



Mayor Javier Villalobos
Mayor Pro Tem/Commissioner J. Omar Quintanilla
Commissioner Tony Aguirre, Jr.
Commissioner Joaquin Zamora

Commissioner Rodolfo "Rudy" Castillo
Commissioner Victor "Seby" Haddad
Commissioner Pepe Cabeza de Vaca
City Manager Roel "Roy" Rodriguez, P.E.

**NOTICE OF WORKSHOP TO BE HELD BY THE
MCALLEN BOARD OF COMMISSIONERS
MONDAY, AUGUST 26, 2024 – 4:00 PM
MCALLEN CITY HALL
CITY COMMISSION CHAMBERS; 3RD FLOOR
1300 HOUSTON AVENUE
MCALLEN TEXAS, 78501**

AGENDA

"At any time during the course of this meeting, the City Commission may retire to Executive Session under Texas Government Code 551.071(2) to confer with its legal counsel on any subject matter on this agenda in which the duty of the attorney to the City Commission under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with Chapter 551 of the Texas Government Code. Further, at any time during the course of this meeting, the City Commission may retire to Executive Session to deliberate on any subject slated for discussion at this meeting, as may be permitted under one or more of the exceptions to the Open Meetings Act set forth in Title 5, Subtitle A, Chapter 551, Subchapter D of the Texas Government Code."

CALL TO ORDER

1. Present questions to staff relating to the August 26, 2024 Regular Meeting Agenda, to be discussed at such meeting.
2. Budget Wrap-Up
3. McAllen Vision Zero Adoption Plan Presentation
4. Airport Terminal Capacity Study Presentation
5. **EXECUTIVE SESSION, CHAPTER 551, TEXAS GOVERNMENT CODE, SECTION 551.071 (CONSULTATION WITH ATTORNEY), SECTION 551.072 (DELIBERATION REGARDING REAL PROPERTY), SECTION 551.074 (PERSONNEL MATTERS) AND SECTION 551.087 (ECONOMIC DEVELOPMENT)**
 - A) Consultation with City Attorney regarding legal issues related to employee benefit options. (Section 551.071, T.G.C.)
 - B) Consultation with legal counsel regarding municipal employment contracts. (Section 551.071, T.G.C.)
 - C) Consultation with City Attorney regarding legal issues related to sponsorship agreements. (Section 551.071 T.G.C.)
 - D) Consideration of economic development matters. (Section 551.087, T.G.C.)

ADJOURNMENT

IF ANY ACCOMMODATION FOR A DISABILITY IS REQUIRED (OR INTERPRETERS FOR THE DEAF), NOTIFY THE CITY SECRETARY'S DEPARTMENT AT 681-1020 FORTY-EIGHT (48) HOURS PRIOR TO THE MEETING DATE. WITH REGARD TO ANY ITEM, THE BOARD OF COMMISSIONERS MAY TAKE VARIOUS ACTIONS INCLUDING BUT NOT LIMITED TO RESCHEDULING AN ITEM IN ITS ENTIRETY FOR A FUTURE DATE OR TIME.

C E R T I F I C A T I O N

I, the Undersigned Authority, do hereby certify that the attached agenda of the meeting of the McAllen Board of Commissioners is a true and correct copy and that I posted a true and correct copy of said notice on the bulletin board in the Municipal Building, a place convenient and readily accessible to the general public at all times, and said Notice was posted on August 23, 2024 at 3:30 PM and will remain so posted continuously for at least 72 hours preceding the scheduled time of said meeting in accordance with Chapter 551 of the Texas Government Code.

/s/
Perla Lara, TRMC/CMC, CPM
City Secretary

ITEM SUMMARY

BOARD: City Commission

AGENDA ITEM

1.

DATE SUBMITTED

MEETING DATE

8/26/2024

1. Agenda Item: Present questions to staff relating to the August 26, 2024 Regular Meeting Agenda, to be discussed at such meeting.
2. Party Making Request:
3. Nature of Request:
4. Routing:
Diana Silva
5. Staff Recommendation:
6. Advisory Board:
7. City Attorney:
8. Manager's Recommendation:

Created -

ITEM SUMMARY

BOARD: City Commission

AGENDA ITEM

2.

DATE SUBMITTED

MEETING DATE

8/26/2024

1. Agenda Item: Budget Wrap-Up

2. Party Making Request:

3. Nature of Request:

4. Routing:
Jose Trujillo

Created -

5. Staff Recommendation:

6. Advisory Board:

7. City Attorney:

8. Manager's Recommendation:



ITEM SUMMARY

BOARD: City Commission

AGENDA ITEM

3.

DATE SUBMITTED

08/20/2024

MEETING DATE

8/26/2024

1. Agenda Item: McAllen Vision Zero Adoption Plan Presentation
2. Party Making Request:
3. Nature of Request: Staff is presenting an a final summary of the McAllen Vision Zero Safety Action Plan. The plan has hit all the milestones needed in order to be adopted through Resolution at the August 26, 2024 City Commission Regular Meeting.
4. Routing:
Marlen Garza
Eduardo Mendoza
Michelle Rivera
Isaac Tawil
Created/Initiated - 8/20/2024
5. Staff Recommendation: Staff recommends adoption of the McAllen Vision Zero Action Plan
6. Advisory Board:
7. City Attorney:
8. Manager's Recommendation:



ENGINEERING DEPARTMENT
MEMORANDUM

To: Roel Rodriguez, P.E., City Manager

From: Marlen Garza, PE, Assistant Director of Engineering- Traffic Operations

Date: August 26, 2024

Subject: McAllen Vision Zero- Adoption

Explanation

Staff is presenting an a final summary of the McAllen Vision Zero Safety Action Plan. The plan has hit all the milestones needed in order to be adopted through Resolution at the August 26, 2024 City Commission Regular Meeting.

VISION ZERO

CITY OF McALLEN

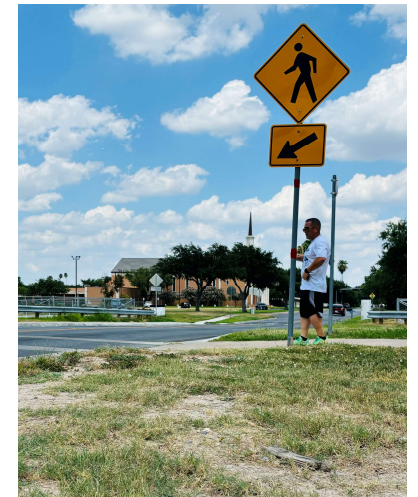


WHAT IS VISION ZERO?

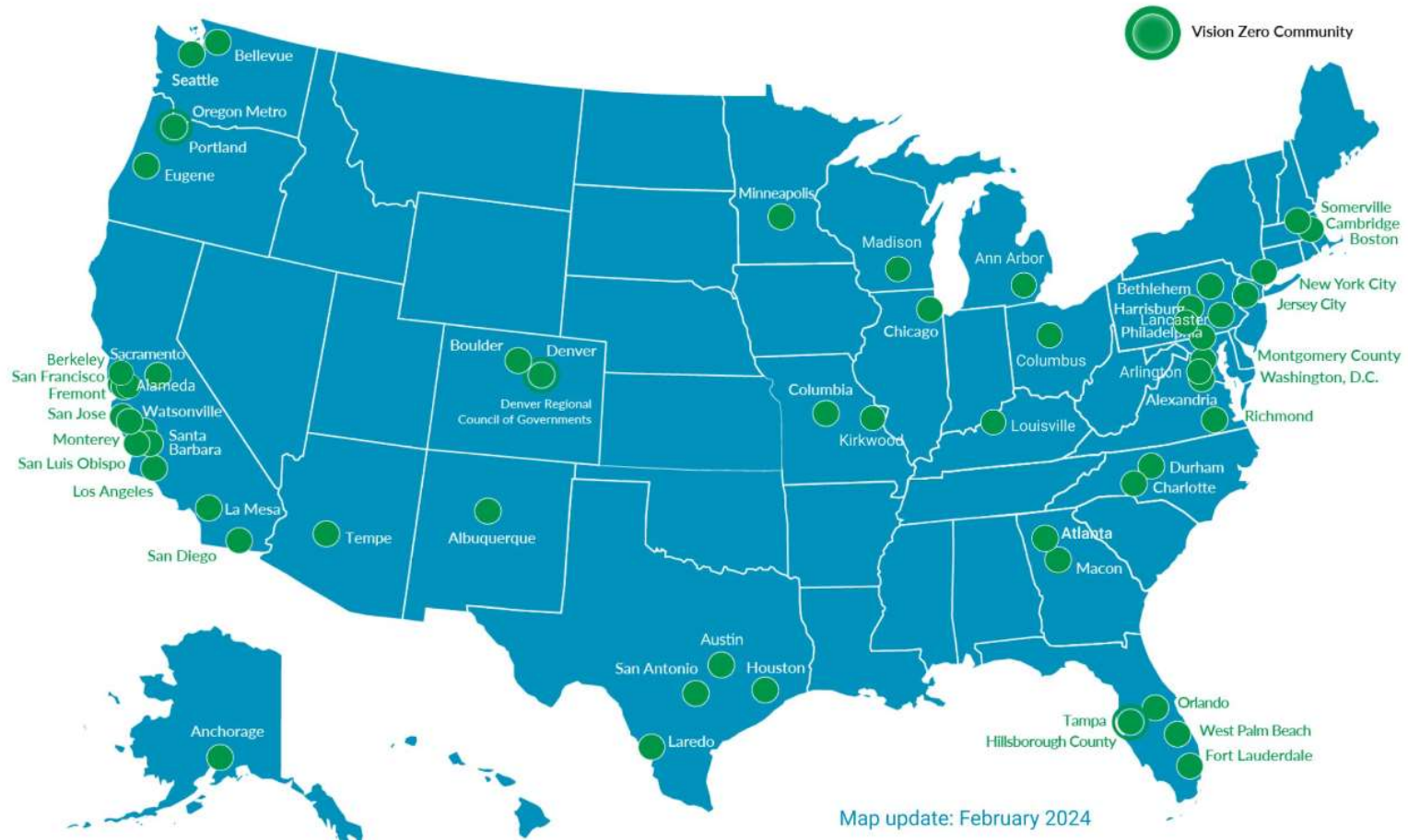
Vision Zero is a plan rooted in the belief that no loss of life or serious injuries is acceptable on McAllen's transportation system. This plan will help McAllen identify locations where public infrastructure improvements could provide a safe space for all roadway user like motorcycles, bicyclist, pedestrians and other roadway users.

City of McAllen has a website dedicated to these efforts and additional information on the plan:

<https://www.mcallen.net/vision-zero>

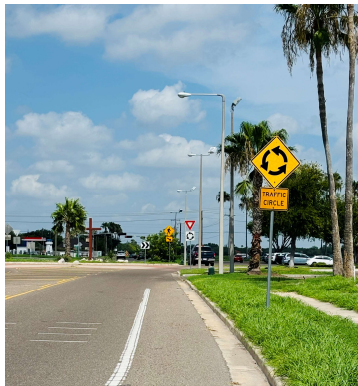


VISION ZERO NETWORK





PROJECT SCHEDULE



**BETWEEN 2018 AND 2023,
APPROXIMATELY 39,449
PEOPLE WERE INVOLVED
IN A CRASH IN McALLEN**

Mode	All People In Crashes	FSI	% of People In Crashes with FSI
Pedestrian	380	43	11%
Bicycle	125	9	7%
Motor Vehicle	38,327	218	1%
Motorcycle	208	47	23%
Freight	409	1	>1%

VISION ZERO DATA SUMMARY

The
time
to act
is now.

318 PEOPLE WERE
INVOLVED IN A FATAL OR
SERIOUS INJURY CRASH



43 Pedestrians



9 on a bike



218 in a vehicle



47 on a motorcycle



1 by a freight

CRASHES IN McALLEN

Chat 2: Fatal and Severe Crashes by Mode and Year 2018-2023



25%

chance of pedestrian fatality or severe injury



50%

chance of pedestrian fatality or severe injury



90%

chance of pedestrian fatality or severe injury

- 83% of Fatal & Severe Injury (FSI) crashes happened on streets with 30-45 mph speed limits; 17% of FSI crashes happened on streets with 55+ mph speed limits
- All modes showed that as speed limit increases, crashes have a higher chance of resulting in death or serious injury. Principal arterial streets were dangerous for all mode, but much more for non-motor vehicle crashes.

WHO WAS INVOLVED IN FSI CRASHES

All Crashes- 2018-2023

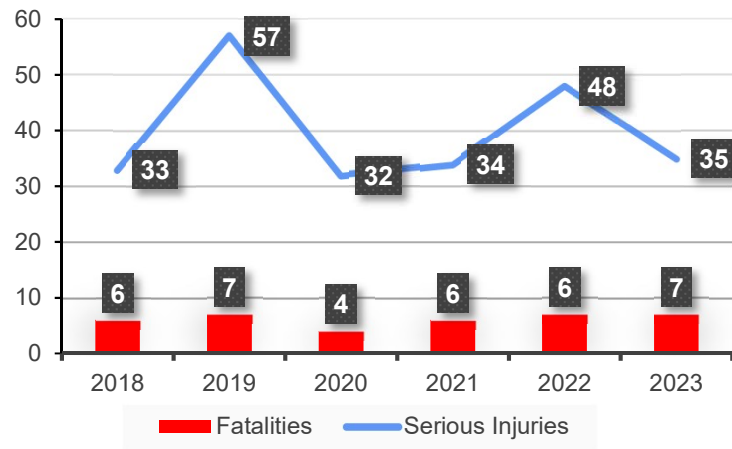
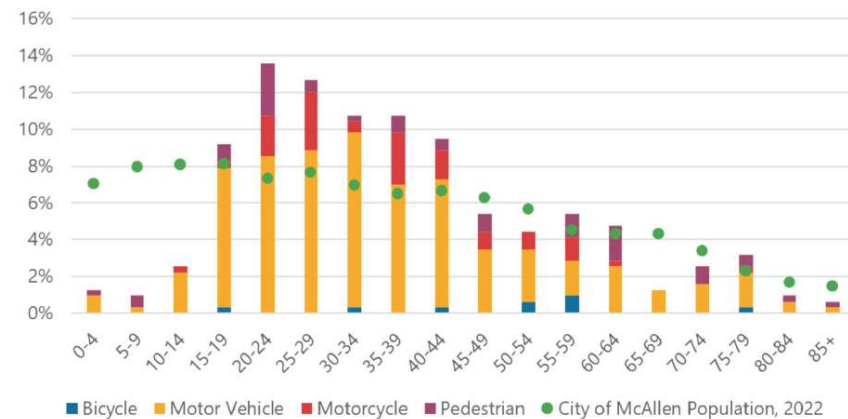


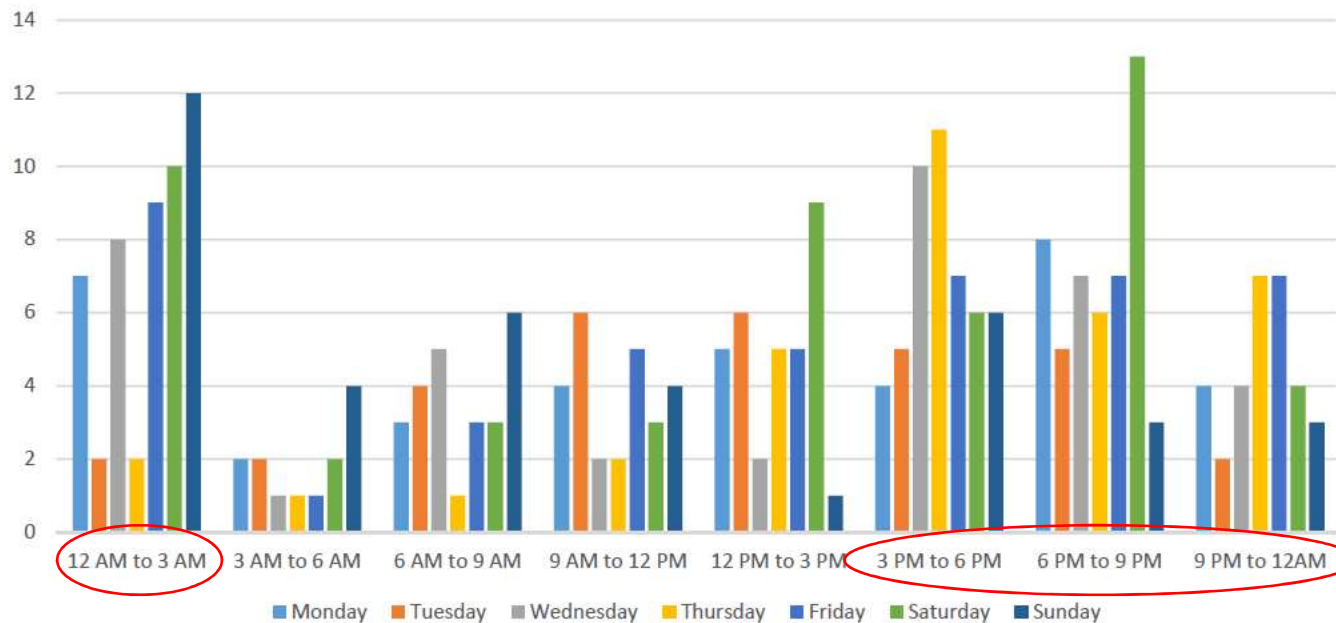
Chart 3: Fatal and Severe Crashes 2018-2023 by Age Group and Mode Compared to 2022 City of McAllen Population



- Although motor vehicle crashes are more common, it is the motorcycle, pedestrian crashes that are the most deadly.
- Male motorcycle victims comprised of a largest number of FSI crashes
- People aged 20-44, 55-59 and 75-79 years were overrepresented in FSI crashes compared to their population share.

