

McKinney National Airport

Eastside Design Grant Request



City Council Goals & Strategies

McKINNEY FIRST CITY COUNCIL GOALS & STRATEGIES FY24 (Oct. 1, 2023 – Sept. 30, 2024)



DIRECTION FOR STRATEGIC AND ECONOMIC GROWTH



OPERATIONAL EXCELLENCE



MAXIMIZE THE DEVELOPMENT OF THE MCKINNEY NATIONAL AIRPORT



FINANCIALLY SOUND GOVERNMENT



ENHANCE THE QUALITY OF LIFE IN MCKINNEY



SAFE & SECURE COMMUNITY



- The McKinney City Council has made maximizing the development potential of McKinney National Airport one of the six pillars of the City Council Goals and Strategies.

3A: Implement initiatives and strategies, including public-private partnerships, to attract and expand corporate and commercial aviation including the viability of passenger service.

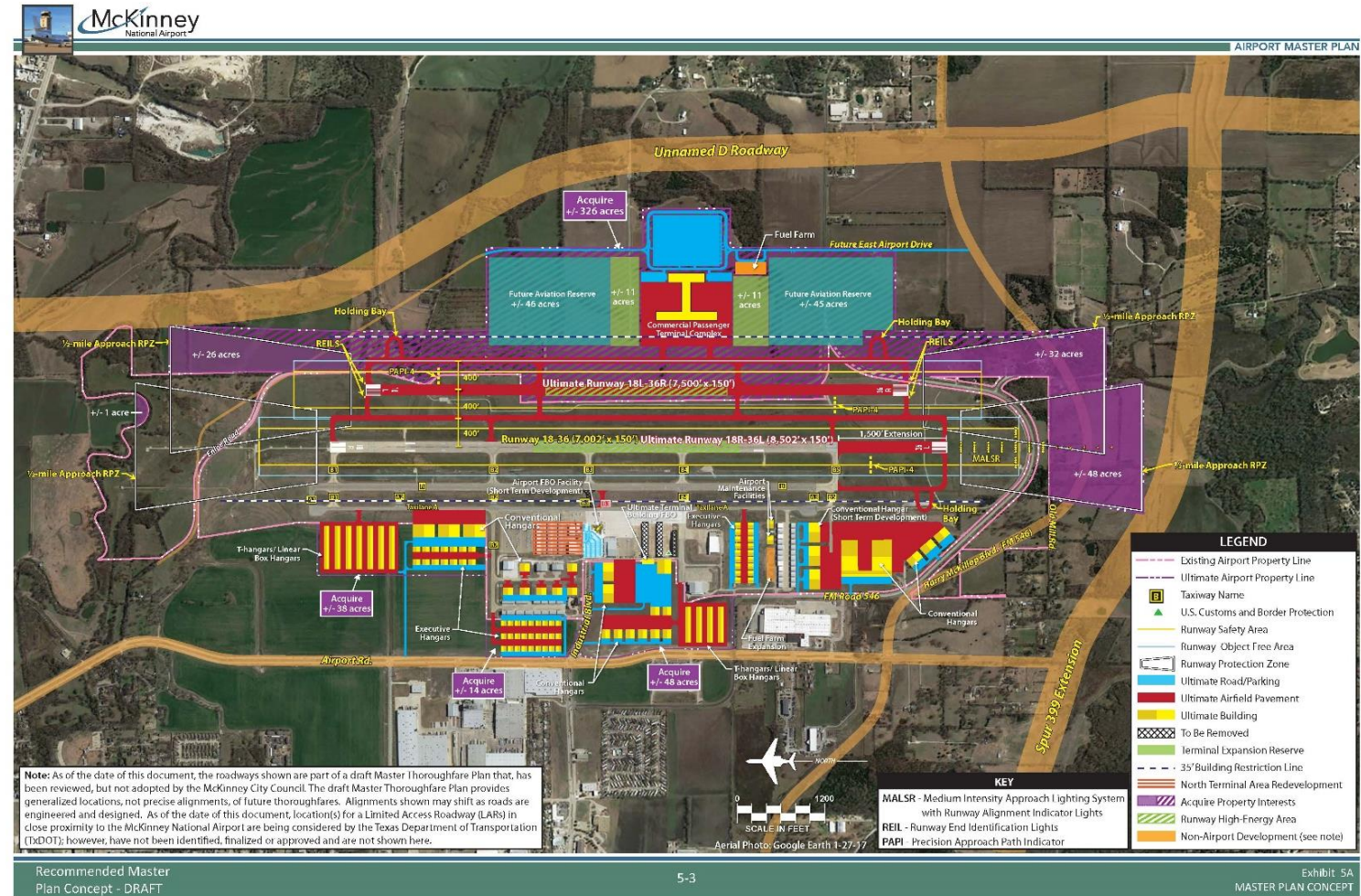
MCKINNEY NATIONAL AIRPORT

- Break ground on a permanent General Aviation Federal Inspection Station (Customs) facility.
- Begin construction on an additional 40,000-square-foot hangar expansion to support new and existing airport tenants.
- Begin construction on the North portion of the McKinney National Airport runway extension (Phase 1).
- Begin Phase 1 construction to rehabilitate and realign taxiway A between taxiway B2 and B4, and relocate a portion of taxiway B3.
- Complete the schematic design, select a Construction Manager at Risk (CMAR), and begin construction on commercial passenger terminal facilities.

McKinney National Airport Master Plan

Airport Master Plan - 2019

- An airport master plan provides a road map for efficiently meeting aviation demand through the foreseeable future while preserving the flexibility necessary to respond to changing industry conditions.
- The master plan also provides guidelines for adhering to appropriate Federal Aviation Administration (FAA) and Texas Department of Transportation - Aviation Division (TxDOT) standards. The FAA recommends that airports updated their master plan every 7-10 years to address local changes.



