



City of McKinney
2021/2022 Federal Priorities

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We are pleased to present you with the City of McKinney's Federal Agenda for 2021/2022. Thanks to substantial support from the Texas Congressional Delegation, McKinney continues to improve the lives of our residents while maximizing the impact of Federal dollars in a cost effective manner.

The FY 2021/2022 Agenda focuses on infrastructure for McKinney, including roads, construction projects for McKinney National Airport, and water infrastructure, such as the construction of the Lower Bois d' Arc Creek Reservoir.

Our past success with leveraging Federal spending with local dollars has allowed the City to operate efficiently and effectively. The City's Agenda continues to include local needs and projects, especially with a focus on infrastructure, and hopes to match these needs with Federal competitive grant announcements.

The City of McKinney appreciates all that the Texas Congressional Delegation has done and continues to do for our community. We look forward to your feedback on our Agenda and working with the Congressional Delegation to better the lives of our residents.

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George C. Fuller
Mayor – City of McKinney

A handwritten signature in black ink, appearing to read "P. Grimes".

Paul Grimes
City Manager – City of McKinney

City of McKinney 2021/2022 Federal Priorities

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I. COVID-19 Crisis.

A. Federal Legislation.

In March 2020, Congress responded to the COVID-19 crisis by passing the CARES Act, which provided substantial funding for a wide range of existing Federal programs and established new programs to address the crisis. Additional funding for McKinney was provided under several programs, including the Community Development Block Grant Program, the Federal Aviation Administration (FAA) grant program, and the Coronavirus Relief Fund. In December 2020, Congress passed additional COVID-19 relief legislation and another round of legislation in 2021 is also possible, depending on the impacts of the COVID-19 crisis and the condition of the economy.

Recommendation: Monitor Federal COVID-19 legislation closely and request Congressional support for various programs that assist McKinney.

B. Federal Regulation.

1. Ongoing Implementation of the CARES Act.

Once the CARES Act was passed, Federal agencies began implementing its policies and establishing requirements and procedures for obtaining and using grant funds. This required coordination with various Federal agencies and, in some cases, Congressional delegation support to obtain clarification of agency requirements. Regulatory issues may be expected to continue.

2. Implementation of Additional COVID-19 Relief Legislation.

The recent COVID-19 relief legislation and any additional legislation can be expected to raise similar questions concerning implementation of policies and requirements for obtaining and using Federal grant funds.

Recommendation: Work with Federal agencies to obtain Federal funding under the CARES Act programs and additional COVID-19 legislation and request Congressional support on Federal agency issues, where necessary.

II. McKinney National Airport.

A. FAA/TXDOT Approval for the Extension of Runway 18-36 by 1,500 Feet to 8,500 Feet.

The City is working on a project to extend the Airport's runway by 1,500 feet. This requires coordination with the FAA and the Texas Department of Transportation (TxDOT) Division of Aviation (TxDOT-Aviation) on the required Environmental Assessment and with the U.S. Army Corps of Engineers on a permitting issue. The current goal is to have the Environmental

Assessment completed and the Army Corps permit issued by May 2022 and have the runway extension built and operational by mid-2024. The City has also briefed the Congressional delegation on the importance of the runway extension project and the need to keep it on schedule.

Recommendation: Continue to work closely with the FAA, TxDOT-Aviation, and the Army Corps and continue to advise the Congressional delegation of developments in the event that their support is needed to keep the runway extension project on schedule.

B. FAA/TxDOT Grant Funding for Airport Projects.

The FAA has a grant program, known as the Airport Improvement Program (AIP), which funds construction projects at airports nationwide. For general aviation airports, such as McKinney National Airport, the FAA has a program, known as the State Block Grant Program, which allows a State to administer the AIP grants directly. Texas and several other states participate in this State Block Grant Program. TxDOT-Aviation administers the Block Grant Program through an agreement with the FAA's Texas Airport District Office in Fort Worth. The FAA can also supplement this State Block Grant Program with additional AIP discretionary grants each year.

The McKinney National Airport has several construction projects that it has discussed with the FAA and TxDOT-Aviation and for which grant funds will be requested.

1. Relocation of Taxiway B3 Connector & Rehabilitation/Relocation of Taxilane A.

This is a safety project and is the Airport's current funding priority. The existing Taxiway B3 Connector does not comply with FAA safety design standards as defined in Federal Aviation Administration AC 150-5300-13A (Airport Design) Chapter 4, Section 408c.