WHEN DO FSI CRASHES OCCUR

Fatal & Severe Injury (FSI) Crashes by Time of Day and Day of Week
(2018-2023)



36% of Fatal and Severe Injury (FSI) crashes happened between 3 PM and 9 PM

Another 18% of crashes happened between 12 AM and 3AM

COMMON FSI CRASHES IN MCALLEN

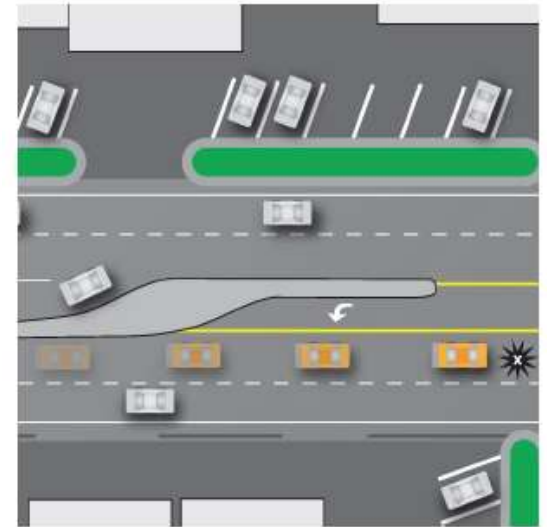
1



- Crashes at an intersection, at an angle with both cars going straight at a signal light where a car disregarded a stop and go signal: **7 FSI Crashes**



- Crashes at an intersection with cars going in opposite directions with one car going straight and one turning left at a signal light where a car failed to yield right of way turning left: **7 FSI Crashes.**



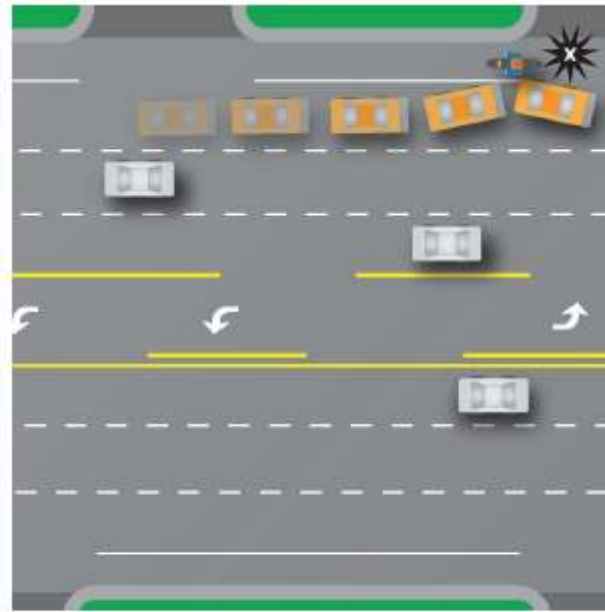
- Crashes at a non-intersection on a road with marked lanes where a car was going straight, and a pedestrian failed to yield right of way to the vehicle: **8 FSI Crashes.**

COMMON FSI CRASHES IN MCALLEN

2



- Crashes at an intersection with a signal light where a car was turning left and did not yield right of way to a pedestrian: **9 Crashes.**



- Crashes occurring on roads with marked lanes happening at a non-intersection because the car failed to yield right of way: **8 FSI Crashes.**



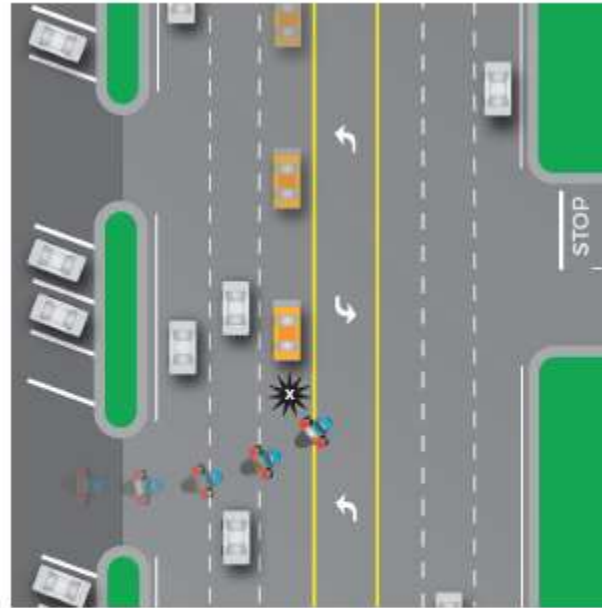
- Crashes at an intersection with a signal light where a car was turning right and failed to yield right of way to a cyclist: **5 Crashes.**

COMMON FSI CRASHES IN MCALLEN

3



- Crashes at an intersection at an angle with a motorcycle and vehicle both going straight at a signal light where a car disregarded a stop and go signal: **5 FSI Crashes.**

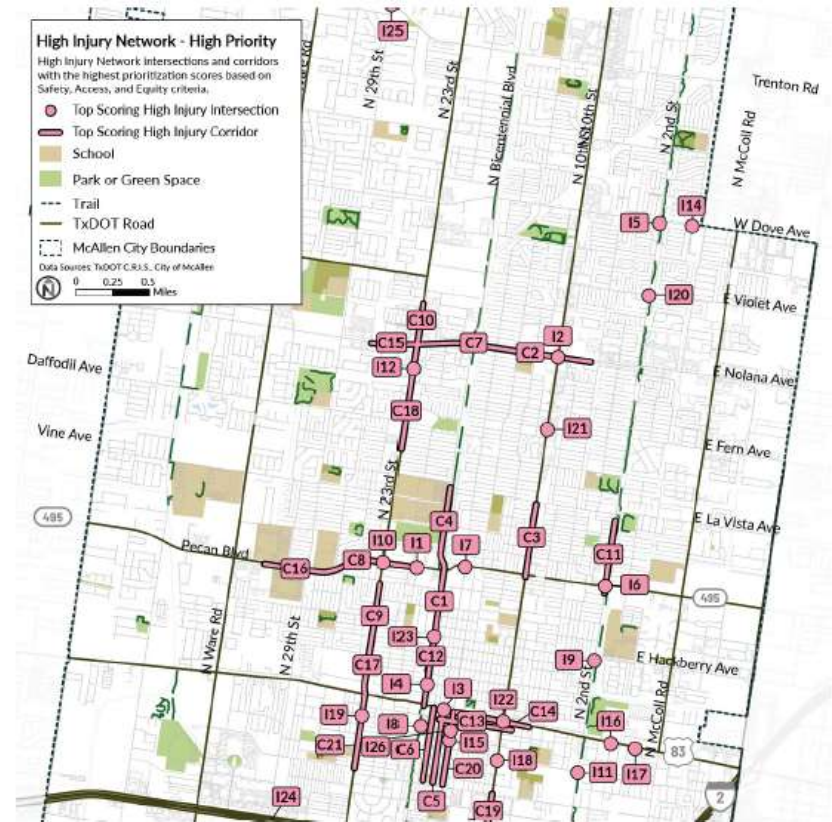


- Crashes at a driveway access at an angle with a motorcycle and vehicle with one going straight and one turning left on a road with marked lanes where one failed to yield right of way to the private drive: **3 FSI Crashes.**

PRIORITY HIN INTERSECTIONS & CORRIDORS

Vision Zero Plan included a process, based on the data, for City of McAllen to prioritize safety projects by intersections and corridors.

GOAL	CRITERIA	SCORING METRIC	SCORING	DATA SOURCE
SAFETY	FSI crashes	Density of FSI crashes per square mile within a quarter mile of a HIN centerline corridor or intersection	"2: High 1: Medium 0: Low (tertiles)"	CRIS, HIN
	Vulnerable Road Users	Density of all VRU crashes per square mile within a quarter mile of a HIN centerline corridor or intersection	"2: High 1: Medium 0: Low (tertiles)"	CRIS, HIN
	Public input on safety concerns	Density of aggregated public comments from engagement activities per square mile within a quarter mile of a HIN centerline corridor or intersection	"2: High 1: Medium 0: Low (tertiles)"	Maptionnaire, Pop-Ups, Stakeholder meetings
Maximum possible Safety score = 6				
ACCESS	Proximity to schools	Distance of HIN intersection or corridor to a school	2: Fronts a school 1: < ¼ mile walk to school 0: > ¼ mile walk to school	City GIS, HIN
	Proximity to bus stop	Distance of HIN intersection or corridor to a bus stop	2: Adjacent to a bus stop 1: < ¼ mile walk to a bus stop 0: > ¼ mile walk to a bus stop	City GIS, HIN
	Proximity to parks & trails	Distance of HIN intersection or corridor to a park or trail	2: Fronts a park or trail 1: < 5 min walk to a park or trail 0: > 5 min walk to a park or trail	City GIS, HIN
Maximum possible Access score = 6				
EQUITY	Zero vehicle households	Density of zero-vehicle households within a quarter mile of a HIN corridor or intersection	"2: High 1: Medium 0: Low (tertiles)"	ACS 5-year estimates
	Low-income households (LIHH) (at or below 150% Federal Poverty Level)	Density of LIHH per square mile within a quarter mile of a HIN corridor or intersection	"2: High 1: Medium 0: Low (tertiles)"	ACS 5-year estimates
Maximum possible Equity score = 4				



PRIORITY HIN INTERSECTIONS & CORRIDORS

Code	Intersection	Safety Score	Access Score	Equity Score	Total Score
I1	Pecan Blvd & N 21st St	6	2	4	12
I2	Nolana Ave & N 10th St*	5	3	4	12
I3	Hwy 83 & 16th St	6	2	4	12
I4	Cedar Ave & N Bicentennial Blvd	5	3	4	12
I5	Dove Ave & N 2nd St	4	3	4	11
I6	Pecan Blvd & N 2nd St*	4	5	2	11
I7	Pecan Blvd & N 16th St	5	2	4	11
I8	Beaumont Ave & S Bicentennial Blvd	6	3	1	10
I9	Hackberry Ave & N 2nd St	2	4	4	10
I10	Pecan Blvd & N 23rd St*	4	3	3	10
I11	Dallas Ave & S 2nd St	4	5	1	10
I12	Jonquil Ave & N 23rd St	6	2	2	10
I13	E Dove Ave & N Cynthia Ct	4	1	4	9
I14	Chicago Ave & S 15th St	6	1	2	9
I15	E Hwy 83 & S Peking St	4	2	3	9
I16	Hwy 83 & D Rose Ellen Blvd	3	1	4	8
I17	Dallas Ave & S 10th St	3	2	3	8
I18	Beaumont Ave & S 23rd St	5	2	1	8
I19	Violet Ave & N 2nd St	1	3	4	8
I20	Fern Ave & N 10th St	2	2	4	8
I21	Tamarack Ave & N 10th St	3	3	2	8
I22	Hwy 83 & 10th St	5	2	1	8
I23	Hackberry Ave & N Bicentennial Blvd	3	3	2	8
I24	Colbath Ave & S 29th St	2	5	2	8
I25	Trenton Rd & N 29th St	1	3	4	8
I26	Beaumont Ave & S 15th St	5	1	2	8

Code	Corridor	Extent	Safety Score	Access Score	Equity Score	Total Score
C1	N Bicentennial Blvd	W Hackberry Ave to Pecan Blvd	6	4	4	14
C2	Nolana Ave	N Main St to N 6th St	6	5	3	14
C3	N 10th St	Pecan Blvd to La Vista Ave	6	4	4	14
C4	N Bicentennial Blvd	N 18th St intersection to La Vista Ave	5	5	4	14
C5	S 16th St	Galveston Ave to Hwy 83	6	4	4	14
C6	S 17th St	Galveston Ave to Hwy 83	6	4	4	14
C7	Nolana Ave	N 21st St to N Main St	6	5	2	13
C8	Pecan Blvd	N 27th St to N 22nd St	5	4	4	13
C9	N 23rd St	Ebony Ave to W Maple Ave	5	4	4	13
C10	N 23rd St	W Iris Ave to Quamasia Ave	6	3	4	13
C11	N 2nd St	Orange St to W Walnut Ave	4	5	4	13
C12	N Bicentennial Blvd	Hwy 83 to W Hackberry Ave	6	3	4	13
C13	Austin Ave	S 16th St to S 9th St	6	3	4	13
C14	Hwy 83	Main St to S 7th St	6	3	3	12
C15	Nolana Ave	N 25th Ln to N 21st St	6	3	3	12
C16	Pecan Blvd	Main St to N 27th St	3	5	4	12
C17	N 23rd St	Ebony Ave to Hwy 83	5	3	4	12
C18	N 23rd St	W Iris Ave to Harvey St	5	3	4	12
C19	S 10th St	W Houston Ave to I-2	6	3	3	12
C20	S 15th St	Hwy 83 to W Houston Ave	6	3	3	12
C21	S 23rd St	Hwy 83 to Galveston Ave	4	4	4	12

Maximum overall score = 16

PRIORITY INTERSECTIONS & CORRIDORS- COUNTERMEASURES

Project code	Project name	Corridor and Intersection Codes	Total Crashes	FSI Crashes	Roadway and Land Use Characteristics	Common Crash Types	Potential Countermeasures	Next Steps, Timeline to Implement, Cost to Implement
P1	N/S 23rd St corridor, from Maple Ave to Galveston Ave, including intersection at Beaumont Ave & S 23rd St	C9 C17 C21 I18	209	10 (5 VRU)	Local Street and Minor Arterial 30mph Thigpen-Zavala Elementary School	Driver failing to yield right of way to pedestrian Driver failing to yield right of way turning left Driver failing to yield right of way at stop sign Driver failing to control speed Driver disregarding stop and go signal	Road diet/roadway configuration (if current and future traffic is ≤ 25,000), including installation of curb, gutter and sidewalk on both sides of the street and corridor access management, between Galveston and Austin, and from Beech to Maple Appropriate speed limits for all road users Curb extensions at wider intersections Tightened curb radii at Hwy 83 and 23rd Leading pedestrian intervals Crosswalk visibility enhancements Signal timing timing (e.g., yellow change interval, walk speed for pedestrian phase at Hwy 83 and 23rd St)	Next Steps: Approval and development of scope for corridor safety study Timeline: Long Cost: \$\$\$\$

- A total of 11 intersections were studied in detail.
- Countermeasures were included in all options.



