WBE CONTRACT PARTICIPATION

	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$24,635.00	13.10%	\$24,635.00	13.10%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$30,810.00	16.39%	\$30,810.00	16.39%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	\$55,445.00	29.49%	\$55,445.00	29.49%

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize professional services contracts with five consulting firms for the engineering design of twenty-six erosion control improvement projects (list attached) - Not to exceed \$990,043 - Financing: 2012 Bond Funds (\$664,496), General Obligation Commercial Paper Funds (\$87,375) and Water Utilities Capital Construction Funds (\$238,172)

Walter P. Moore & Associates is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Architecture & Engineering

LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$158,732.00	85.11%
Total non-local contracts	\$27,760.00	14.89%
TOTAL CONTRACT	\$186,492.00	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
VRX, Inc.	WFDB63318Y0316	\$18,850.00	11.88%
Total Minority - Local		\$18,850.00	11.88%

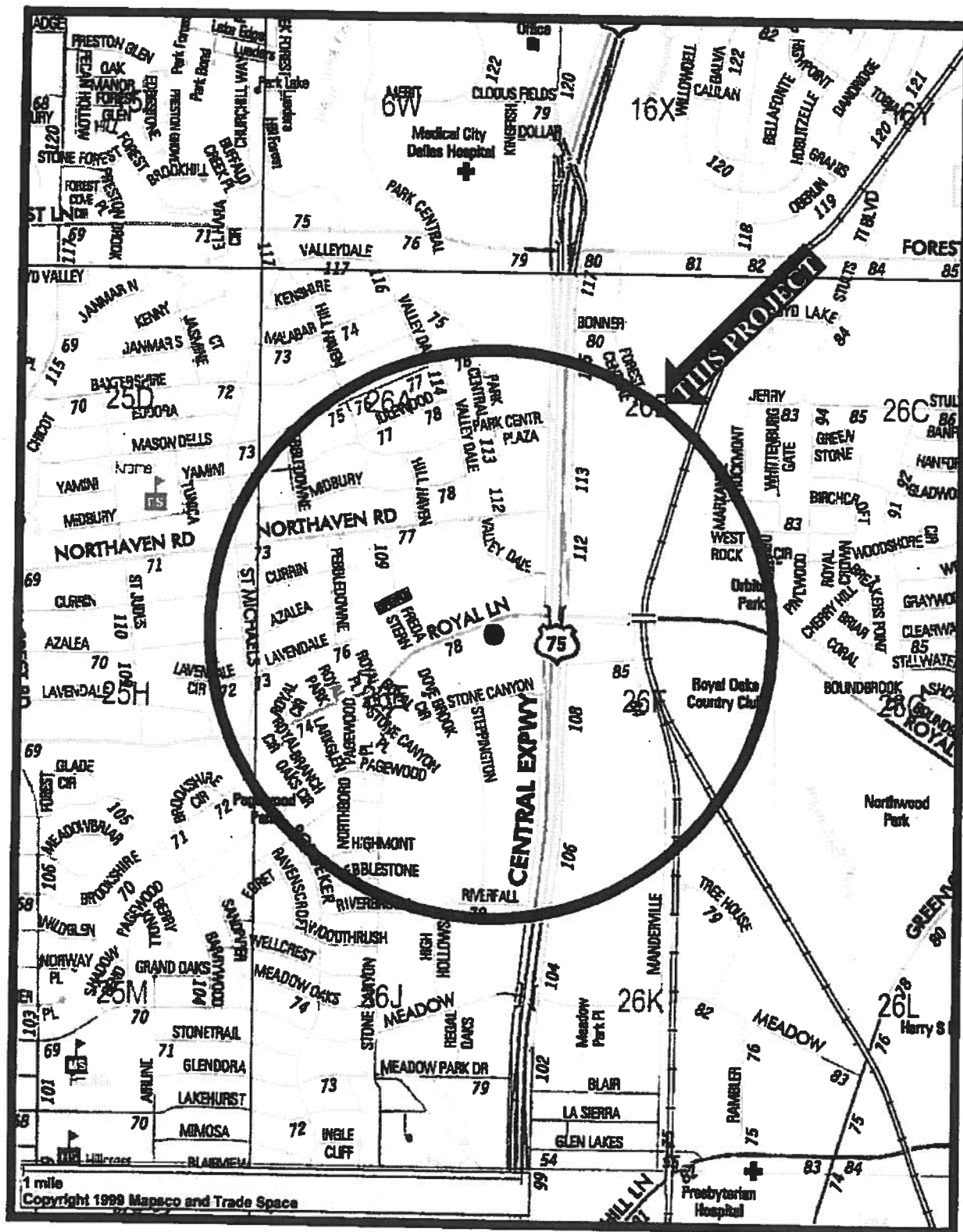
Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Spooner & Associates, Inc.	NMDFW114291116	\$27,760.00	100.00%
Total Minority - Non-local		\$27,760.00	100.00%

TOTAL M/WBE CONTRACT PARTICIPATION

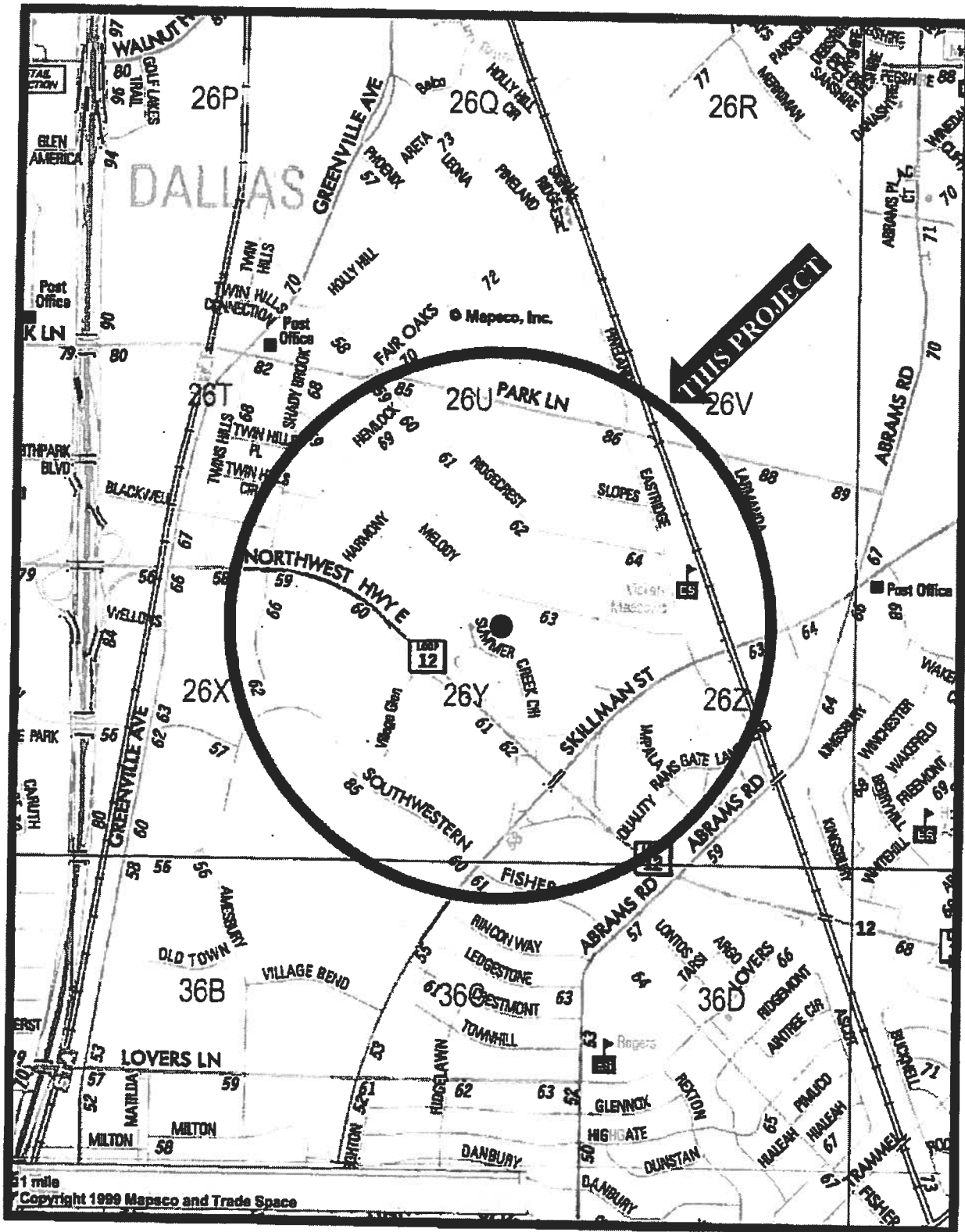
	<u>Local</u>	<u>Percent</u>	<u>Local & Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$27,760.00	14.89%
WBE	\$18,850.00	11.88%	\$18,850.00	10.11%
Total	\$18,850.00	11.88%	\$46,610.00	24.99%