In addition to the safety enhancements of this project, rehabilitating Taxilane A will strengthen and extend pavement life. A relocation of the portion of Taxilane A between Taxiway Connectors B2 and B4 will also enable the City to create additional apron space for transient aircraft parking. This construction project is estimated to cost \$18.6 million and the City is seeking a \$16.74 million grant (a 90% share) from the FAA. The project can be done in two-phases, which will spread out the costs out and might make it easier to obtain grant funding.

Recommendation: Work with the FAA and McKinney's Congressional delegation to obtain support for a \$16.74 million FAA grant for the Taxiway B3/Taxilane A Project.

2. Annual Funding for the FAA Airport Grant Program.

The FAA's Airport Improvement Program has an annual funding level of \$3.35 billion. In recent years, Congress has provided additional grant funding, with \$400 million for FY 2021. Since this

additional funding improves the City's chances of receiving an FAA grant, the City has requested Congressional delegation support for the funding.

Recommendation: Work with the Congressional delegation to continue the additional FAA grant funding for FY 2022 and FY 2023. Continue to focus on developing infrastructure assets at the Airport.

C. Federal Contract Tower Program.

The FAA provides air traffic control services for most commercial service airports by having FAA employees in the airport control towers. For General Aviation airports that have a high level of aircraft traffic, including McKinney National Airport, the FAA provides air traffic control services through contracts with companies that hire the controllers. This program, known as the Federal Contract Tower Program, has been found to be cost-effective and covers a total of 256 airports from 46 states, including 24 airports in Texas. The Program saves McKinney approximately \$675,000 in annual payments that the City would otherwise have to make in order to have air traffic controllers in the Airport's Control Tower.

1. Annual Congressional Funding for the Program.

Each year, the City requests Congressional delegation support for full funding for the Federal Contract Tower Program. In the next several months, Congress will consider funding levels for FY 2022, which begins on October 1, 2021. The estimated funding needed for the Contract Tower Program for FY 2022 is in the \$175 million range, which will fund airports currently in the Program and several airports that are expected to be admitted. It will be important to have Congressional support to ensure that this funding level is maintained.

Recommendation: Continue to work with McKinney's Congressional delegation to ensure that the FAA's Contract Tower Program is fully funded in FY 2022 and FY 2023.

2. Various Programmatic Issues.

The City is a member of the U.S. Contract Tower Association, a nationwide trade association which supports communities with contract towers on issues with the FAA and with Congress. Over the years, the City has worked with the Association, the FAA, and the Congressional delegation on various matters, including efforts to ensure adequate staffing, tower equipment funding, and overall program funding.

Recommendation: Continue to work with the U.S. Contract Tower Association, the FAA, and McKinney's Congressional delegation on issues in support of the Federal Contract Tower Program.

III. Transportation.

McKinney's population has dramatically increased over the past several years and is expected to continue to increase at a sizable rate for the next 15 to 20 years. Transportation is an ever increasing issue for McKinney with an ongoing need to improve and expand existing roads and build new ones.

A. Surface Transportation Bill.

Every several years, Congress passes a large piece of legislation, commonly known as the Highway Bill, although the bill also includes transit programs. The Highway Bill provides funding for surface transportation projects nationwide, revises existing transportation programs, and establishes new ones. In 2015, Congress passed a five-year bill, the FAST Act. Although the FAST Act expired at the end of FY 2020, Congress has still not enacted a replacement bill. It is expected that Congress will consider a new Highway Bill in 2021.

Recommendation: Monitor developments closely and request Congressional support for funding for grant programs that can assist McKinney's transportation plan.

B. Federal Infrastructure Plan.

The Administration and Congress have discussed a major Federal Infrastructure Plan during the past several years, but failed to move it forward. It is expected that the new Administration will propose a comprehensive Infrastructure Plan that will include roads, transit, water and sewer projects, and broadband. Congressional legislation will be needed to enact any such Infrastructure Plan. While Congress seems interested, the funding issue, i.e., how to pay for it, will be critical in whether or not a bill can be passed.

Recommendation: Monitor developments closely and request Congressional support for funding for grant programs that can assist McKinney in maintaining and improving its infrastructure.

C. Federal Transit Administration Grant Programs.

The Federal Transit Administration (FTA) apportions Federal transit funding to rural and urbanized areas throughout the nation. As a small urban area within Texas, the McKinney Urbanized Area (MUZA) receives Section 5307 Urban Area Formula funds for the Federal share of eligible expenses for transit-related capital, planning, and operating activities that occur within the MUZA.