ACTIONS TOWARDS VISION ZERO- GOALS

- Acknowledge that crashes are not accidents
- Reduce posted speed limits city-wide
- Establish a Safe Routes to School program
- Develop a demonstration pilot program for proven safety countermeasures.
- Revised street design guidelines to prioritize safety for all users
- Establish Traffic Safety Interoperability Group (Committee)
- Enhance Data Collection & Analysis
- Public Awareness & Education Campaigns
- Enhanced enforcement of traffic laws
- Improve Pedestrian & Bicycle infrastructure
- Safe mobility for Seniors and people with disabilities
- Vision Zero Adoption & Funding
- Community Engagement and Involvement
- Integration with Public Health initiatives
- Safe Fleet Management

APPENDIX DOCUMENTS

Appendix documents are supporting documents to the plan that will not be included directly in the action plan, but help provide additional information moving forward.

- **Monitoring & Progress Report-** Criteria set up to achieve ZERO Deaths & Serious Injury by 2040
- **Safe Streets for All Checklist-** Will help with securing funds for Vision Zero initiatives
- **McAllen Vision Zero Survey-** Community wide survey results

ITEM SUMMARY

BOARD: City Commission

AGENDA ITEM
DATE SUBMITTED
MEETING DATE

4.
08/20/2024
8/26/2024

1. Agenda Item: Airport Terminal Capacity Study Presentation
2. Party Making Request: Jeremy Santoscoy
3. Nature of Request: Airport Terminal Capacity Study Presentation.
4. Routing:
Jeremy Santoscoy Created/Initiated - 8/20/2024
5. Staff Recommendation:
6. Advisory Board:
7. City Attorney:
8. Manager's Recommendation:

Monday August 26, 2024

Agenda

INTRODUCTIONS

FORECASTS

TERMINAL EXPANSION PLANNING SUMMARY

Facilities Analysis and Programming Findings
Alternatives Development | Terminal Expansion Opportunities

VISIONING / SENSE OF PLACE

Process / Workshops
Story Space | Conceptual Mood Boards
Alternatives Development + Visioning | Conceptual Renderings

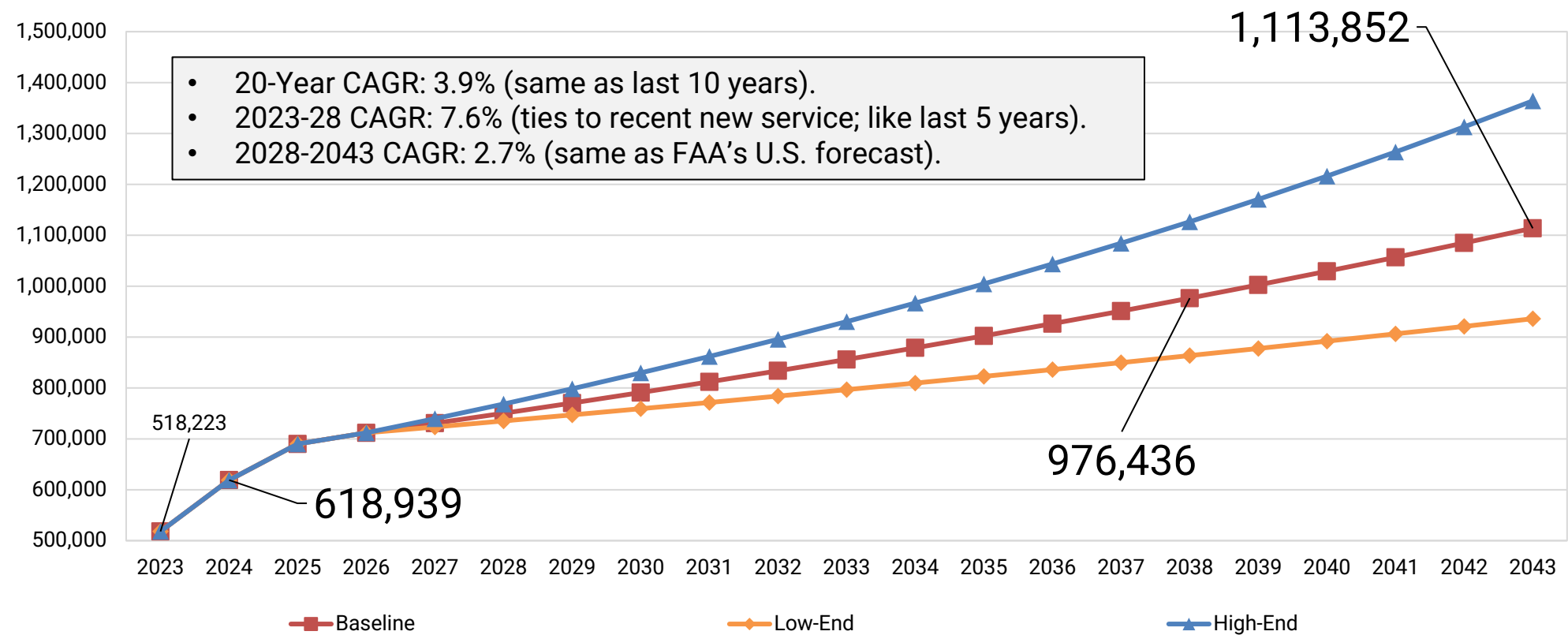
LANDSIDE PARKING CAPACITY IMPROVEMENTS

NEXT STEPS & CONTENT FOR CITY COMMISSION MEETING

Forecasts

Aviation Activity Forecast | Baseline Forecast – 1.1 million enplanements by 2043

MFE Enplaned Passenger Forecasts 2023 - 2043



Aviation Activity Forecast | Enplanement Planning Activity Levels

New Service Drives Passenger Growth

- Vast majority of growth ties to recent new service.
- Anticipate airlines will add some selective aircraft upgrades (larger aircraft)

of passengers

	BASE YEAR		FORECAST PLANNING YEARS			
	2023	2024	PAL 1 2028	PAL 2 2033	PAL 3 2038	PAL 4 2043
Annual						
Enplanements	518,223	618,939	750,372	855,973	976,436	1,113,852
CAGR%		19.4%	4.9%	2.7%	2.7%	2.7%
Peak Month Avg. Day						
Enplanements	1,754	2,154	2,784	3,176	3,623	4,133
Peak Hour						
Total Enplanements	298	349	473	540	616	703
Int'l. Deplanements	94	199	275	278	278	278
Peak Hour % of Day						
Total Enplanements	17.0%	16.2%	17.0%	17.0%	17.0%	17.0%

Peak # of planes

AIRCRAFT DESIGN GROUP		SEATS	EXISTING 2023		FORECAST PLANNING YEARS			
			MAX GAUGE	UTILIZED GAUGE	PAL 1 2028	PAL 2 2033	PAL 3 2038	PAL 4 2043
	II-Medium Regional (ERJ/CRJ)	50-65						
	III-Large Regional (CR9/E75/E90)	76		1				
	III-Small Narrowbody (717)	99-110			1	1	2	2
	III-Narrowbody (737/A320)	128-186	4	3	6	7	8	9
	IV – Widebody (757/767)	230	2					
Total Gates			6	4	7	8	10	11
% Regional				25%				
% Narrowbody			67%	75%	100%	100%	100%	100%
% Widebody			33%					

Terminal Expansion Planning Study

Facilities Analysis | Planning Standards & Assumptions



Forecast

- SEH Forecast of Aviation Demand (2023-2043) & Design Day Flight Schedules

Industry Accepted Planning Standards

- FAA AC 150/5300 (Airport Design)
- FAA AC 150/5360 (Terminal Planning)
- ACRP Report 25 (Terminal Planning)
- ACRP Report 226 (Restrooms)
- IATA ADRM 12th ed. 2022
 - Terminal Level of Service (LoS)
- TSA CRPG (SSCP) 2022
- TSA PGDS V7 (CBIS/Baggage)
- US CBP ATDS (FIS) 2021

Facilities Analysis | Programming Findings

Space requirements were derived per the forecast

Criteria was established to evaluate existing spaces



Programmed area is less than 85% of capacity



Programmed area is at or over 85% of capacity



Programmed area is greater than existing capacity

MFE Scenario 2a Trigger Point Summary	2023			Forecast			
	Existing	Recommended	Capacity Threshold	PAL 1 2028	PAL 2 2033	PAL 3 2038	PAL 4 2043
Public Space							
Circulation (public seating, ticketing, concourse, bag claim, general circ)	25,178 s.f.	19,040 s.f.	✓	✗	✗	✗	✗
Ticket Lobby Queue	2,082 s.f.	1,910 s.f.	!	✗	✗	✗	✗
Passenger Security Screening & TSA Offices (includes Exit Lane)	12,111 s.f.	10,740 s.f.	!	✗	✗	✗	✗
Passenger Holdrooms	9,839 s.f.	10,190 s.f.	✗	✗	✗	✗	✗
Baggage Claim (retrieval/device/meeter&greeter)	6,711 s.f.	7,880 s.f.	✗	✗	✗	✗	✗
Restrooms (pre/post security)	2,030 s.f.	3,490 s.f.	✗	✗	✗	✗	✗
Other (misc. tenant, information counter)	70 s.f.	70 s.f.	✓	✗	✗	✗	✗
Subtotal	58,021 s.f.	53,320 s.f.	!	✗	✗	✗	✗
Airline Space							
Ticketing (counter, ATO)	3,671 s.f.	2,910 s.f.	✓	✗	✗	✗	✗
TSA Checked Baggage Screening	9,298 s.f.	9,300 s.f.	!	✗	✗	✗	✗
Outbound Baggage Makeup	3,350 s.f.	3,630 s.f.	✗	✗	✗	✗	✗
Airside Ops/Storage	3,677 s.f.	2,050 s.f.	!	✗	✗	✗	✗
Inbound Bag Claim Laydown	4,825 s.f.	3,890 s.f.	✓	✗	✗	✗	✗
Outbound Baggage Circulation & Cart Staging	Incl in existing In/Out	580 s.f.	✓	✓	✓	✓	✓
Baggage Service Offices (BSO)	345 s.f.	750 s.f.	✗	✗	✗	✗	✗
Subtotal	21,816 s.f.	19,480 s.f.	!	✗	✗	✗	✗
Concessions							
Landside/Storage (includes Rental Cars)	2,844 s.f.	2,170 s.f.	✓	✓	!	✗	✗
Airside/Storage	7,758 s.f.	7,230 s.f.	!	✗	✗	✗	✗
Subtotal	10,602 s.f.	9,400 s.f.	!	✗	✗	✗	✗
US Customs & Border Protection Services/FIS							
Primary Processing & Inspection	2,117 s.f.	3,250 s.f.	✗	✗	✗	✗	✗
Baggage Claim	1,447 s.f.	3,500 s.f.	✗	✗	✗	✗	✗
Unified Secondary Processing & Inspection, Detention, Ag, & Canine	3,548 s.f.	3,620 s.f.	✗	✗	✗	✗	✗
Operational Support Spaces	4,806 s.f.	2,800 s.f.	✓	✓	✓	✓	✓
Other Space	8,611 s.f.	4,420 s.f.	✓	✓	✓	✓	✓
US CBP General Aviation Facility (GAF)	3,375 s.f.	3,375 s.f.	✓	✓	✓	✓	✓
Subtotal	23,904 s.f.	20,965 s.f.	!	✗	✗	✗	✗
Non-Public Space							
Non-Airline Tenant Space (Airport Admin/Support, Storage, Misc. Tenants)	264 s.f.	260 s.f.	!	!	!	!	!
Airport Administration	2,917 s.f.	5,600 s.f.	✗	✗	✗	✗	✗
Restrooms/Circulation	7,228 s.f.	4,540 s.f.	✓	✓	!	!	✗
Airport Operations (Maintenance, Janitorial, Storage, Shops)	4,851 s.f.	4,540 s.f.	!	✗	✗	✗	✗
Building Systems (MEP, Communications/IT, Loading Docks, Structure)	30,637 s.f.	21,500 s.f.	✓	!	✗	✗	✗
Subtotal	45,897 s.f.	36,440 s.f.	✓	✗	✗	✗	✗
TOTAL GROSS (sq ft)	160,240 s.f.	139,605 s.f.	!	✗	✗	✗	✗

Facilities Analysis | Programming Findings

Space requirements were derived per the forecast

Criteria was established to evaluate existing spaces

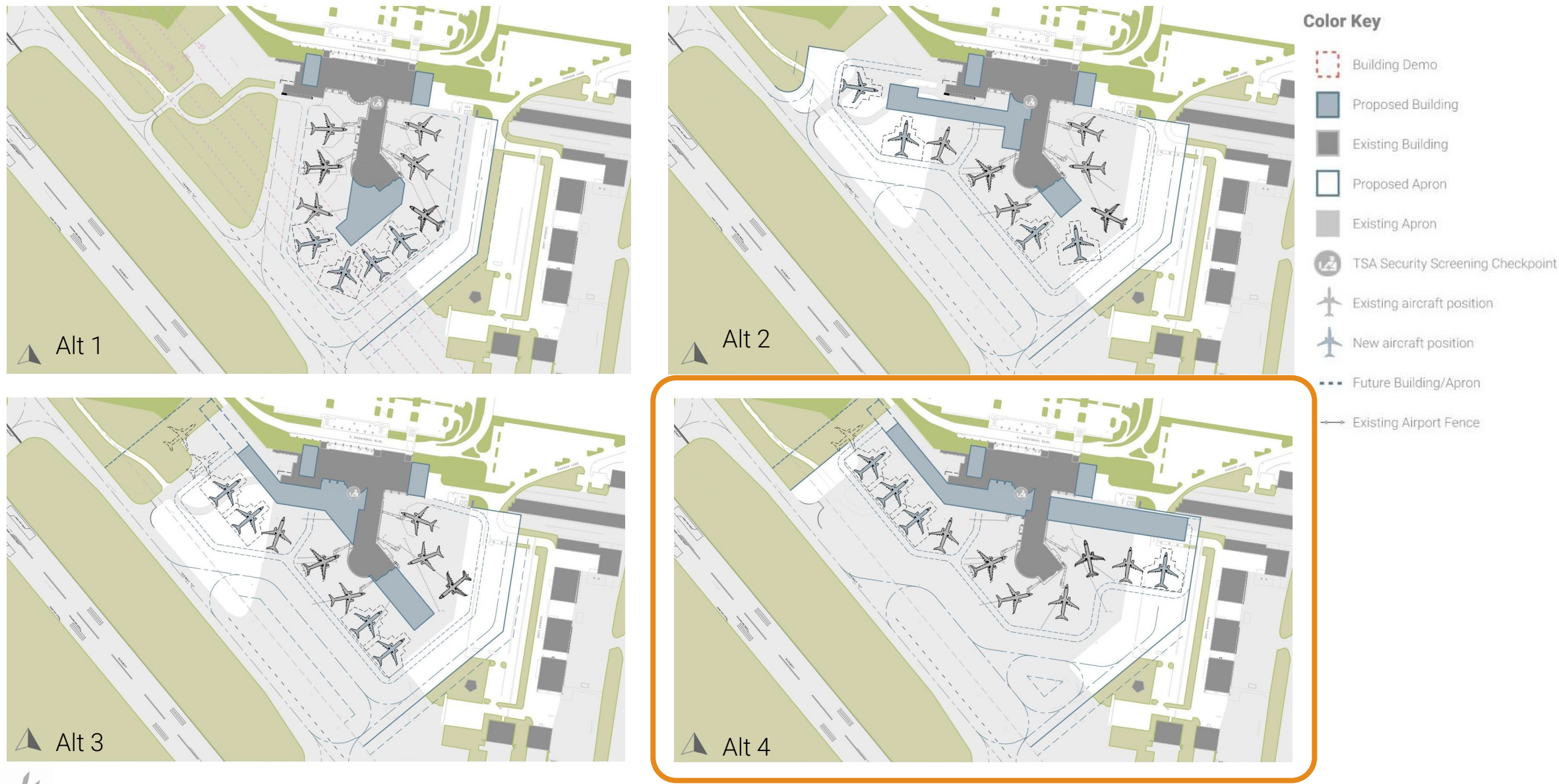
-  Programmed area is less than 85% of capacity
-  Programmed area is at or over 85% of capacity
-  Programmed area is greater than existing capacity

2023 figures

MFE Scenario 2a Trigger Point Summary	2023		Capacity Threshold	Forecast			
	Existing	Recommended		PAL 1 2028	PAL 2 2033	PAL 3 2038	PAL 4 2043
Public Space							
Circulation (public seating, ticketing, concourse, bag claim, general circ)	25,178 s.f.	19,040 s.f.					
Ticket Lobby Queue	2,082 s.f.	1,910 s.f.					
Passenger Security Screening & TSA Offices (includes Exit Lane)	12,111 s.f.	10,740 s.f.					
Passenger Holdrooms	9,839 s.f.	10,190 s.f.					
Baggage Claim (retrieval/device/meeter&greeter)	6,711 s.f.	7,880 s.f.					
Restrooms (pre/post security)	2,030 s.f.	3,490 s.f.					
Other (misc. tenant, information counter)	70 s.f.	70 s.f.					
Subtotal	58,021 s.f.	53,320 s.f.					