EC Group 2: Map 1 of 2



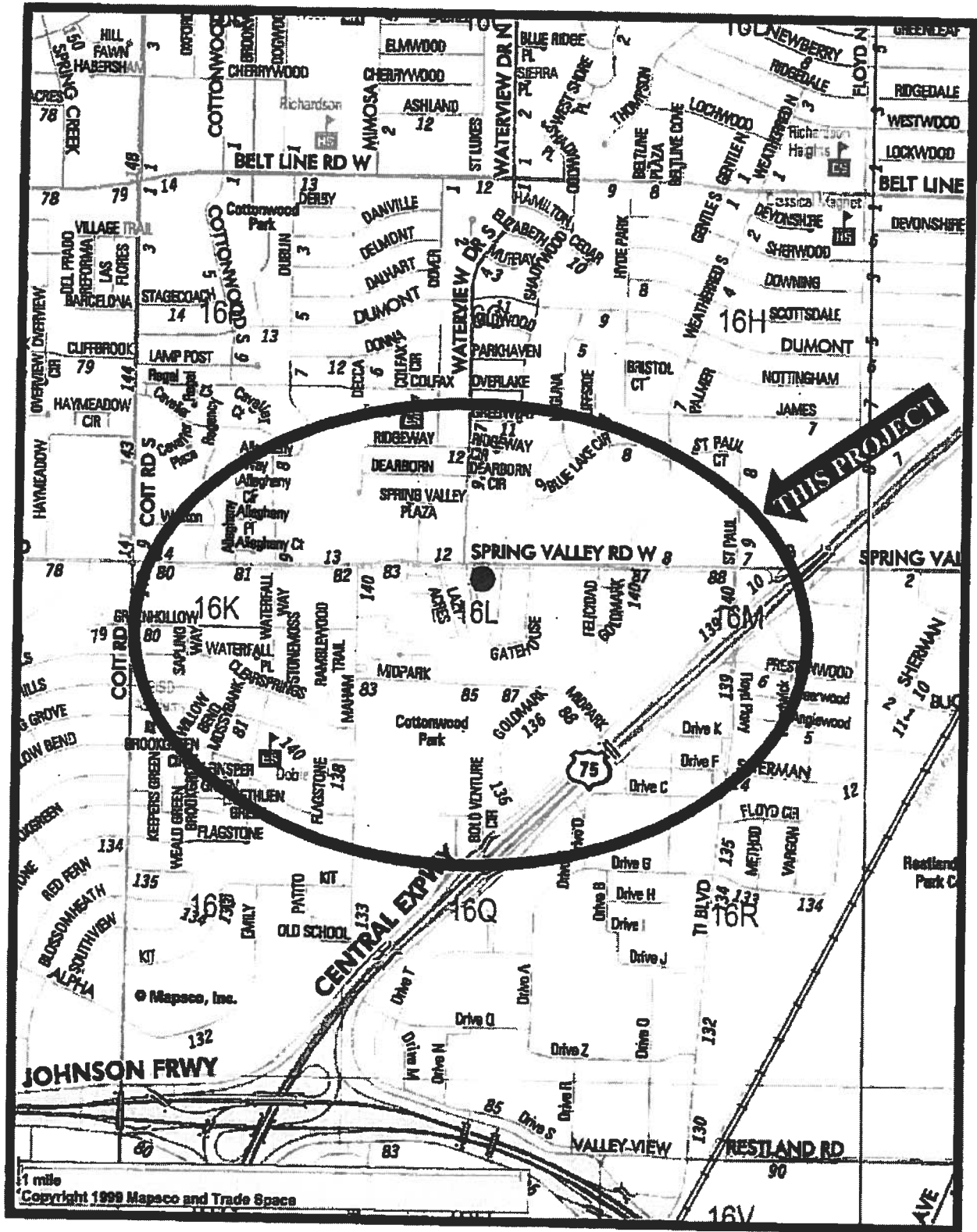
Mapsco 26-E

EC Group 2: Map 2 of 2



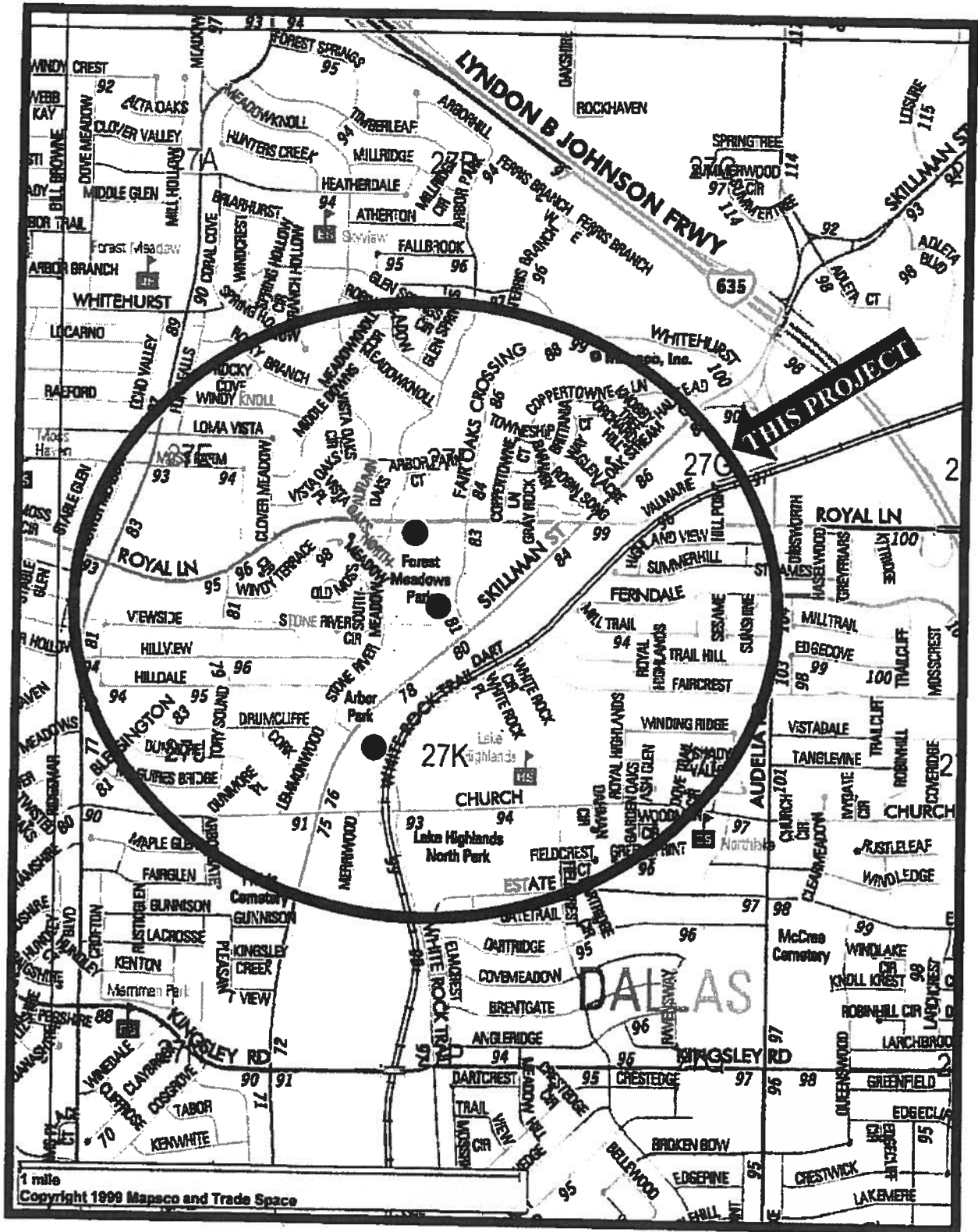
Mapsco 26-Y

EC Group 5: Map 1 of 2



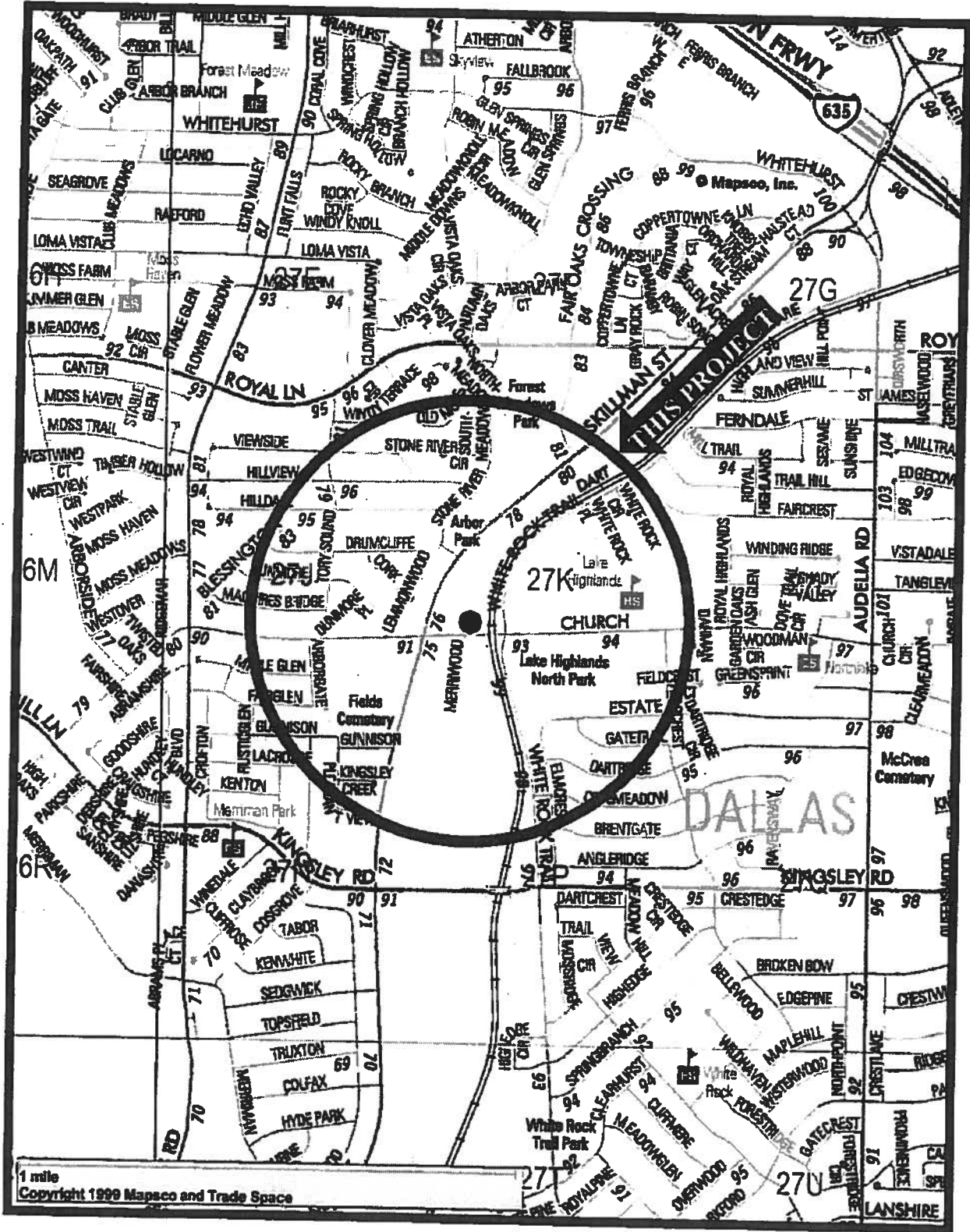
Mapsco 16-L

EC Group 5: Map 2 of 2



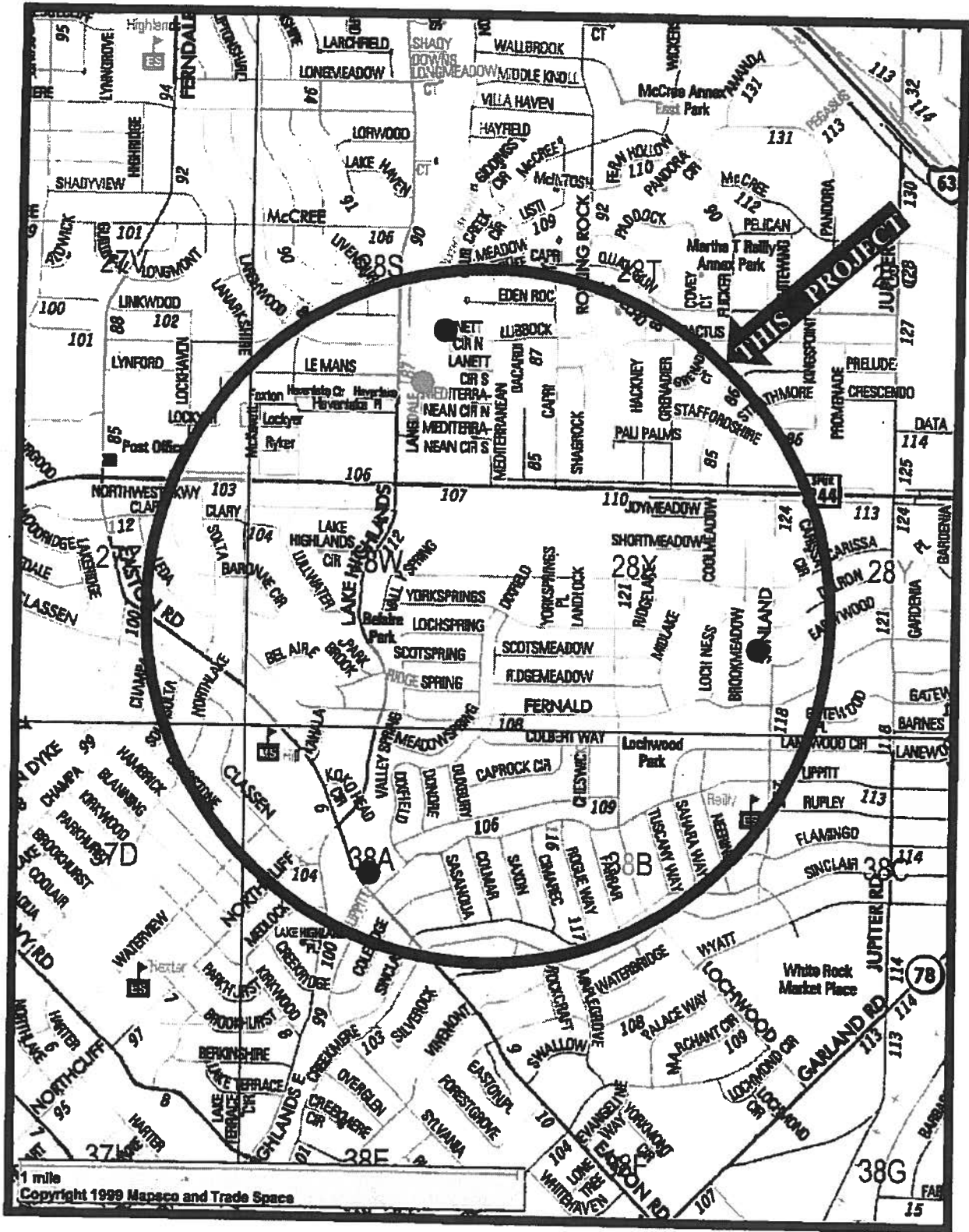
Mapsco 27-F, K

EC Group 6: Map 1 of 4



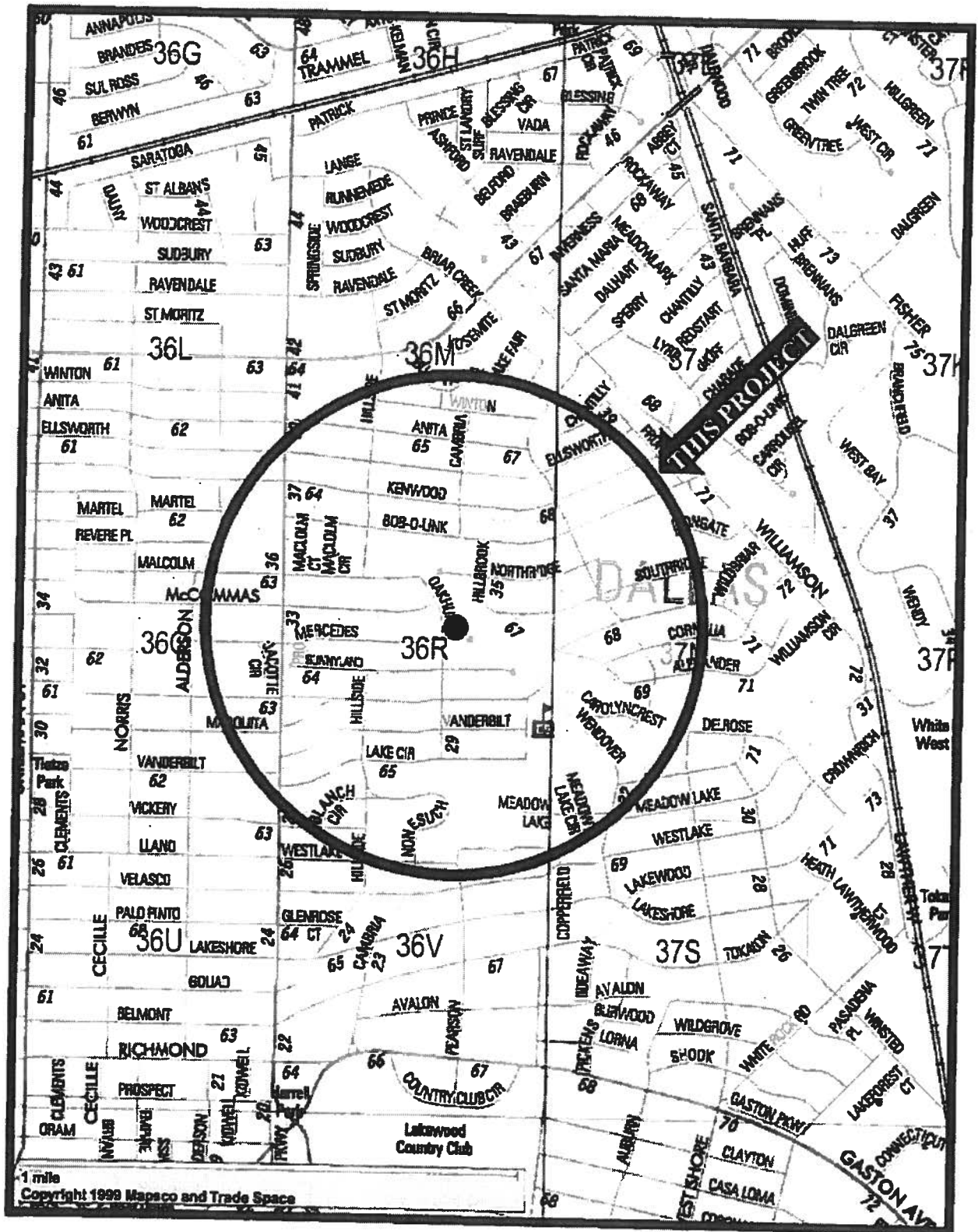
Mapsco 27-K

EC Group 6: Map 2 of 4



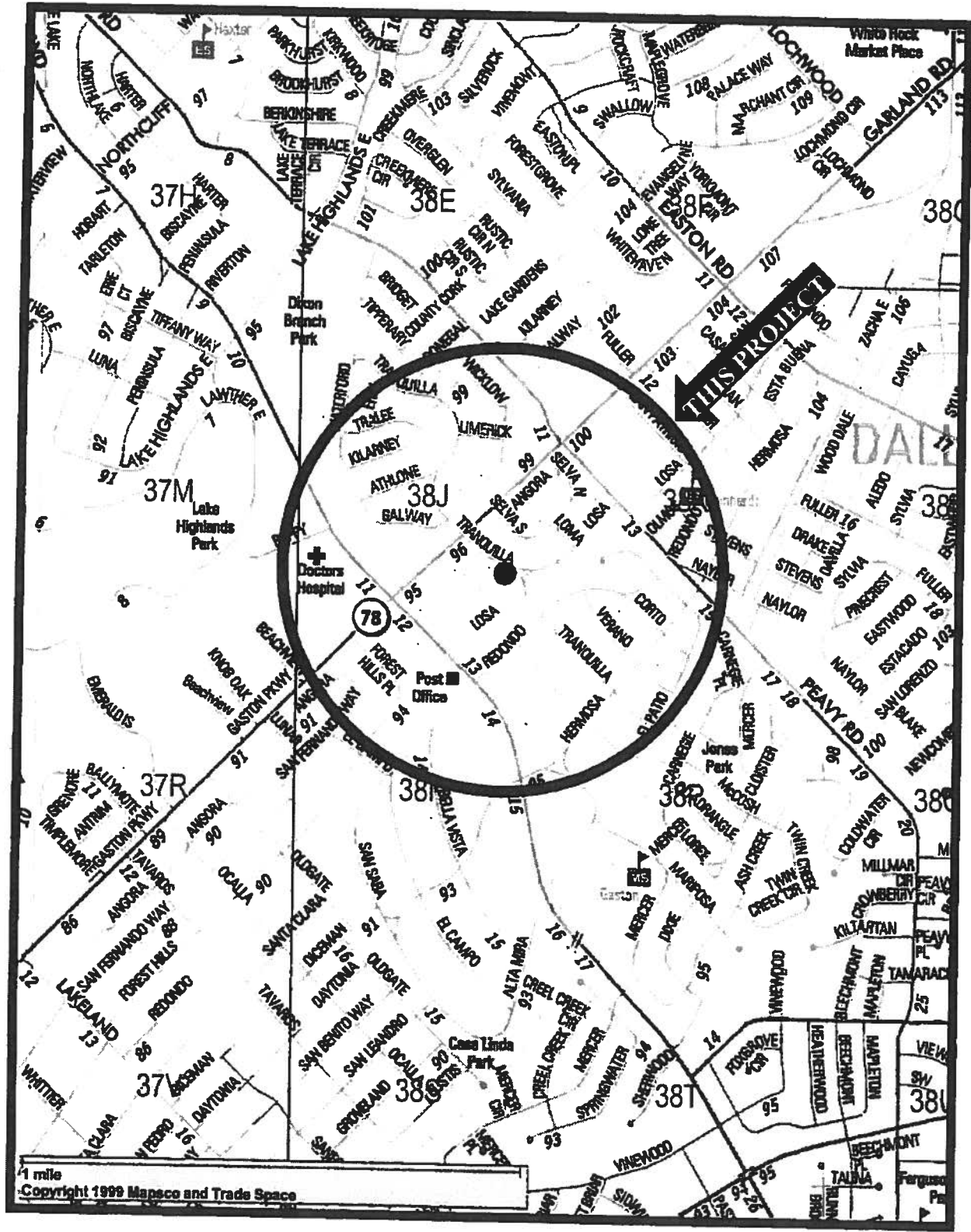
Mapsco 28-S, Y & 38-A

EC Group 6: Map 3 of 4



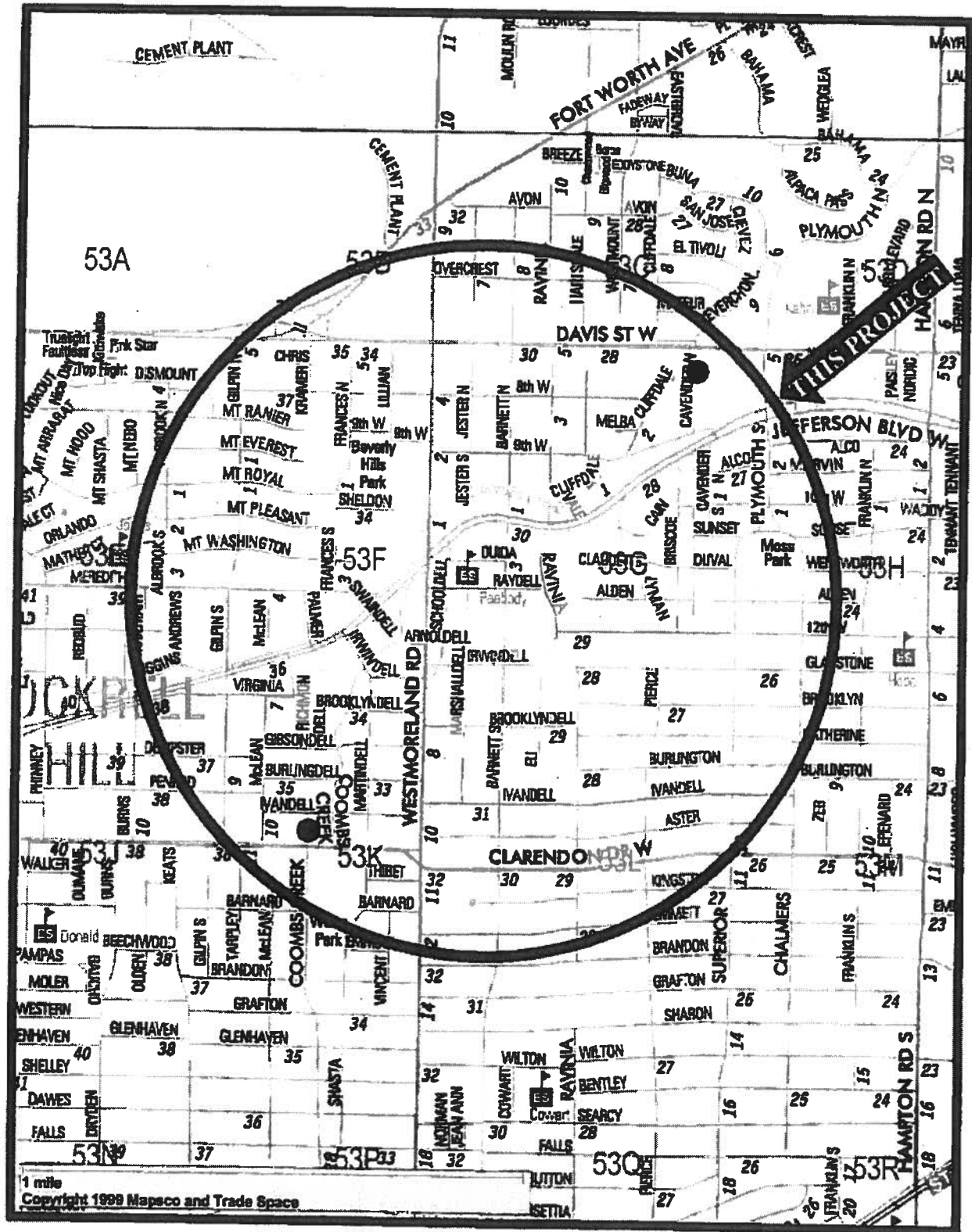
Mapsco 36-R

EC Group 6: Map 4 of 4



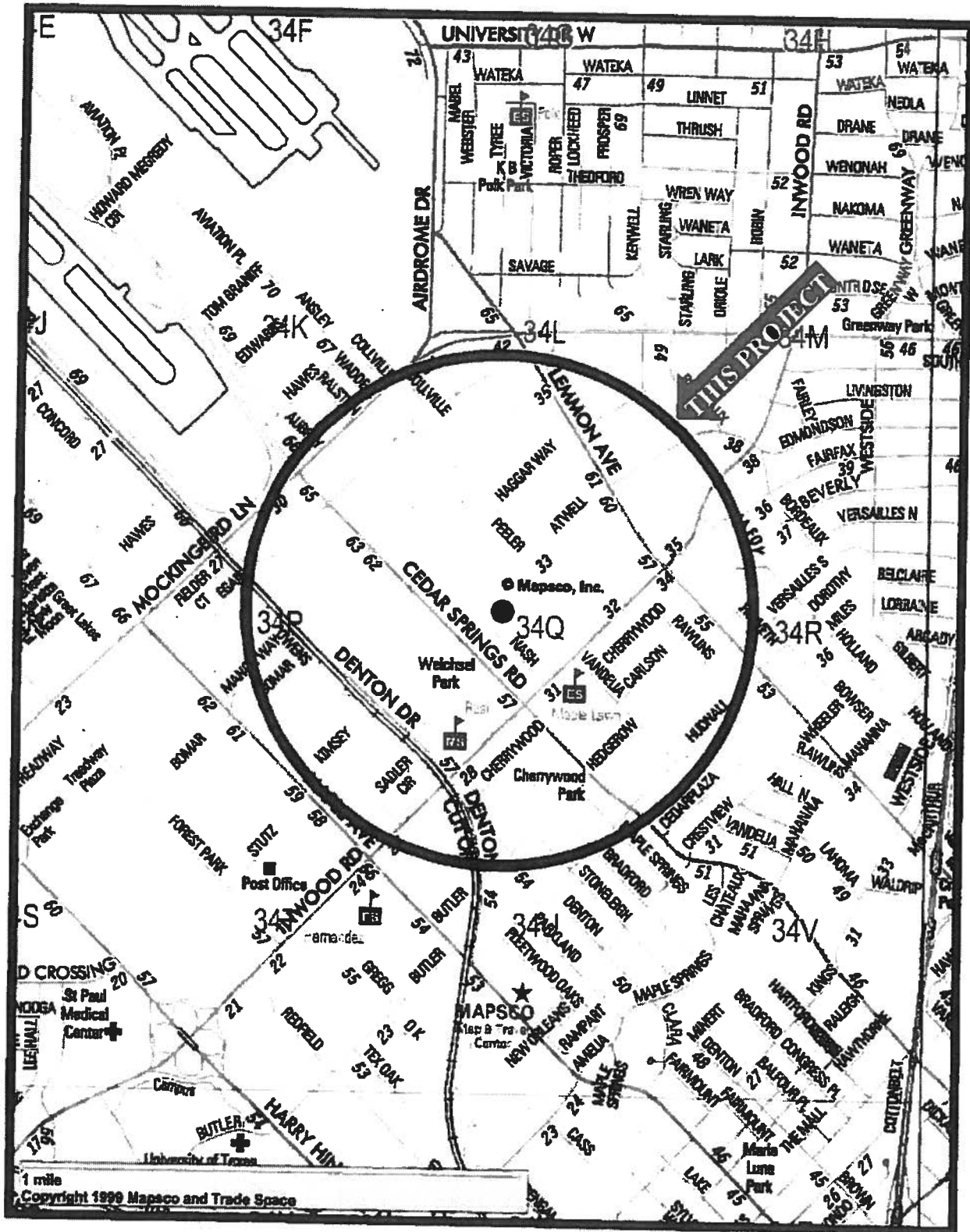
Mapsco 38-J

EC Group 8: Map 1 of 5



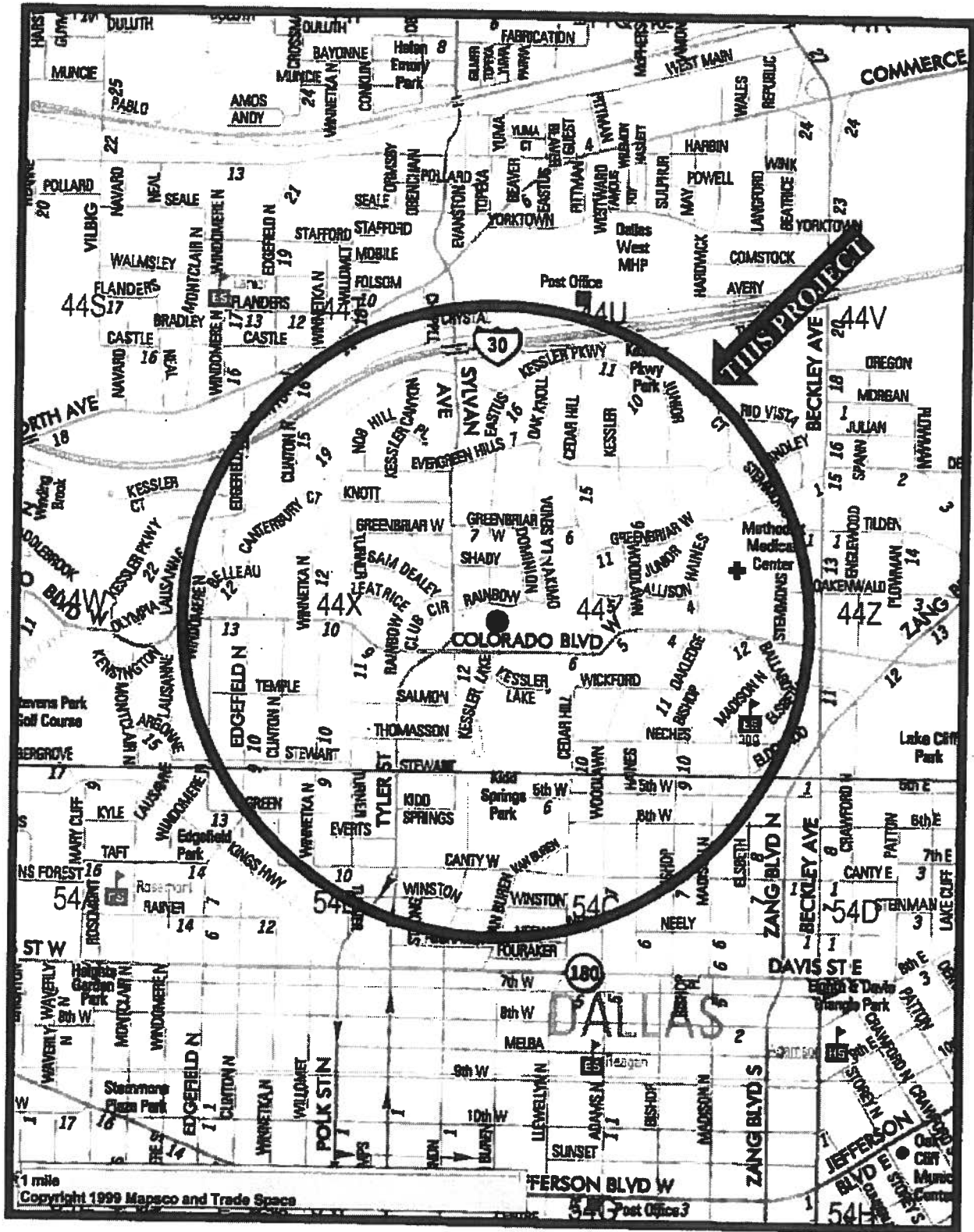
Mapsco 53-C, K

EC Group 8: Map 2 of 5



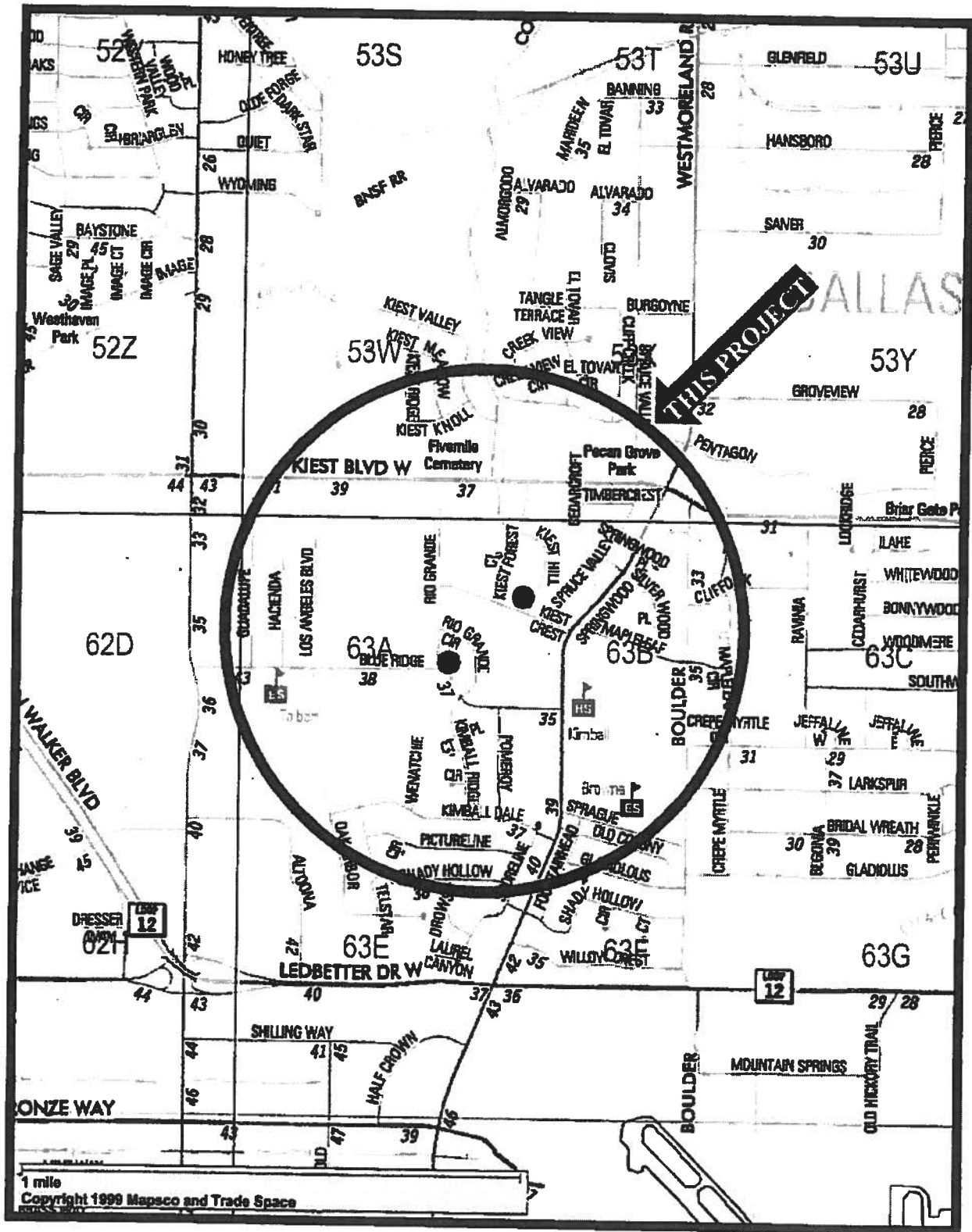
Mapsco 34-Q

EC Group 8: Map 3 of 5



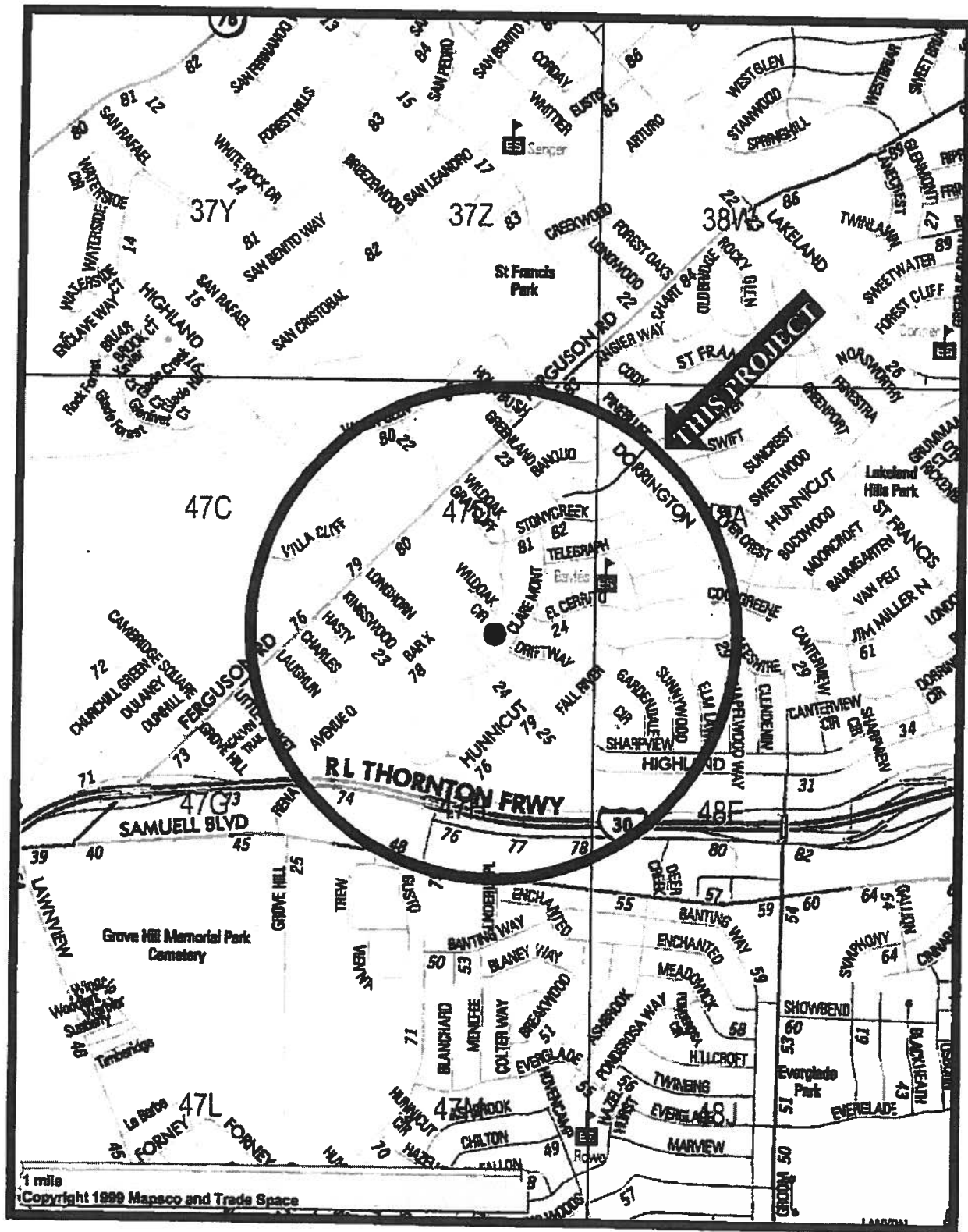
Mapsco 44-Y