Available Lease Land





Airport Road

US 380

City of McKinney
Owned Property

Taxiway C

FM 546

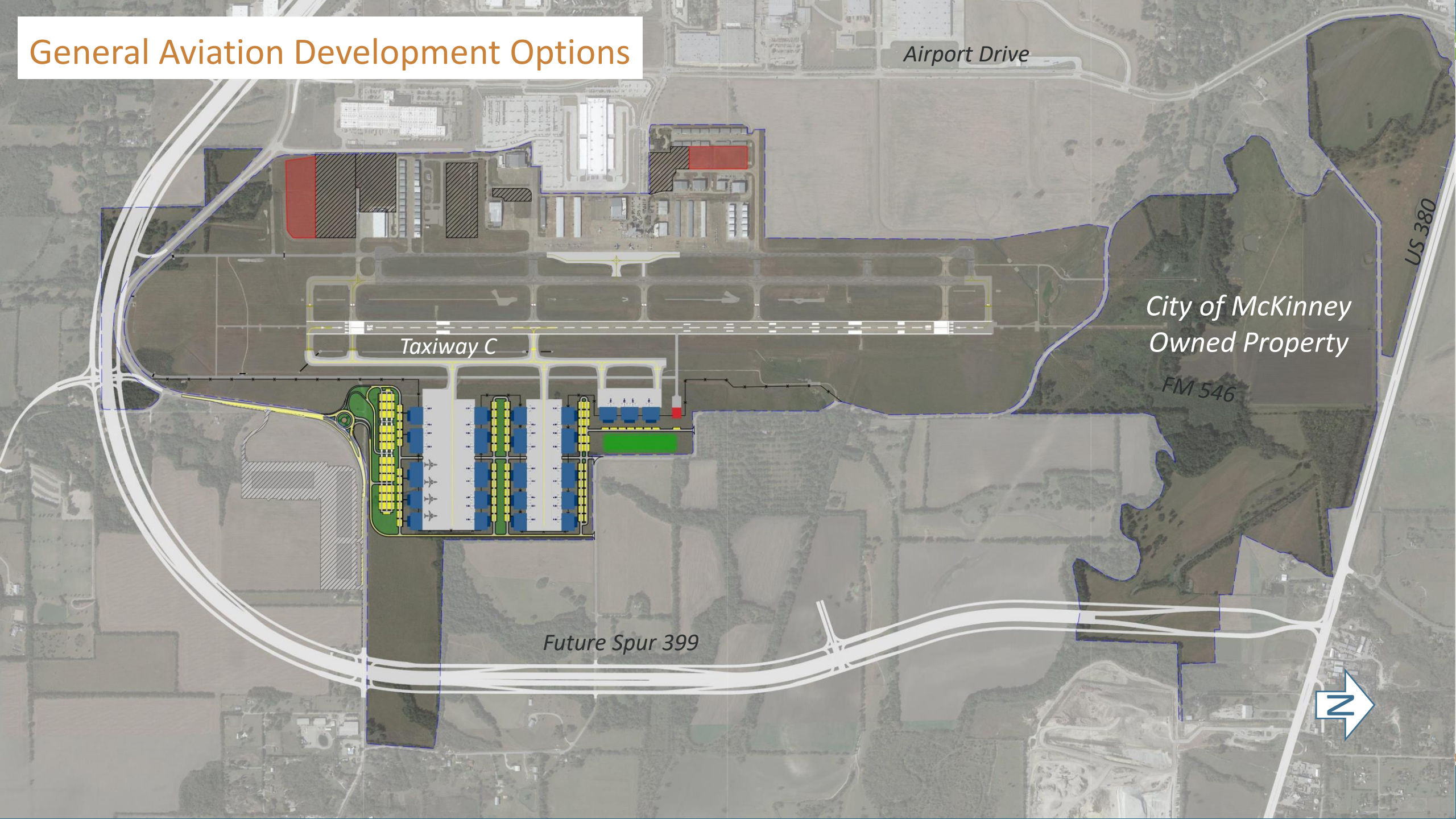
Eastside
Developable
Property
(123 Acres)