Alternatives Development
Site Plan Expansion Opportunities

Alternatives Development | Terminal Site Plan Update – Initial Site Studies



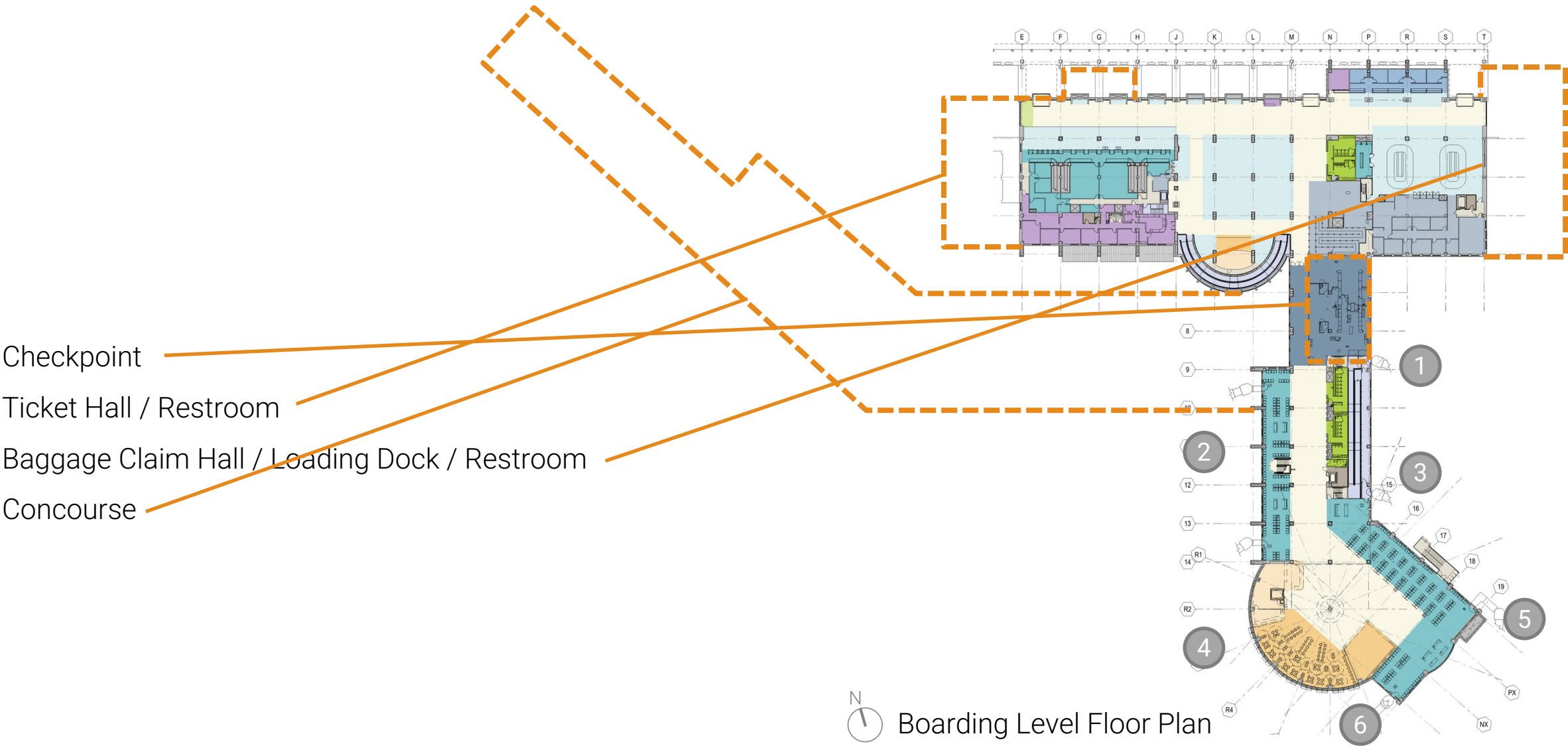
Alternatives Development | Terminal Site Plan Update – Preferred 10 Gate Configuration





Alternatives Development Terminal Plan Opportunities

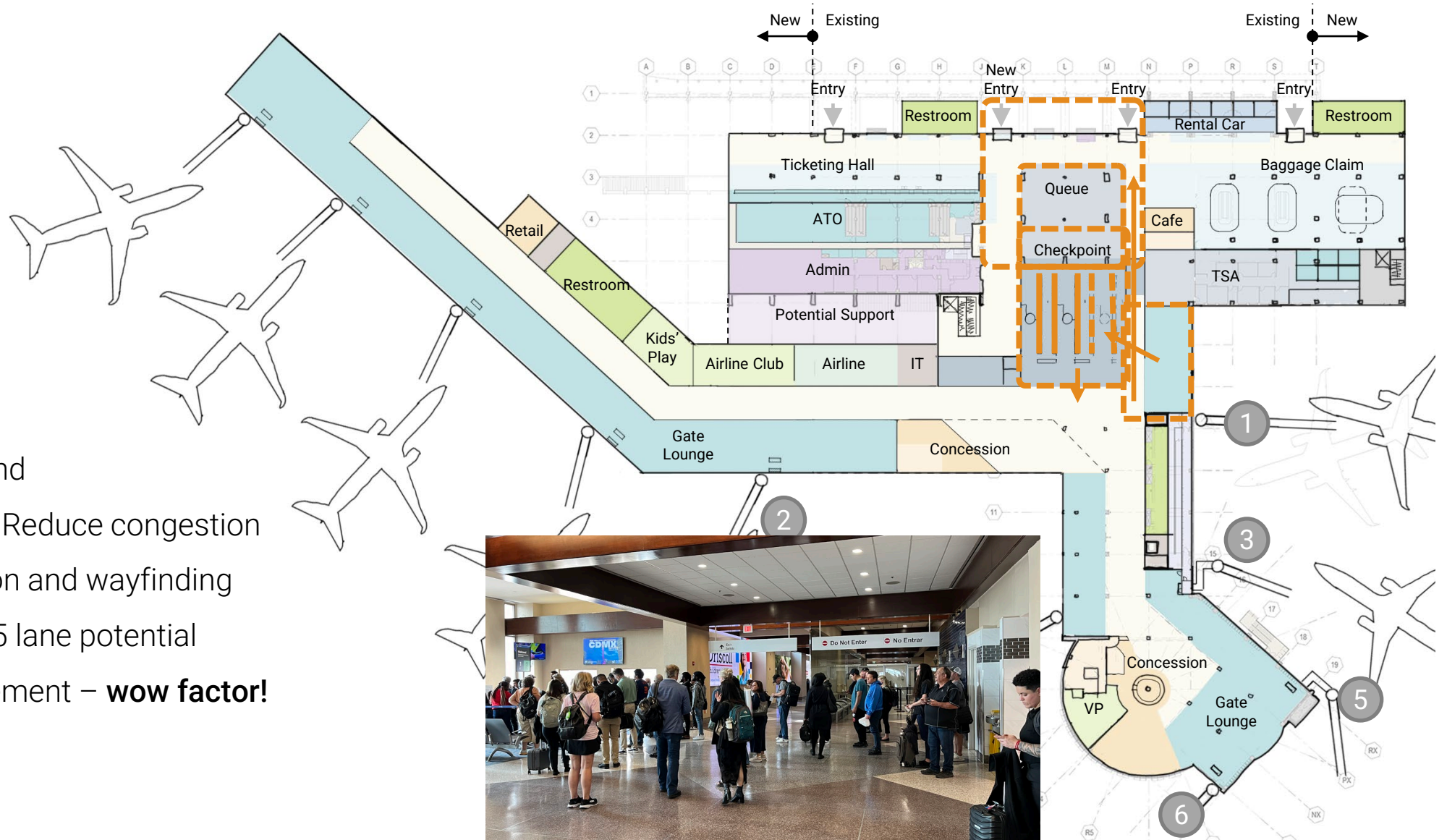
Alternatives Development | Terminal Expansion Opportunities



Alternatives Development | Terminal Expansion Opportunities

Checkpoint

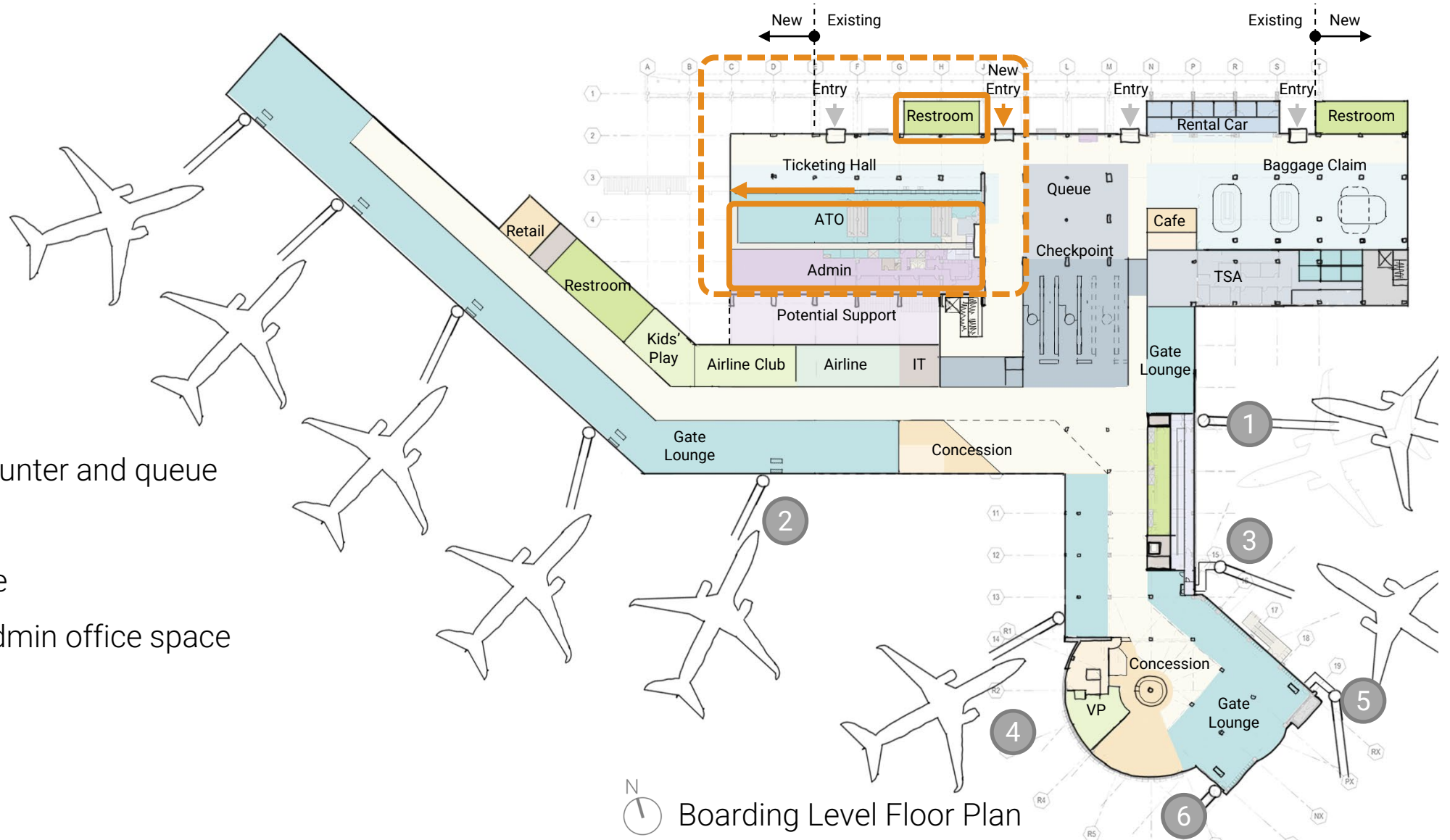
- Relocate and expand
- Expanded queue – Reduce congestion
- Improved circulation and wayfinding
- Future flexibility – 5 lane potential
- Grand central statement – **wow factor!**



Alternatives Development | Terminal Expansion Opportunities

Ticket Lobby

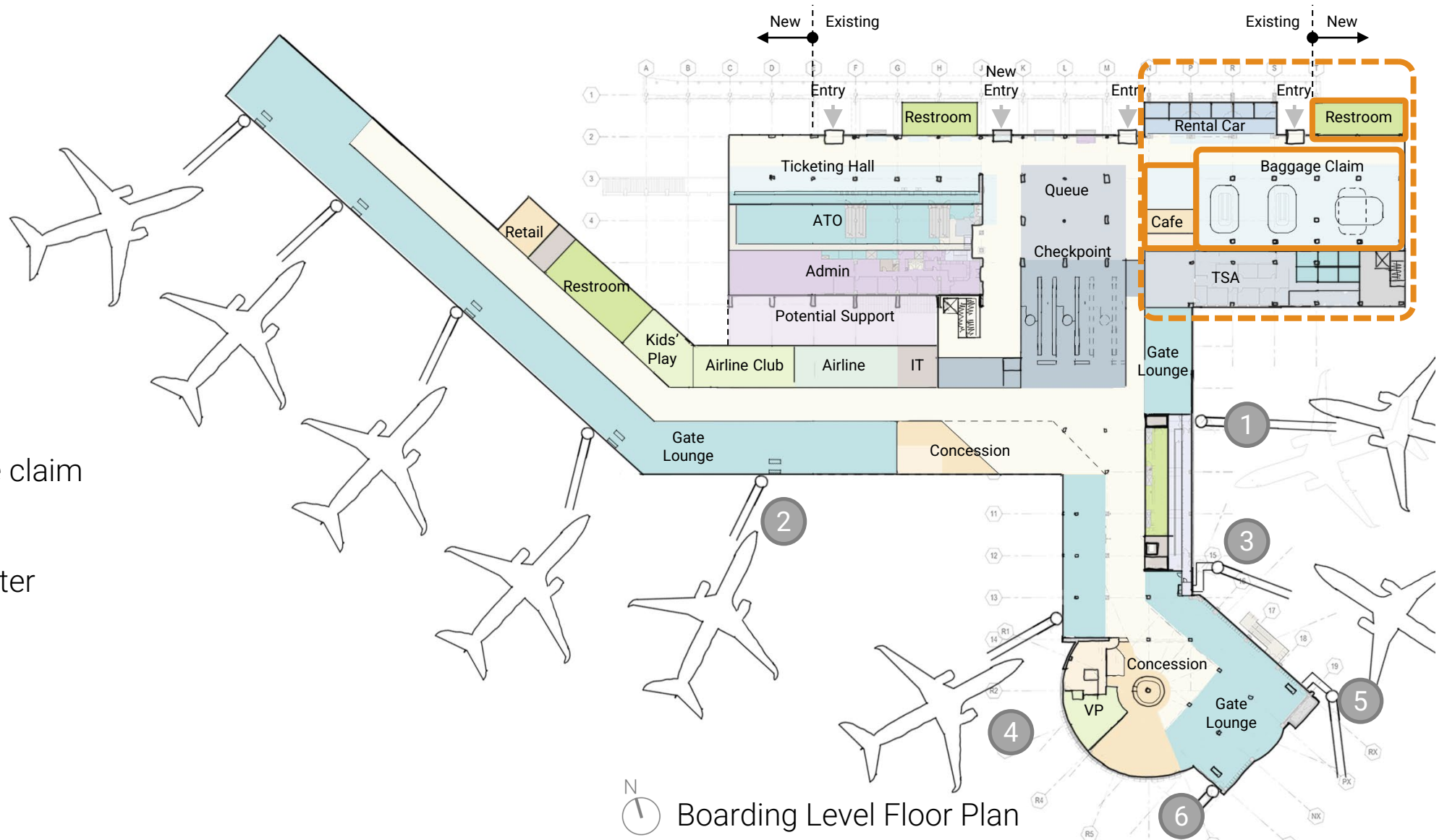
- Expanded ticket counter and queue
- New restroom
- New entry vestibule
- Expanded ATO / Admin office space