EC Group 8: Map 4 of 5

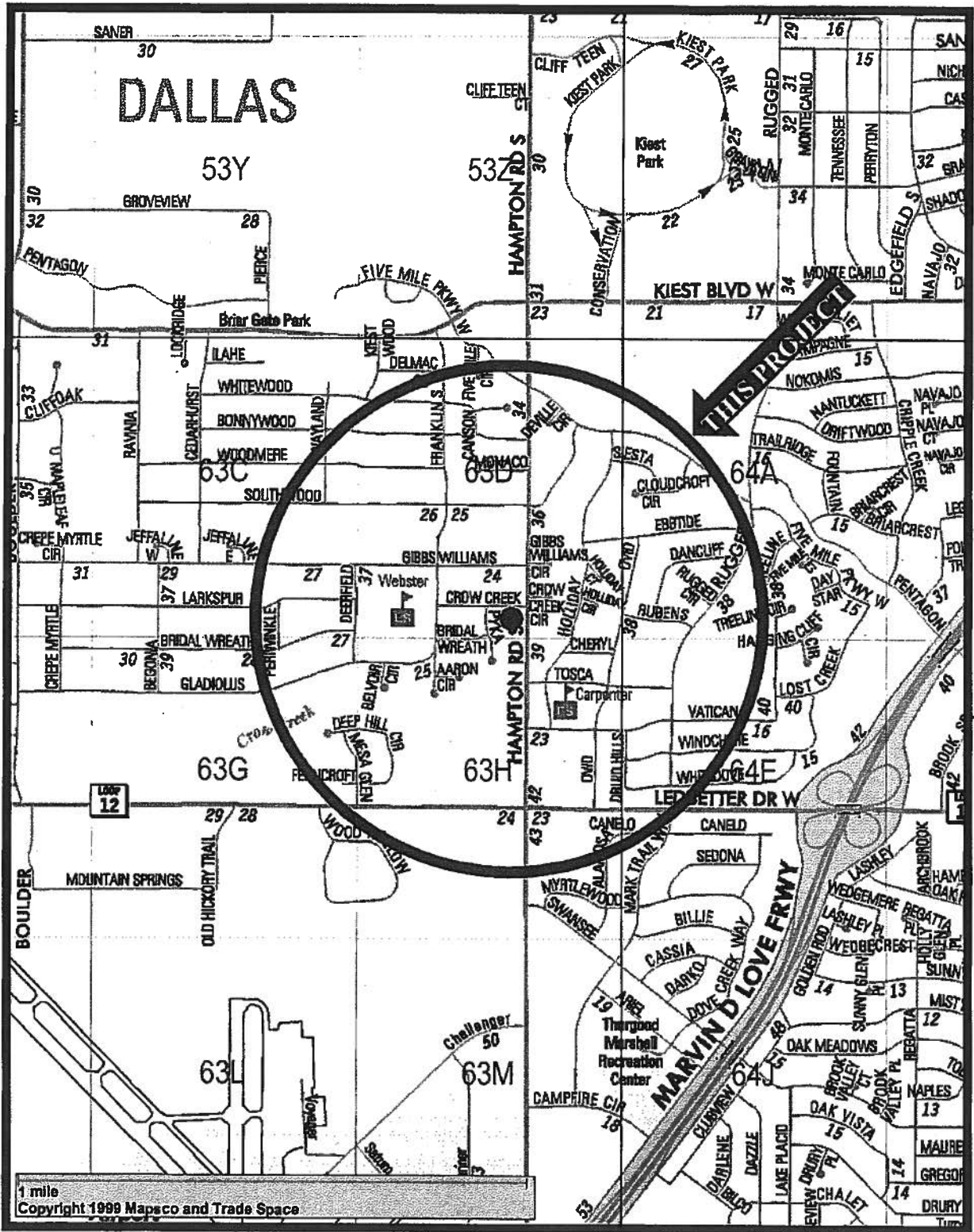


Mapsco 63-A, B

EC Group 8: Map 5 of 5

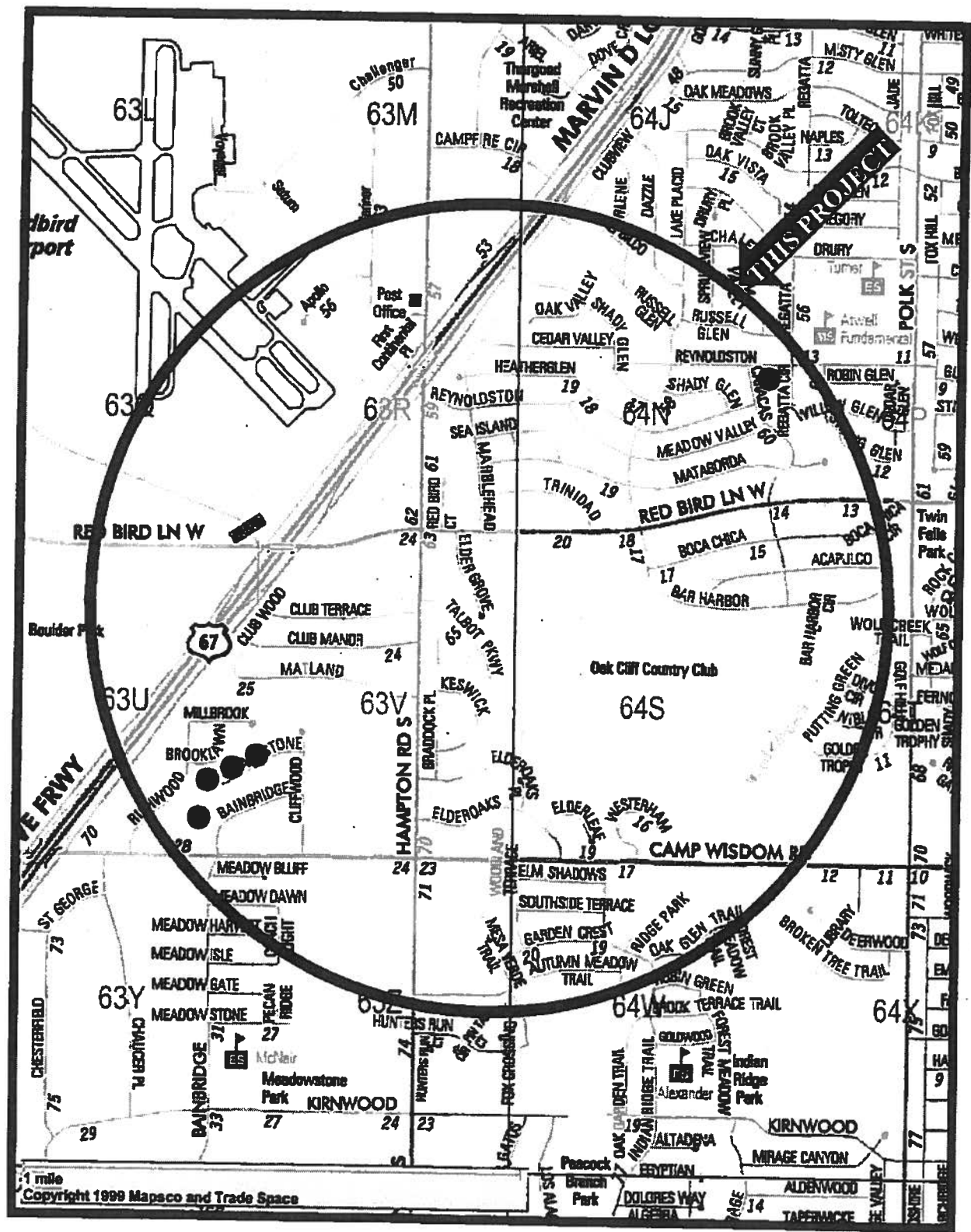


EC Group 10: Map 1 of 2



Mapsco 63-H

EC Group 10: Map 2 of 2



Mapsco 63-U & 64-N

EROSION CONTROL IMPROVEMENTS

<u>Erosion Control Improvement</u>	<u>Council District</u>	<u>Firm</u>	<u>Total Fee Amount</u>
<u>Group 2</u>			
7832 & 7920 Royal Lane	11	Huitt-Zollars, Inc.	\$96,255.00
6121, 6123, 6125, 6127			
6139 6141 Summer Creek Circle	13		\$91,741.00
<u>Group 5</u>			
8444 Spring Valley	11	Urban Engineer Group, Inc.	\$51,117.00
9750 Royal Lane	10		\$51,022.00
8201 Fair Oaks Crossing	10		\$42,632.00
7920 Skillman	10		\$76,775.50
<u>Group 6</u>			
9233 Church Road	10	GWC Engineering, LP	\$24,230.54
11825 Sunland Street	9		\$19,767.79
1251 Tranquilla Dr.	9		\$21,513.04
6607, 6615 , 6621 Mercedes	9		\$32,956.02