The FTA also administers the Bus and Bus Infrastructure Program, which assists in funding buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses

or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

Recommendation: Continue to work with the FTA to obtain flexibility in using the grant funds and to obtain as much funding as possible so that McKinney can expand and enhance transit services for its residents. Work with McKinney’s Congressional delegation and others in Congress to ensure adequate funding for the FTA’s transit programs in FY 2022 and FY 2023.

IV. Water Supply.

A. Lower Bois d’Arc Reservoir.

The North Texas Municipal Water District (NTMWD) is building the Lower Bois d’Arc Reservoir (Reservoir) in order to meet the increasing water needs of North Texas. The Reservoir is a critical component in the region’s long-range water supply plan. This new source will provide much needed water to meet growing demands.

In order to build the Reservoir, the NTMWD needed a Section 404 permit from the Army Corps of Engineers. McKinney supported the NTMWD’s efforts in Washington, which included strong Congressional support and legislation directing the Army Corps to expedite the processing of the Section 404 permit. As a result, the Army Corps issued the permit in 2018 and the NTMWD has made significant progress in constructing the Reservoir, with impoundment scheduled to begin in March 2021.

Recommendation: Continue to support the NTMWD’s efforts in Washington to ensure that the Reservoir project continues to move forward, which will ensure future water supplies for the City of McKinney.

B. Revise the Texas-Oklahoma Boundary Line in Lake Texoma.

Zebra mussels are a highly invasive freshwater species that can have a devastating impact on the environment and the economy. Zebra mussels were first detected in our Lake Texoma water supply in 2009. Due to an error in revising the boundary line between Texas and Oklahoma, the line was inadvertently moved south to include NTMWD’s water pump station on the Oklahoma side of Lake Texoma. Since the Federal government’s Lacey Act prohibits the transportation of invasive species across state lines, NTMWD had to immediately cut off its water supply from Lake Texoma to prevent a violation of Federal law. To assist NTMWD in regaining access to its water supply, our Congressional delegation obtained the enactment of an exemption to the Lacey Act that allowed NTMWD to use water from Lake Texoma. This required NTMWD to construct a 46-mile, \$300 million pipeline from Lake Texoma to its Wylie

Water Treatment Plant where the water could be treated for zebra mussels before allowing it to mix with other water supplies.

The next step in this process is to have the boundary line between Texas and Oklahoma adjusted so that NTMWD's intake plant is once again solely within the State of Texas.

Recommendation: Continue to work with the NTMWD to obtain Congressional support for correcting the boundary line between Texas and Oklahoma so that NTMWD's intake plant is once again solely within the State of Texas.

V. Flood Control.

A. Natural Resources Conservation Service Watershed Rehabilitation Program.

The mission of the Natural Resources Conservation Service (NRCS) is to improve, protect, and conserve natural resources on private lands through a cooperative partnership with state and local municipalities. Since 1948, NRCS has assisted local sponsors in constructing more than 11,900 dams nationwide. The Watershed Rehabilitation Program helps project sponsors, such as the City of McKinney, rehabilitate aging dams that are reaching the end of their 50-year design lives.

If the City agrees to take over operation and maintenance, the NRCS will provide 65% of the funding for rehabilitation projects and aging infrastructure. Since 2002, the City has received \$13 million to rehabilitate ten NRCS dams in McKinney to address critical public health and safety concerns. The City may need to rehabilitate additional dams in the future.

The Administration has consistently proposed to eliminate the NRCS Program. In response, McKinney has requested Congressional support for the Program and Congress has been providing \$10 million each year to keep it in place, including \$10 million in FY 2021.

Recommendation: Work with McKinney's Congressional delegation and others in Congress to ensure adequate funding for the NRCS's Dam Rehabilitation Program in FY 2022 and FY 2023.

VI. Public Safety (Police, Fire, and Emergency Management).

A. Federal Emergency Management Agency.

As a current member of International Association of Emergency Managers (IAEM), the McKinney Office of Emergency Management supports the following key policy positions for consideration as outlined by IAEM in the past:

1. The FEMA Administrator must have the authority to coordinate Federal government disaster response on behalf of the President, with the elevated role as principal

advisor to the President for emergency management. The authority is critical for effective disaster management and coordination of the Federal government.

2. All functions of the emergency management cycle (preparedness, response, recovery, and mitigation) must remain intact within FEMA. Duplicate offices should not be created in other parts of DHS or other Federal agencies.
3. Congress should protect the use of the Disaster Relief Fund (DRF) for its intended purpose of providing disaster response and recovery assistance to state and local governments and should oppose efforts to amend the Stafford Act to allow redirection of funds to other departments and agencies for Federal activities.
4. Congress should continue to build emergency management capability and infrastructure at the state and local levels by increasing funding for the Emergency Management Performance Grant (EMPG) Program. The EMPG Program, which provides important support for local government emergency management, has been appropriated approximately \$350 million annually since 2014 and should be increased as soon as it is feasible to do so. In addition, EMPG is, and should continue to be, a separate grant program and should not be combined with any other grant program.
5. The Emergency Management Institute (EMI) delivers high quality emergency management training through EMI's academies. Congress should increase funding above the \$21,520,000 that was provided for FY 2021.