Alternatives Development | Terminal Expansion Opportunities

Bag Claim

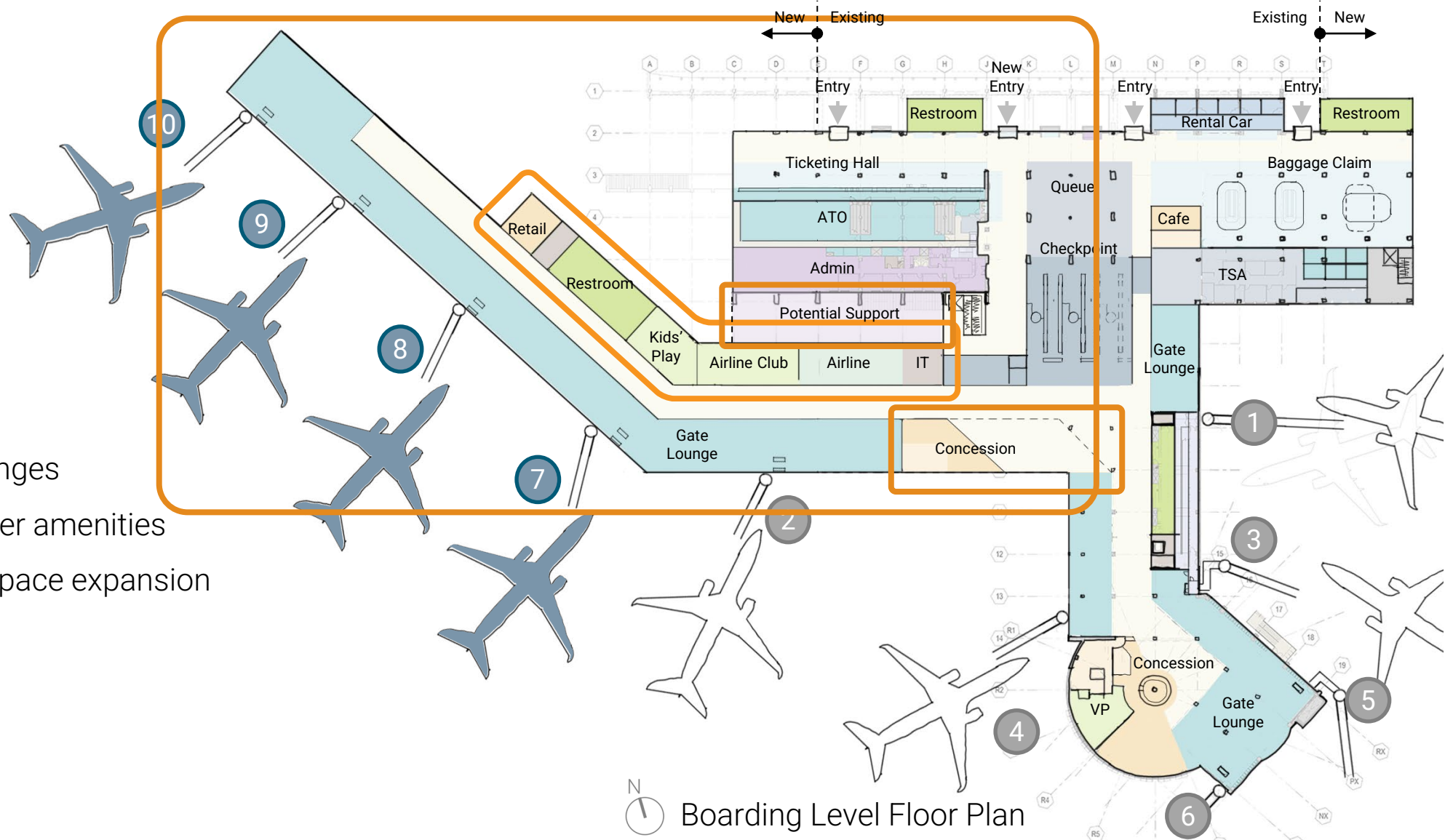
- Expanded baggage claim
- New restrooms
- Café / Meeter Greeter



Alternatives Development | Terminal Expansion Opportunities

New Concourse

- 4 New Gates / Lounges
- Expanded passenger amenities
- Potential support space expansion

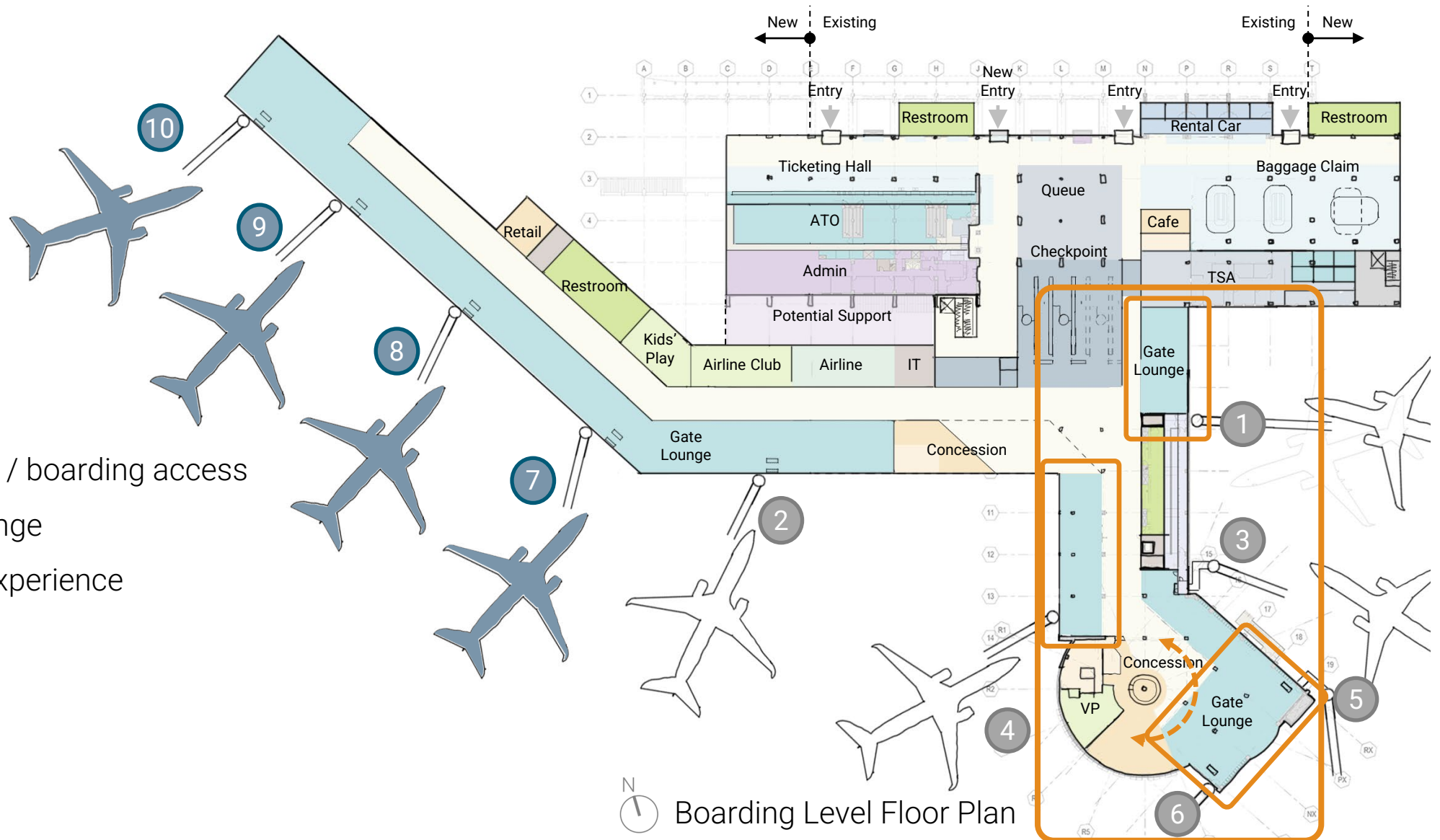


Boarding Level Floor Plan

Alternatives Development | Terminal Expansion Opportunities

Existing Concourse

- New Gate 1 lounge / boarding access
- Expanded gate lounge
- Updated rotunda experience



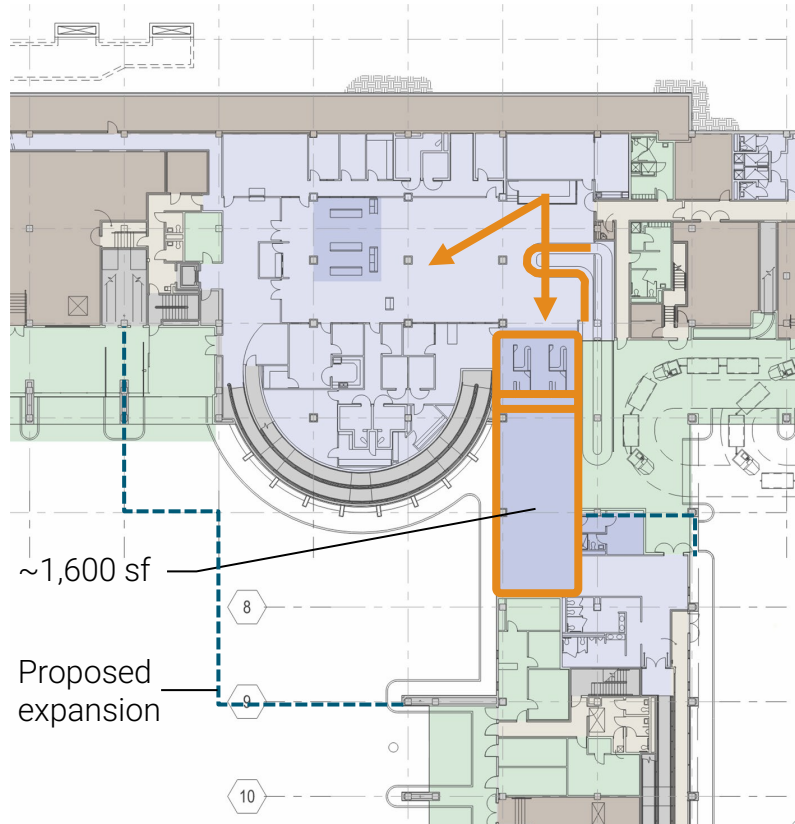
Boarding Level Floor Plan

Alternatives Development | Terminal Expansion Opportunities

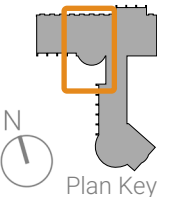
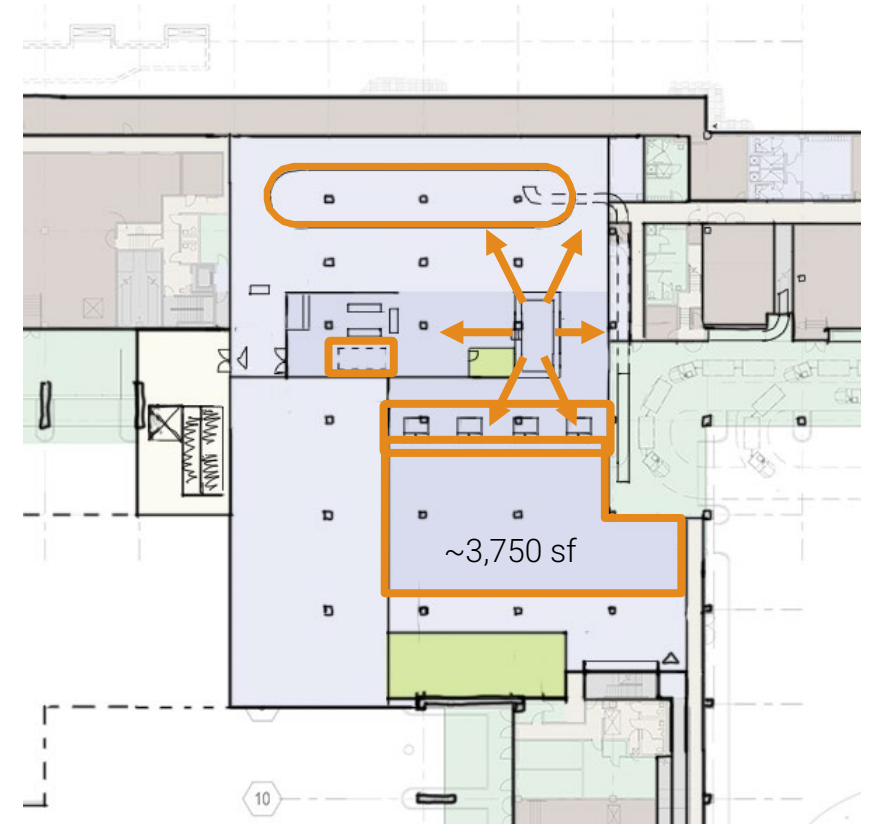
CBP Improvements

- Increased Primary Queue
- (8) Side-by-side podiums
- Increase baggage claim device
- Improved security sight lines
- Secondary X-ray capability

Apron Level Existing Floor Plan



Apron Level Proposed Floor Plan



Visioning / Sense of Place

Visioning / Sense of Place | Workshops

3 Interactive Workshops | May – July 2024





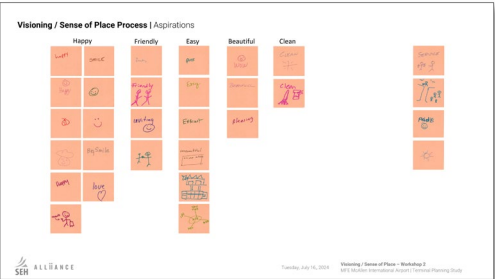
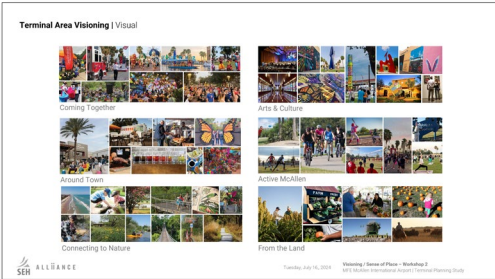
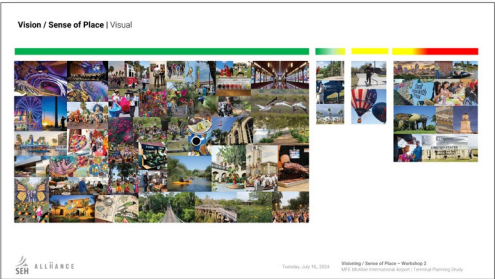
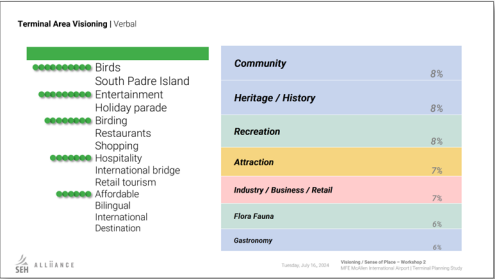
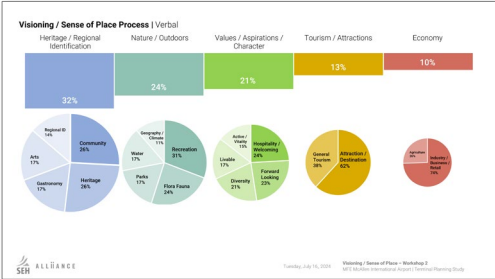
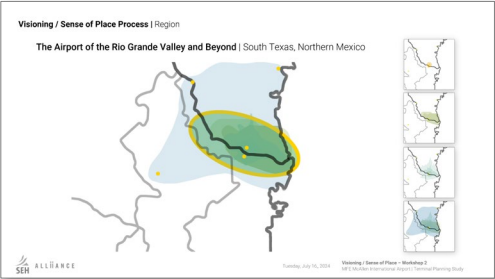
3 Interactive Workshops | May – July 2024

Participants: Airport Staff/Leadership, City, Business and Community Stakeholders (Airport Advisory Board, City Commission, Chamber Executive Board, and MEDC Executive Board)

Purpose: Identify and document authentic messages, character, and aspirations of McAllen and the region to guide future design development and suggest a strategy to do accomplish that.