8668 and 8656 Langdale Circle	10		\$45,944.11
10741 N. Lanett Circle	10		\$32,035.87
Dixon Branch at Easton Road	9		\$35,493.54
<u>Group 8</u>			
3435 Clarendon	1	Walter P. Moore & Associates	\$26,868.00
5910 Cedar Springs	2		\$33,168.00
3431 Kiesthill Drive	3		\$28,954.00
705 W Colorado	1		\$19,943.00
3721 Blue Ridge	3		\$27,653.00
2488 Wild Oak	7		\$29,743.00
445 Cavender	1		\$20,163.00
<u>Group 10</u>			
3817 S Hampton Rd	3	HDR Engineering Inc.	\$51,102.20
5410, 5416, 5810 and 5816 Caracas (Formerly Caracas 5410 and 5416)	3		\$39,546.61
2733 Bainbridge	3		\$18,016.68
2729 Blackstone	3		\$25,288.08
2745 Blackstone	3		\$24,886.08
2709 Blackstone	3		\$23,227.52

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: February 10, 2016
COUNCIL DISTRICT(S): Outside City Limits
DEPARTMENT: Water Utilities
CMO: Mark McDaniel, 670-3256
MAPSCO: 50A N S T

SUBJECT

Authorize an increase in the contract with Oscar Renda Contracting, Inc. for additional work necessary to complete the headworks and chemical improvements as part of the Eastside Water Treatment Plant expansion to 540 million gallons per day - Not to exceed \$513,000, from \$45,870,450 to \$46,383,450 - Financing: Water Utilities Capital Improvement Funds

BACKGROUND

The headworks and chemical improvements project is part of the Eastside Water Treatment Plant 540 million gallons per day expansion and is necessary to meet supply demands projected in the City of Dallas Long Range Water Supply Plan as adopted by the Dallas City Council. The project will also improve reliability and quality of the treatment process, and make modifications to the treatment process in order to comply with Texas Commission on Environmental Quality regulations.