Future Spur 399

2025 Airport Development Planning

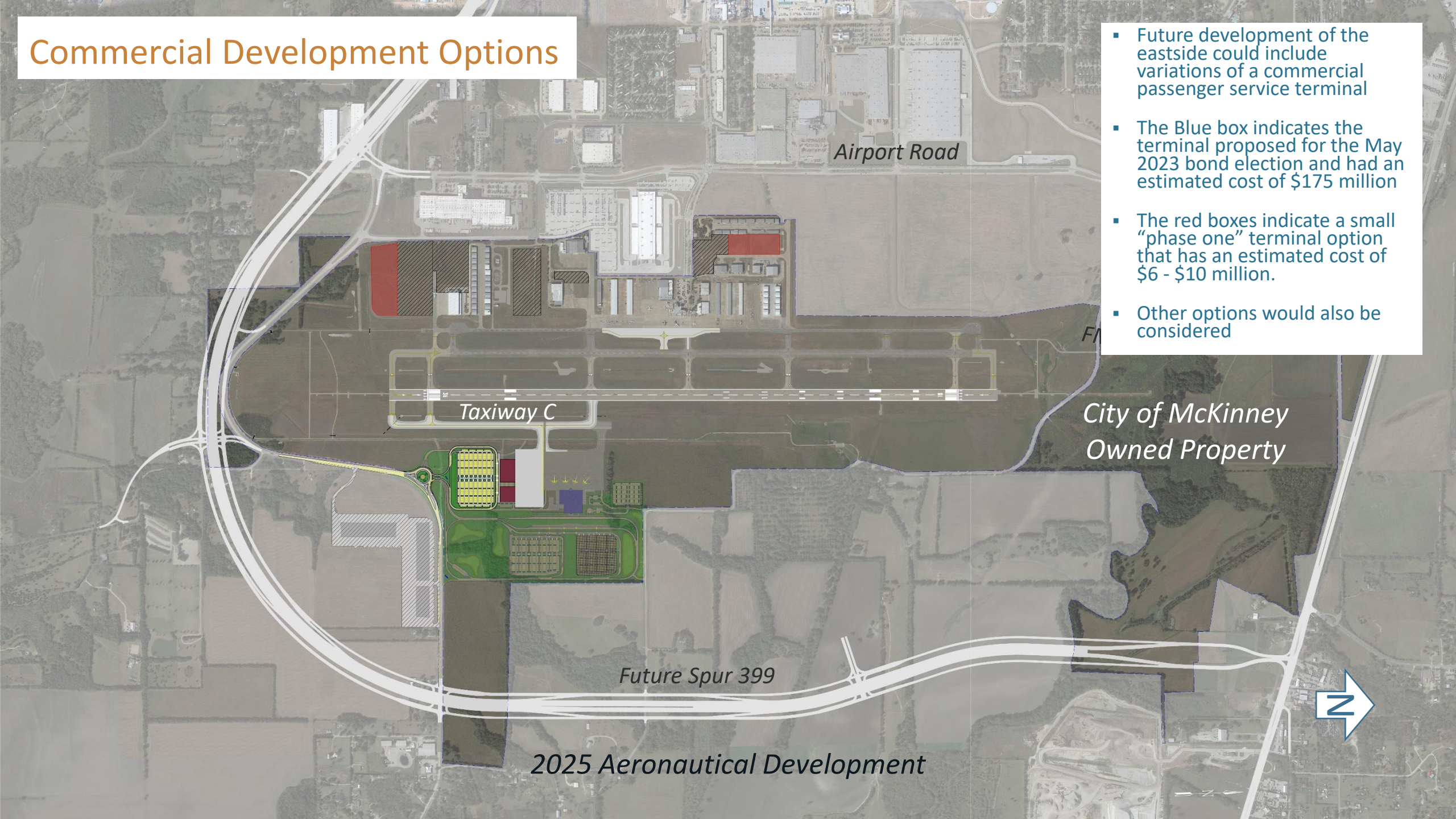


General Aviation Development Options



Commercial Development Options

- Future development of the eastside could include variations of a commercial passenger service terminal
- The Blue box indicates the terminal proposed for the May 2023 bond election and had an estimated cost of \$175 million
- The red boxes indicate a small “phase one” terminal option that has an estimated cost of \$6 - \$10 million.
- Other options would also be considered