Long-term: Foster a cohesive vision / baseline to assure incremental terminal improvements are harmonious and impactful. (*Concourse Expansion, Terminal Modifications, other renovations*)

3 Interactive Workshops | May – July 2024



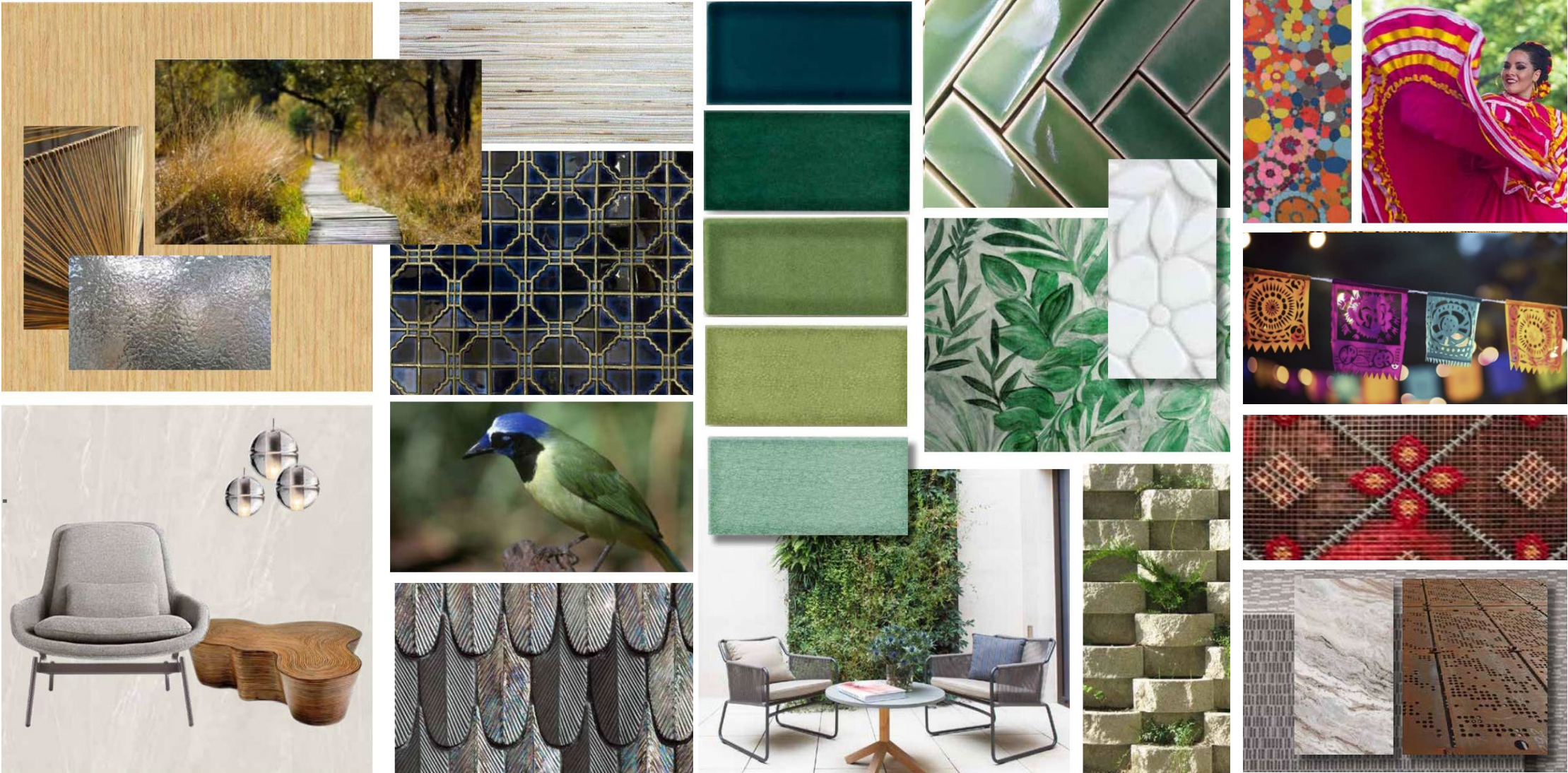
Visioning / Sense of Place Process | Story Space



We are McAllen, a community steeped in a multi-cultural heritage with an eye to the future. We celebrate together, guests are welcome, and when you are invited into our home you are family. Our indelible natural environment plays host to animals and birds that know no border and is overlaid with the pulsing daily life formed by culture from the entire valley. We are charting our leadership in the region through education, healthcare, commerce, and burgeoning industries while keeping our diverse culture and history close to heart.

We are McAllen, we are home.

Visioning / Sense of Place Process | Conceptual Mood Boards

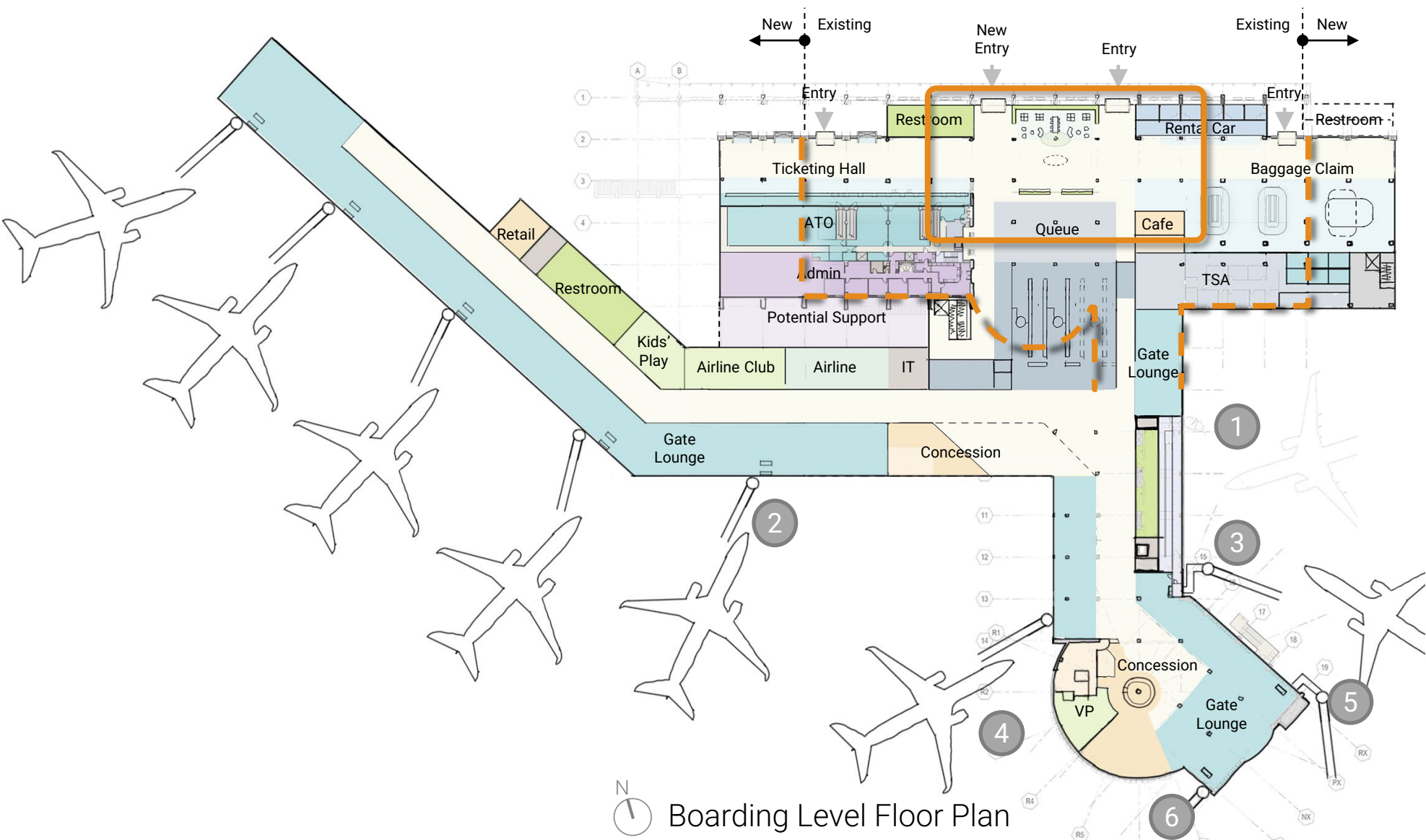


Natural Balance + Vibrant Heritage Accents

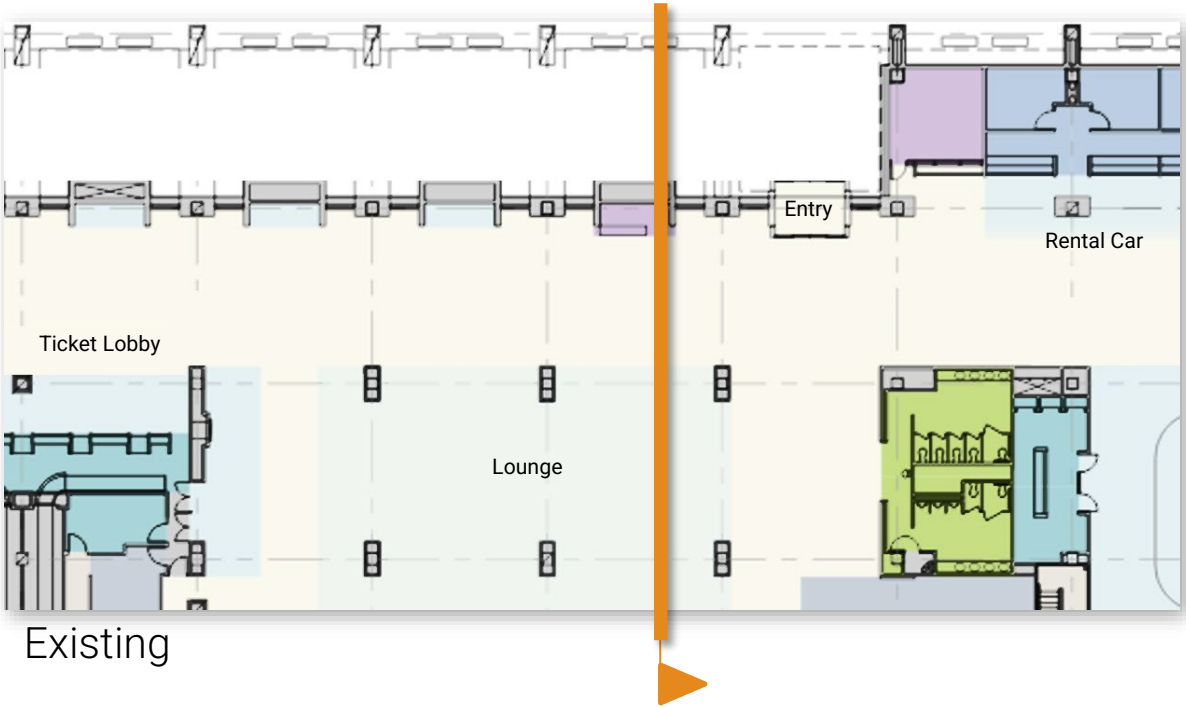
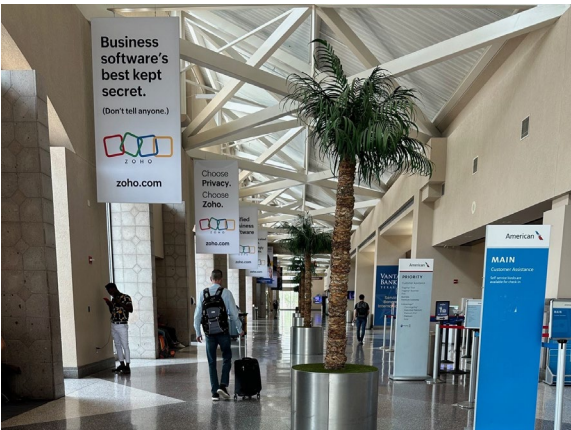


Alternatives Development + Visioning | Conceptual Renderings

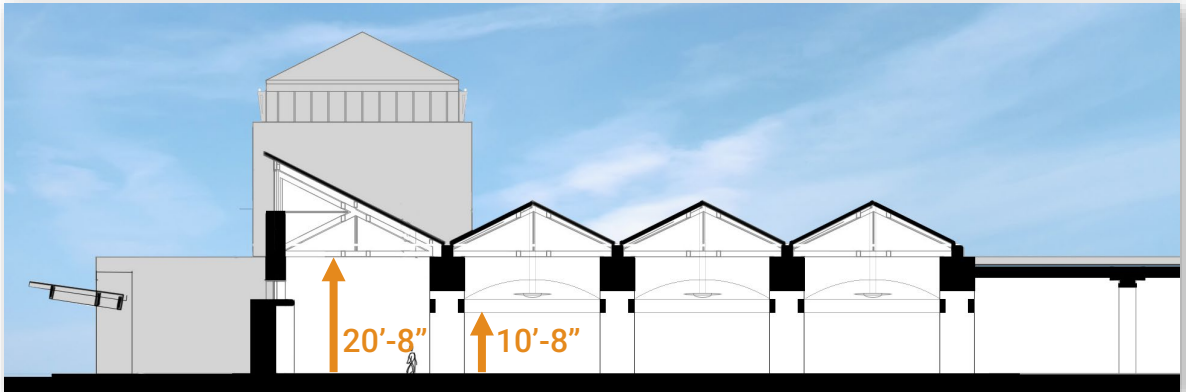
Alternatives Development | Terminal Expansion Opportunities



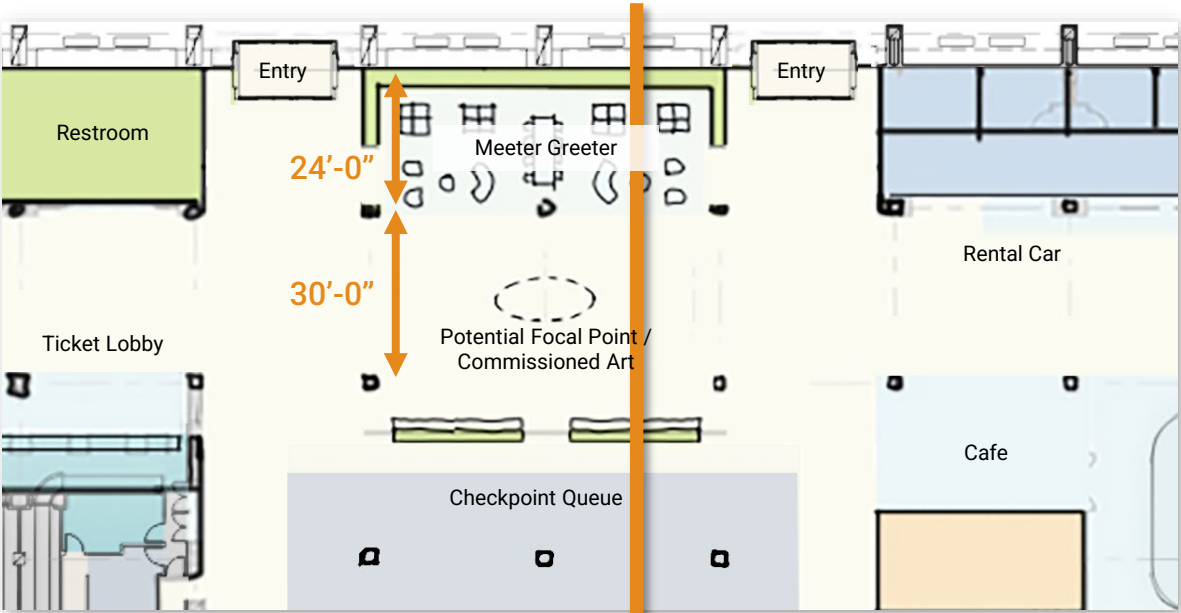
Alternatives Development | Terminal Expansion Opportunities