This action will authorize additional work identified during the construction of headworks and chemical improvements. The additional work consists of structural changes to chemical mixing chambers to improve the flow of water into the mixing chamber, resulting in improved performance and efficiency of the mixers, as well as reduced maintenance costs. Also included are chemical piping modifications in the chlorine and ammonia buildings to improve accessibility to equipment and improve worker safety. This action also includes changes to buried water and utility piping at the project site due to unforeseen underground conflicts. This additional work is needed for systems to function as intended and allow Eastside Water Treatment Plant to continue providing clean drinking water to its customers.

ESTIMATED SCHEDULE OF PROJECT

Began Design	October 2002
Completed Design	May 2009
Began Construction	November 2009
Complete Construction	September 2016

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

Authorized a professional services contract with Chiang, Patel & Yerby, Inc. to provide engineering services for the expansion of the Eastside Water Treatment Plant on September 11, 2002, by Resolution No. 02-2506.

Authorized Supplemental Agreement No. 1 with Chiang, Patel & Yerby, Inc. for additional engineering services for the design of the Eastside Water Treatment Plant 540 million gallons per day expansion and construction management services for the Bachman Water Treatment Plant expansion on October 27, 2004, by Resolution No. 04-3022.

Authorized Supplemental Agreement No. 2 with Chiang, Patel & Yerby, Inc. for additional engineering services in support of the Eastside Water Treatment Plant expansion and construction management services for the Eastside Water Treatment Plant and Bachman Water Treatment Plant on April 26, 2006, by Resolution No. 06-1196.