Airport Road

Taxiway C

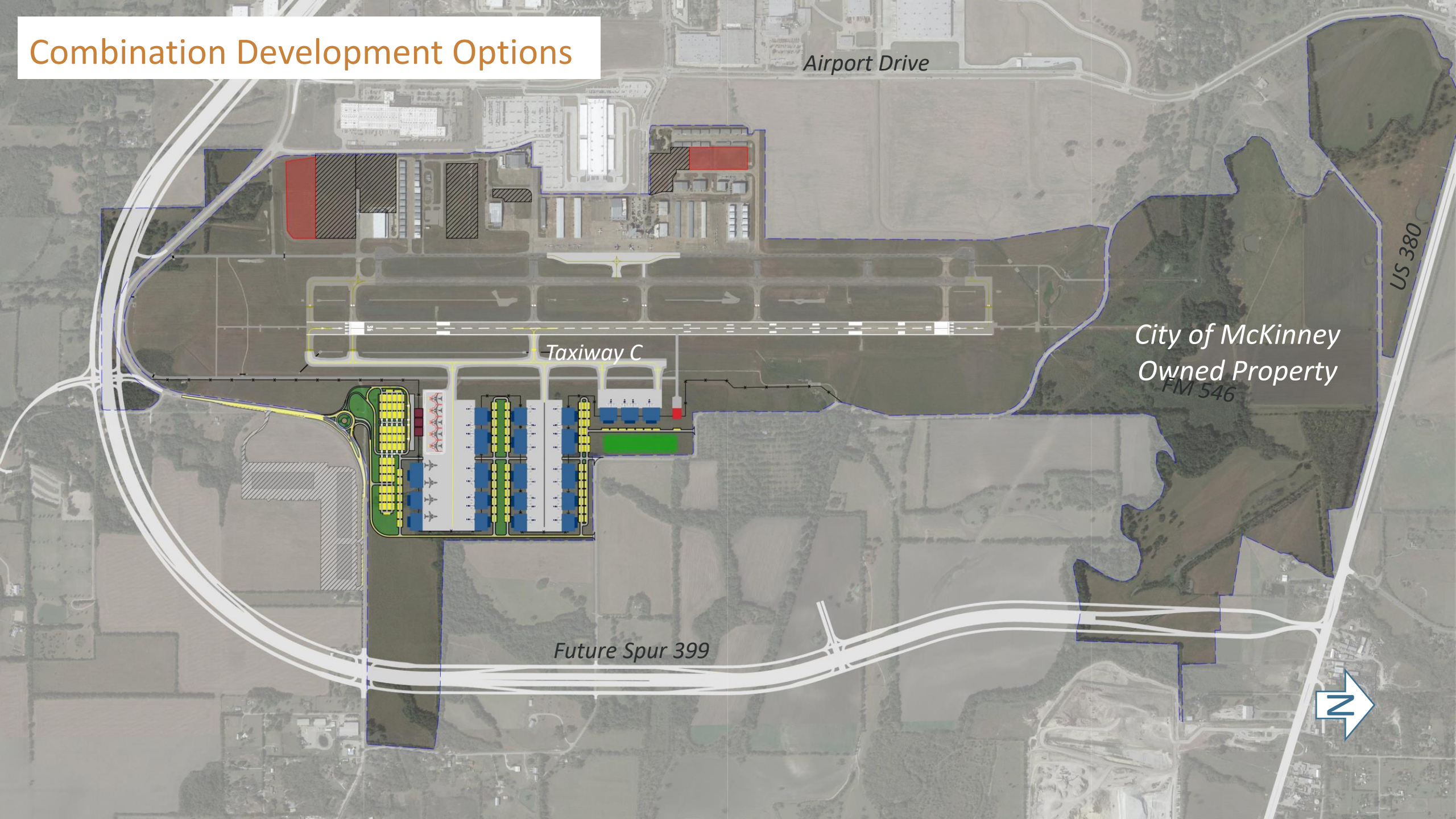
City of McKinney
Owned Property

Future Spur 399

2025 Aeronautical Development



Combination Development Options



Airport Drive

Taxiway C

City of McKinney
Owned Property
FM 546

US 380

Future Spur 399



MEDC and MCDC Grant Request

- The City Council adopted a resolution directing city staff to request grant funding from the MEDC and MCDC to plan, design and improve the east side of the airport for general aviation and/or commercial passenger service purposes.
 - Much of the infrastructure being planned and designed would be necessary for either general aviation and commercial aviation.
 - Taxiway Charlie
 - Roadway improvements
 - Internal circulating driveways
 - Underground utilities
- The MEDC and MCDC grants would be allowed under the local government code as they receive their revenues from sales taxes collected.
- The improvements being planned and designed are eligible for FAA reimbursements. The city could use future reimbursements to pay back the two corporations for their contributions.

MEDC and MCDC Grant Request

- The overall planning and engineering cost for the eastside design project is projected to be \$5,388,030. The City of McKinney is requesting grants from the McKinney Economic Development Corporation (MEDC) and the McKinney Community Development Corporation (MCDC) to fund this planning and design effort.
- State statutes governing Type A (MEDC) and Type B (MCDC) corporations limit the types of projects that the MEDC and MCDC can fund. As such, the project expenses are proposed to be split as follows:
 - MEDC would fund the planning and design of roads, utilities and parking for the eastside program.
 - \$1,781,000
 - MCDC would fund the planning and design of airport improvements such as taxiways, aprons and other airport facilities.
 - \$3,607,030



Questions