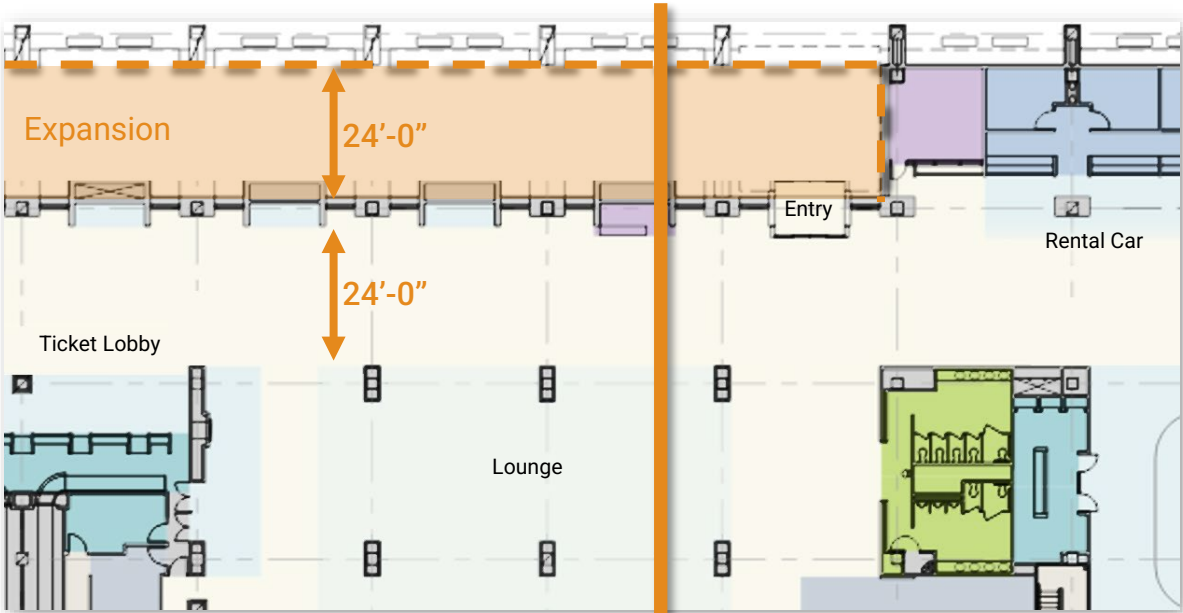
Existing



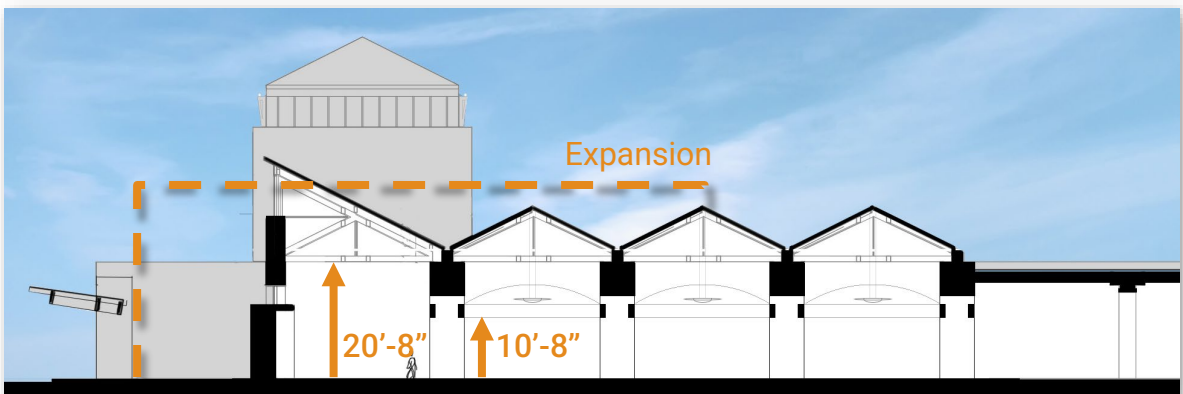
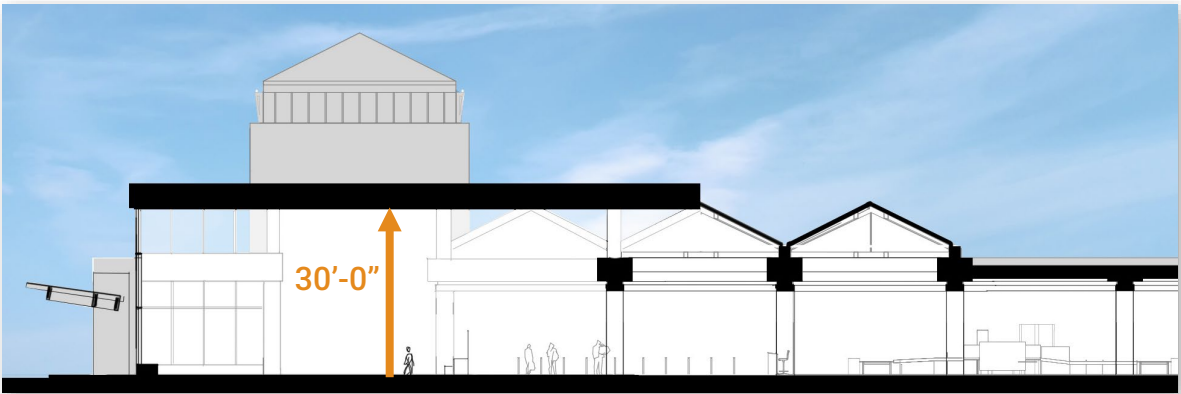
Alternatives Development | Terminal Expansion Opportunities



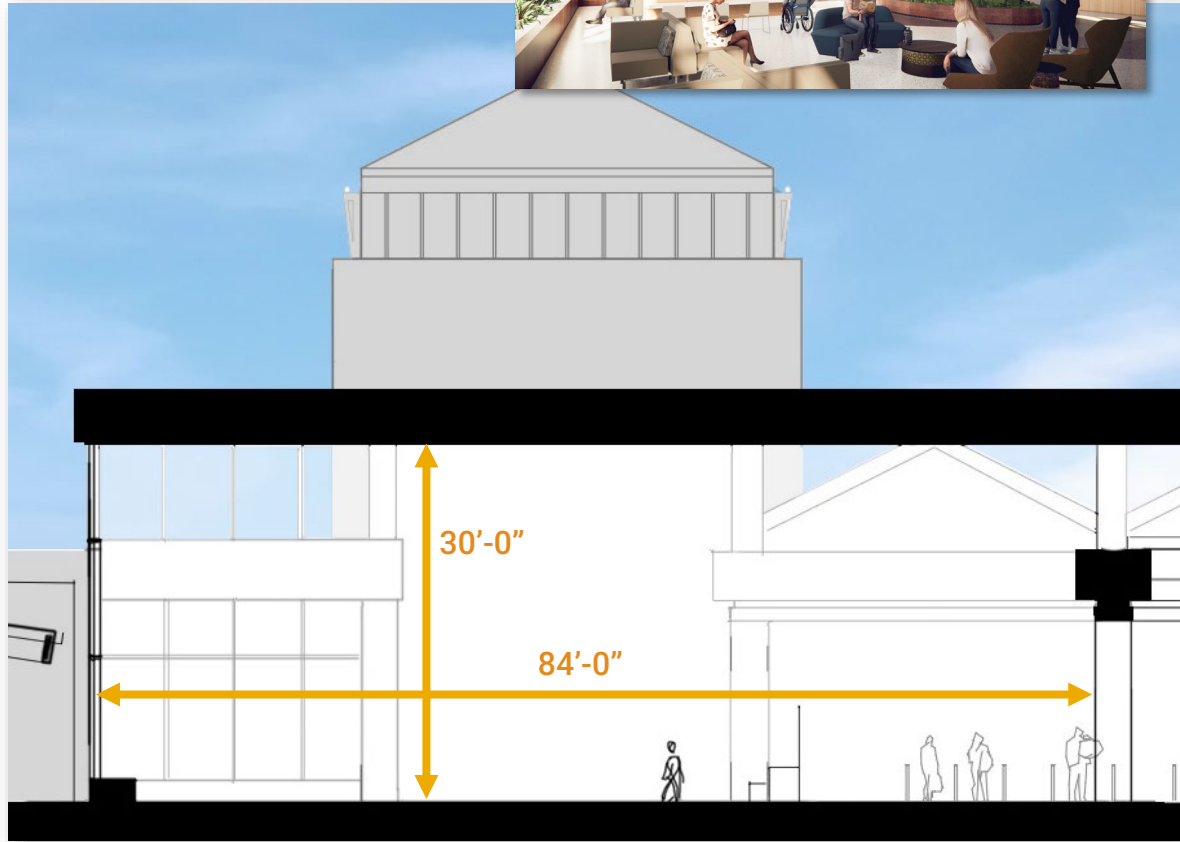
Conceptual Expansion



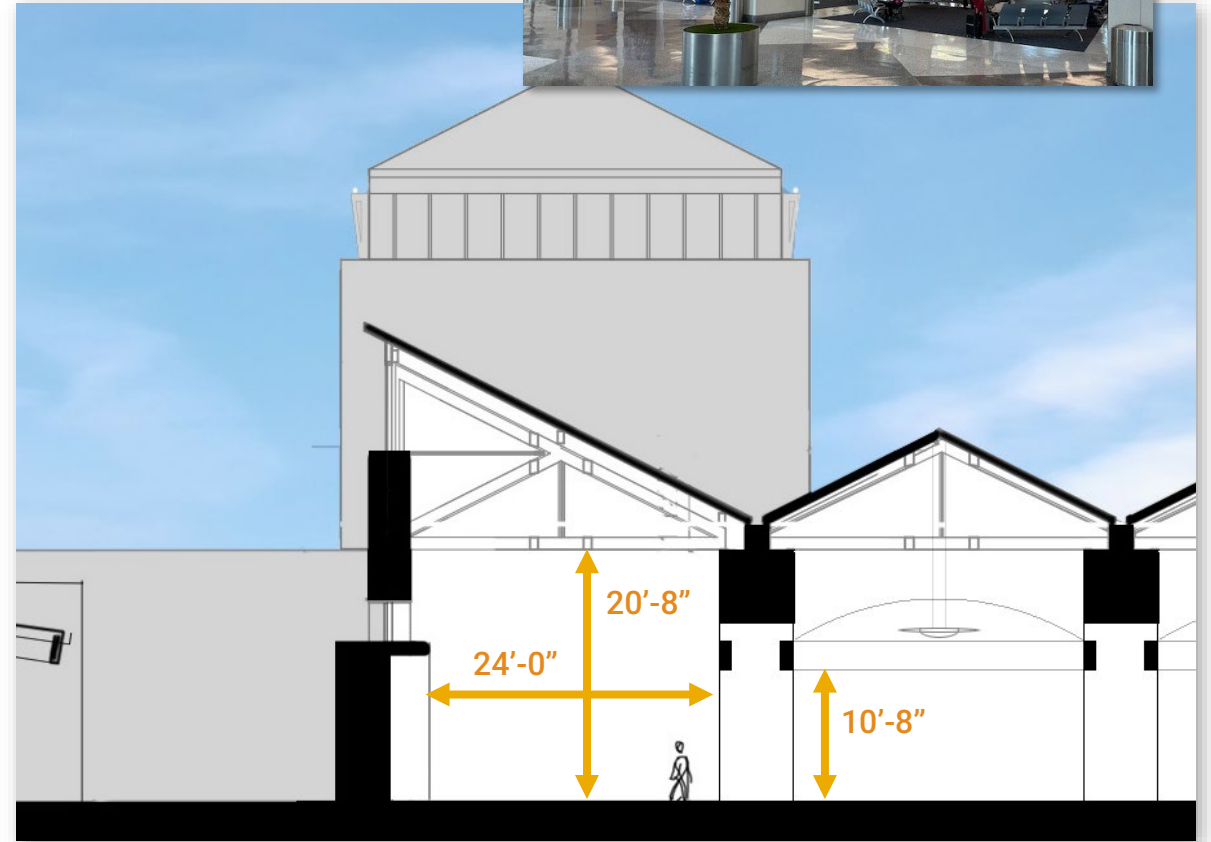
Existing



Alternatives Development | Terminal Expansion Opportunities

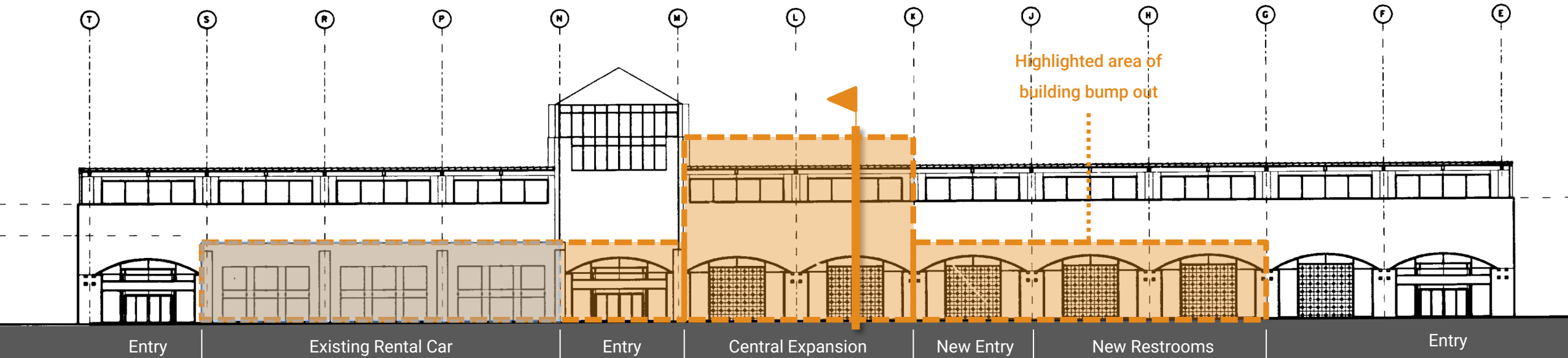
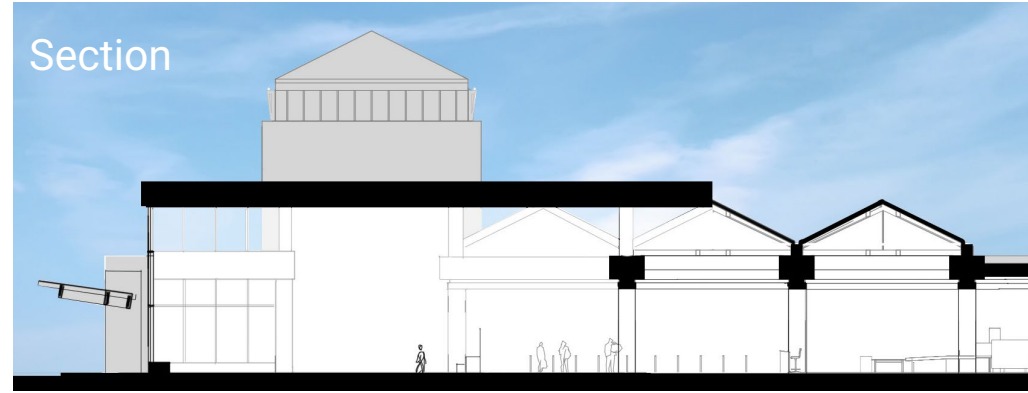