Authorized Supplemental Agreement No. 3 with Chiang, Patel & Yerby, Inc. for additional engineering services for the design of the Eastside Water Treatment Plant expansion and construction management services for the Eastside Water Treatment Plant and Bachman Water Treatment Plant on March 28, 2007, by Resolution No. 07-0963.

Authorized Supplemental Agreement No. 4 with CP&Y, Inc. for additional engineering services for the design of the Eastside Water Treatment Plant expansion to 540 million gallons per day on September 23, 2009, by Resolution No. 09-2336.

Authorized a contract with Oscar Renda Contracting, Inc. for the headworks and chemical improvements as part of the Eastside Water Treatment Plant expansion to 540 million gallons per day on October 14, 2009, by Resolution No. 09-2543.

Authorized an increase in the contract with Oscar Renda Contracting, Inc. for the removal of concrete basin walls and associated equipment at the Eastside Water Treatment Plant on November 7, 2011, by Resolution No. 11-3029.

Information about this item will be provided to the Transportation & Trinity River Project committee on February 8, 2016.

FISCAL INFORMATION

\$513,000.00 - Water Utilities Capital Improvement Funds

Design	\$10,082,073.00
Supplemental Agreement No. 1	\$ 6,312,050.00
Supplemental Agreement No. 2	\$ 2,158,900.00
Supplemental Agreement No. 3	\$ 401,799.00
Supplemental Agreement No. 4	\$ 2,143,272.00
Construction Contract	\$45,070,450.00
Change Order No. 1	\$ 800,000.00
Change Order No. 2 (this action)	<u>\$ 513,000.00</u>
 Total Project Cost	 \$67,481,544.00

M/WBE INFORMATION

See attached.

ETHNIC COMPOSITION

Oscar Renda Contracting, Inc.

Hispanic Female	6	Hispanic Male	287
Black Female	1	Black Male	14
Other Female	0	Other Male	0
White Female	11	White Male	107

OWNER

Oscar Renda Contracting, Inc.

Oscar Renda, President

MAP

Attached

February 10, 2016

WHEREAS, on October 14, 2009, the City Council awarded Contract No. 09-195 in the amount of \$45,070,450.00, by Resolution No. 09-2543, to Oscar Renda Contracting, Inc., for the construction of headworks and chemical improvements as part of the Eastside Water Treatment Plant expansion to 540 million gallons per day; and,

WHEREAS, on November 7, 2011, the City Council awarded Change Order No. 1 in the amount of \$800,000.00, by Resolution No. 11-3029, to Oscar Renda Contracting, Inc., for the removal of concrete basin walls and associated equipment at the Eastside Water Treatment Plant; and,

WHEREAS, it is now necessary to authorize Change Order No. 2 for additional work associated with the construction of the headworks and chemical improvements as part of the Eastside Water Treatment Plant expansion to 540 million gallons per day; and,

WHEREAS, Oscar Renda Contracting, Inc., 608 Henrietta Creek Road, Roanoke, Texas 76262, has submitted an acceptable proposal for this additional work; and,

WHEREAS, Dallas Water Utilities recommends that Contract No. 09-195 be increased by \$513,000.00, from \$45,870,450.00 to \$46,383,450.00.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the proposed Change Order No. 2 be accepted and that Contract No. 09-195 with Oscar Renda Contracting, Inc., be revised accordingly.

Section 2. That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$513,000.00 from the Water Capital Improvement Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
3115	DWU	PW32	4320	709195	CT-DWU709195CP	244607

Oscar Renda Contracting, Inc. - (Contract No. 09-195) - \$513,000.00

Section 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize an increase in the contract with Oscar Renda Contracting, Inc. for additional work necessary to complete the headworks and chemical improvements as part of the Eastside Water Treatment Plant expansion to 540 million gallons per day - Not to exceed \$513,000, from \$45,870,450 to \$46,383,450 - Financing: Water Utilities Capital Improvement Funds

Oscar Renda Contracting, Inc. is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Construction

LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$92,105.00	17.95%
Non-local contracts	\$420,895.00	82.05%
TOTAL THIS ACTION	\$513,000.00	100.00%

LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION

Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
MRK Industrial Flooring, Inc.	HFMB62421N0716	\$39,125.00	42.48%
Ram-Tool & Supply	WFWB61372N0416	\$49,000.00	53.20%
Total Minority - Local		\$88,125.00	95.68%

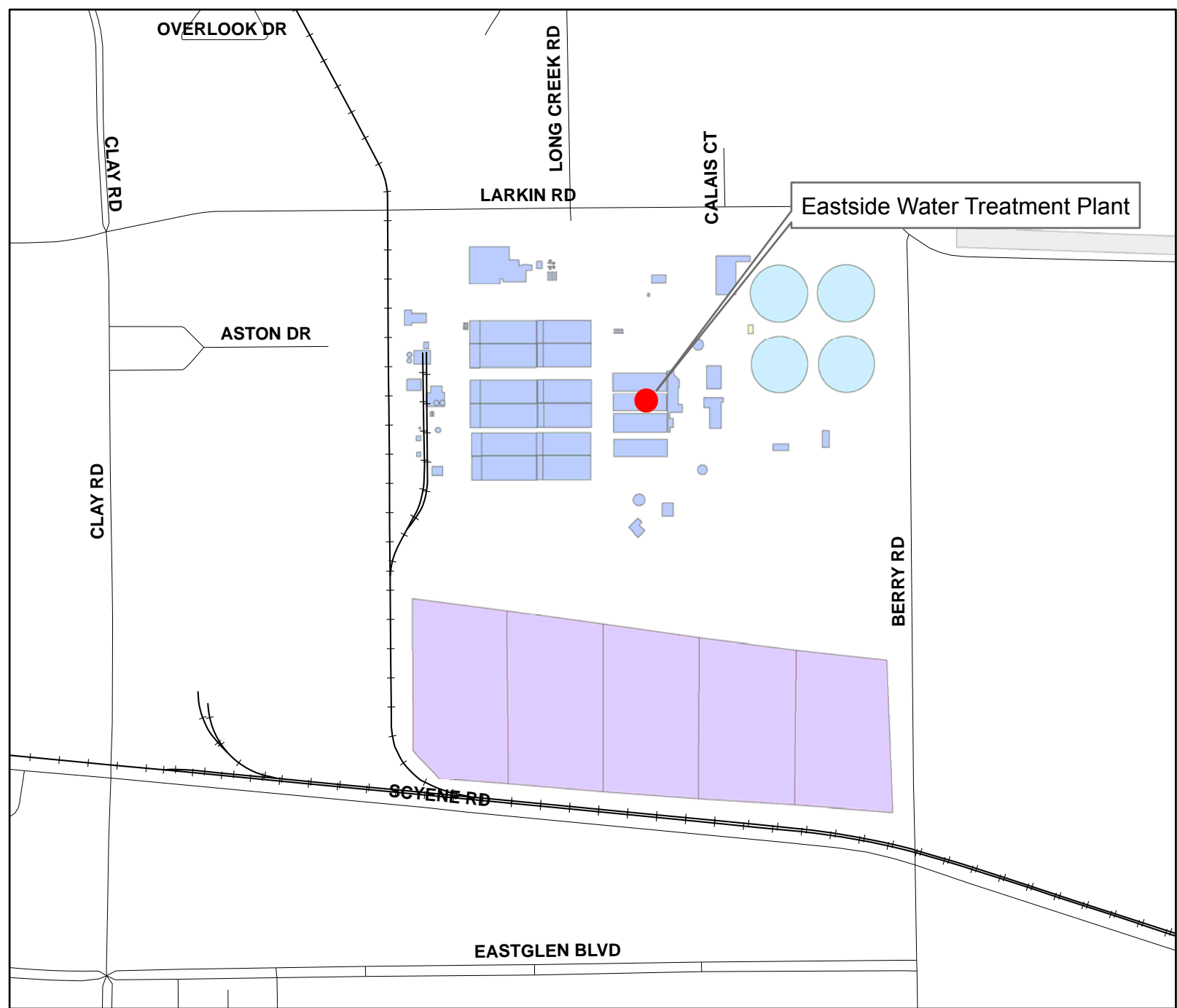
Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Choctaw Pipe & Equipment Inc.	WFWB63530Y1116	\$50,000.00	11.88%
ANA Consultants	WFDB57431Y0516	\$1,000.00	0.24%
Total Minority - Non-local		\$51,000.00	12.12%

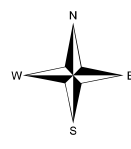
BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY
Page 2

TOTAL M/WBE PARTICIPATION

	This Action		Participation to Date	
	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$1,012,000.00	2.18%
Hispanic American	\$39,125.00	7.63%	\$829,180.00	1.79%
Asian American	\$0.00	0.00%	\$60,000.00	0.13%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$100,000.00	19.49%	\$6,309,000.00	13.60%
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Total	\$139,125.00	27.12%	\$8,210,180.00	17.70%



Mapsc0: 50A N S T



Council District: Outside City Limits

**Dallas Water Utilities
 Contract No. 09-195, Change Order No. 2
 Eastside Water Treatment Plant
 Expansion to 540 MGD
 Headworks and Chemical Improvements**