Recommendation: Work with FEMA and McKinney's Congressional delegation in support of the International Association of Emergency Managers' policy positions, as set forth above.

B. Homeland Security Grant Program.

The purpose of the Homeland Security Grant Program is to support state and local efforts to prevent terrorism and other catastrophic events and to prepare the Nation for the threats and hazards that pose the greatest risk to the security of the United States. The Program provides funding to implement investments that build, sustain, and deliver the 32 core capabilities essential to achieving the National Preparedness Goal of a secure and resilient Nation.

The Homeland Security Grant Program has two programs of interest to the City: (1) the State Homeland Security Program, and (2) the Urban Area Security Initiative.

1. State Homeland Security Program.

The State Homeland Security Program grants enhance local, State and Tribal preparedness activities that address high-priority preparedness gaps across core capabilities where an association to terrorism exists.

The State Homeland Security Program is intended to support investments, organized around five mission areas, Prevention, Protection, Response, Recovery and Mitigation, to deal with catastrophic events.

Although McKinney does not have any pending grant applications, the program is an important one and the City might have future projects. Accordingly, McKinney has requested Congressional support for funding. For FY 2021, Congress provided \$610 million, well above the Administration's request of \$332 million.

Recommendation: Work with McKinney's Congressional delegation and others in Congress to ensure adequate funding for FY 2022 and FY 2023 for the State Homeland Security Program.

2. Urban Area Security Initiative.

The Urban Area Security Initiative Program assists high-threat, high-density Urban Areas in efforts to build, sustain, and deliver the capabilities necessary to prevent, protect against, mitigate, respond to, and recover from acts of terrorism. The Dallas/Ft. Worth/Arlington area received \$16,900,000 in FY 2019 funding under this program. Accordingly, McKinney has requested Congressional support for the program. For FY 2021, Congress provided \$705 million, well above the Administration's request of \$426 million.

Recommendation: Work with McKinney's Congressional delegation and others in Congress to ensure adequate funding for FY 2022 and FY 2023 for the Urban Area Security Initiative Program.

C. Firefighters Grant Programs.

1. Assistance to Firefighters Grant Program.

The Assistance to Firefighters Grant Program, which is administered by FEMA, provides grant funding to fire departments for critically needed resources to equip and train emergency personnel to recognized standards, enhance operational efficiencies, and foster interoperability.

Although McKinney does not have any pending grant applications, the program is an important one and the City might have future projects.

Recommendation: Work with McKinney's Congressional delegation and others in Congress to ensure adequate funding for FY 2022 and FY 2023 for FEMA's Assistance to Firefighters Grant Program.

2. Staffing for Adequate Fire and Emergency Response Grant Program.

The Staffing for Adequate Fire and Emergency Response grant program, which is administered by FEMA, assists local fire departments with staffing and deployment capabilities in order to respond to emergencies, and assure that communities have adequate protection from fire and fire-related hazards.

Recommendation: Work with McKinney’s Congressional delegation and others in Congress to ensure adequate funding for FY 2022 and FY 2023 for FEMA’s Staffing for Adequate Fire and Emergency Response Grant Program.

VII. Community Development Block Grant Program.

The Community Development Block Grant (CDBG) is one of the most vital community development programs in the country. Administered under the U.S. Department of Housing and Urban Development, CDBG is an effective use of taxpayer dollars and provides direct local government resources to improve or expand housing investments, public services, infrastructure and economic development programs. With more than 1,200 grantees that includes states and municipalities, it has proven to be effective for expanding local economies and providing public service and employment training resources to families, veterans, seniors, the disabled and children with proven results.

McKinney received \$761,993 in FY 2019 CDBG funding. During National Community Development Week each April, the City showcases how McKinney uses its community development resources to impact citizens through successful projects.

The Administration has consistently proposed to eliminate the CDBG Program. Accordingly, McKinney has requested Congressional support to continue the program and Congress provided \$3.45 billion for FY 2021.

Recommendation:

- Work with McKinney’s Congressional delegation and others in Congress to ensure adequate funding for HUD’s Community Development Block Grant Program for FY 2022 and FY 2023.