Conceptual Expansion



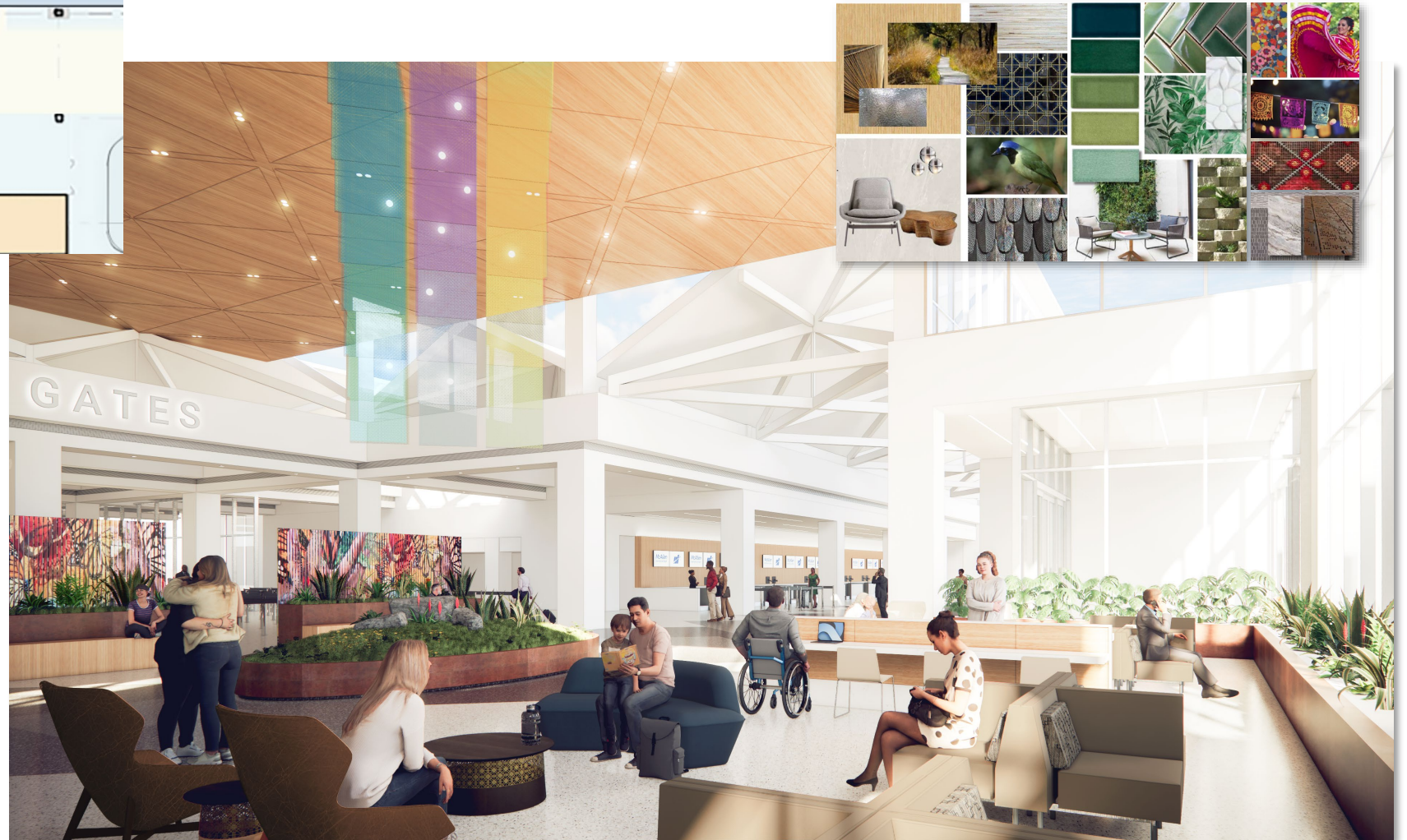
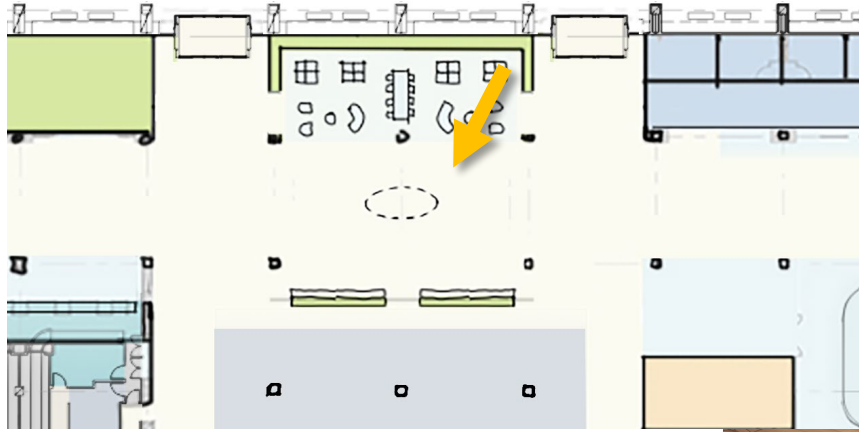
Existing

Alternatives Development | Terminal Expansion Opportunities



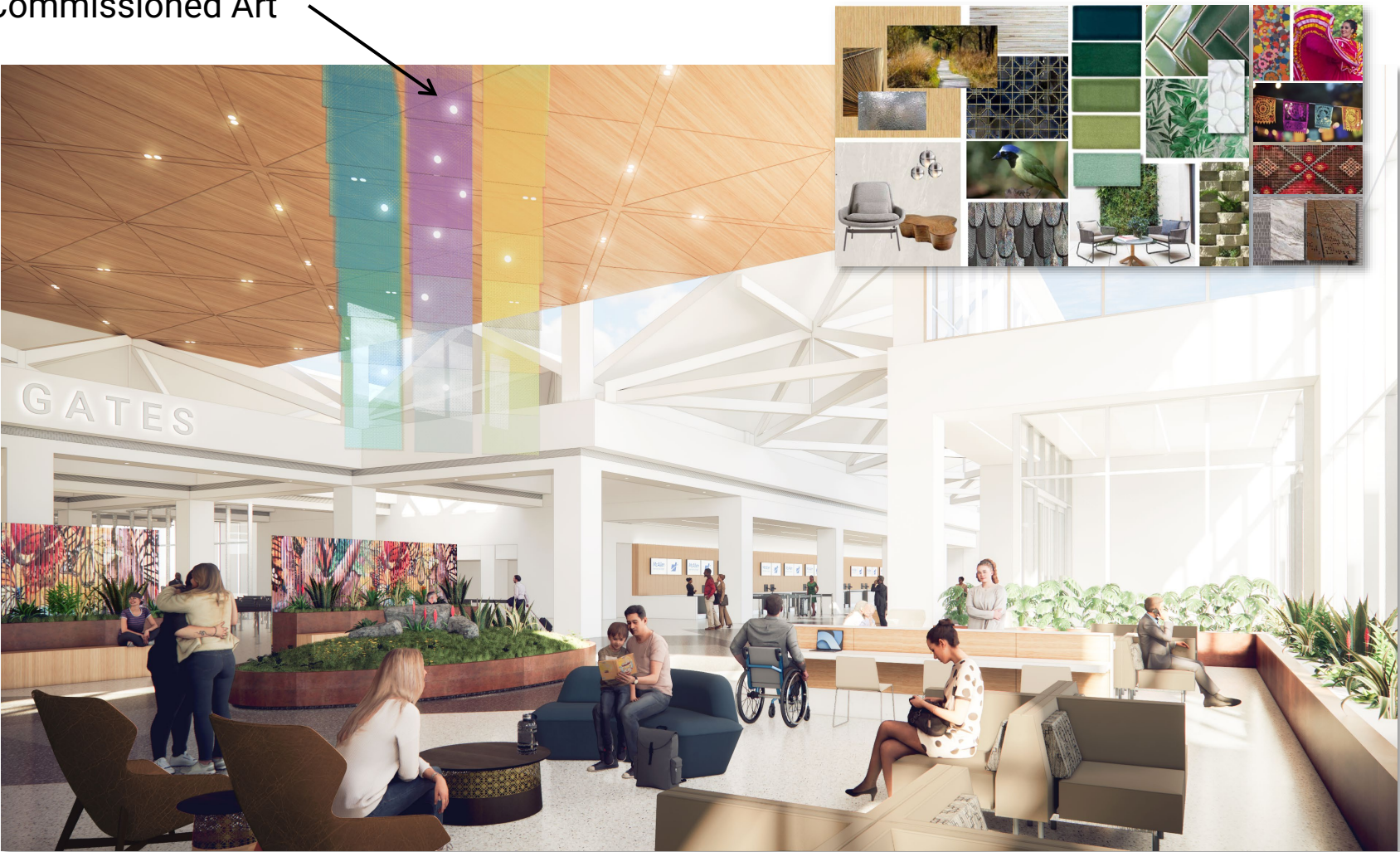
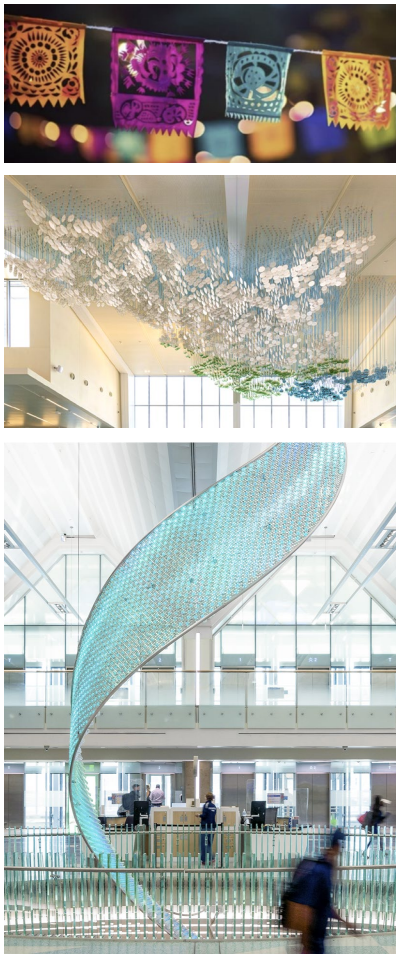
Terminal Elevation - Curbside

Conceptual Rendering | View through meter-greeter area towards centralized checkpoint



Conceptual Rendering| View through meter-greeter area towards centralized checkpoint

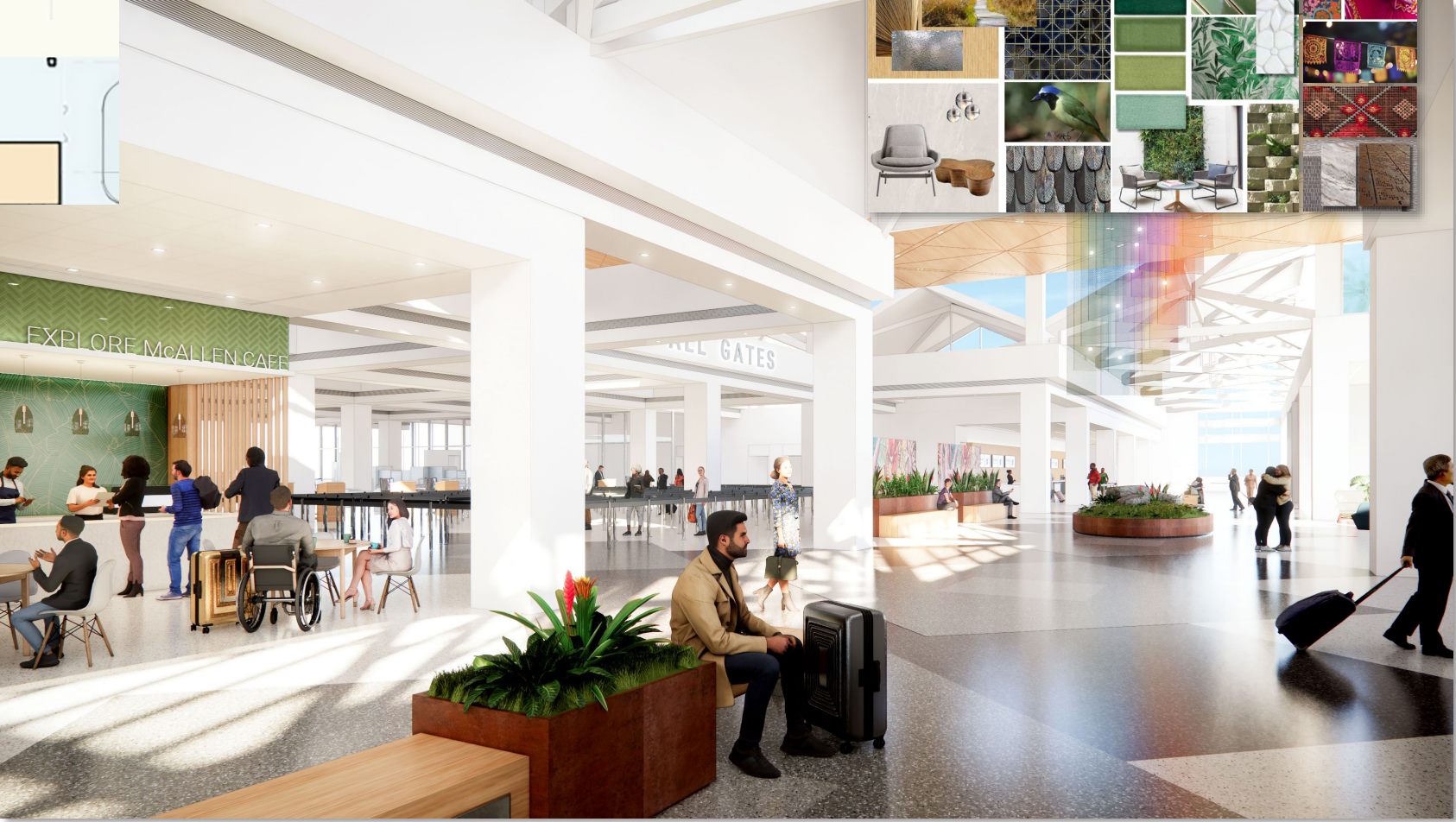
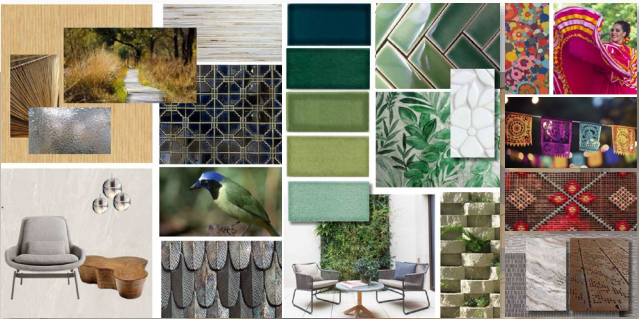
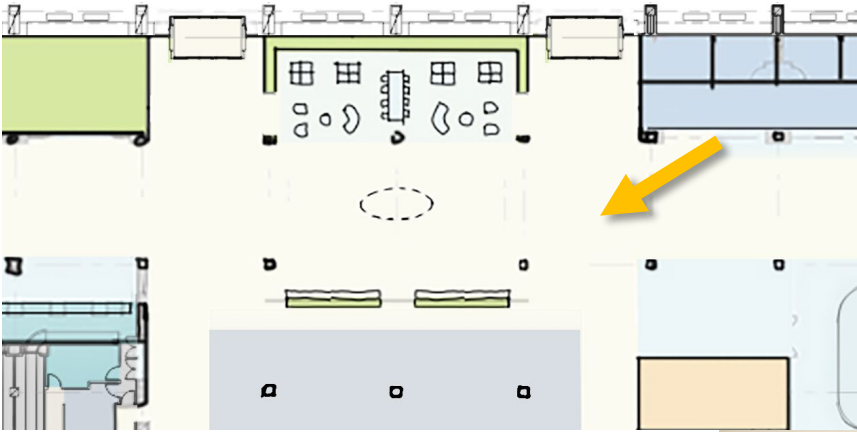
Potential Focal Point / Commissioned Art



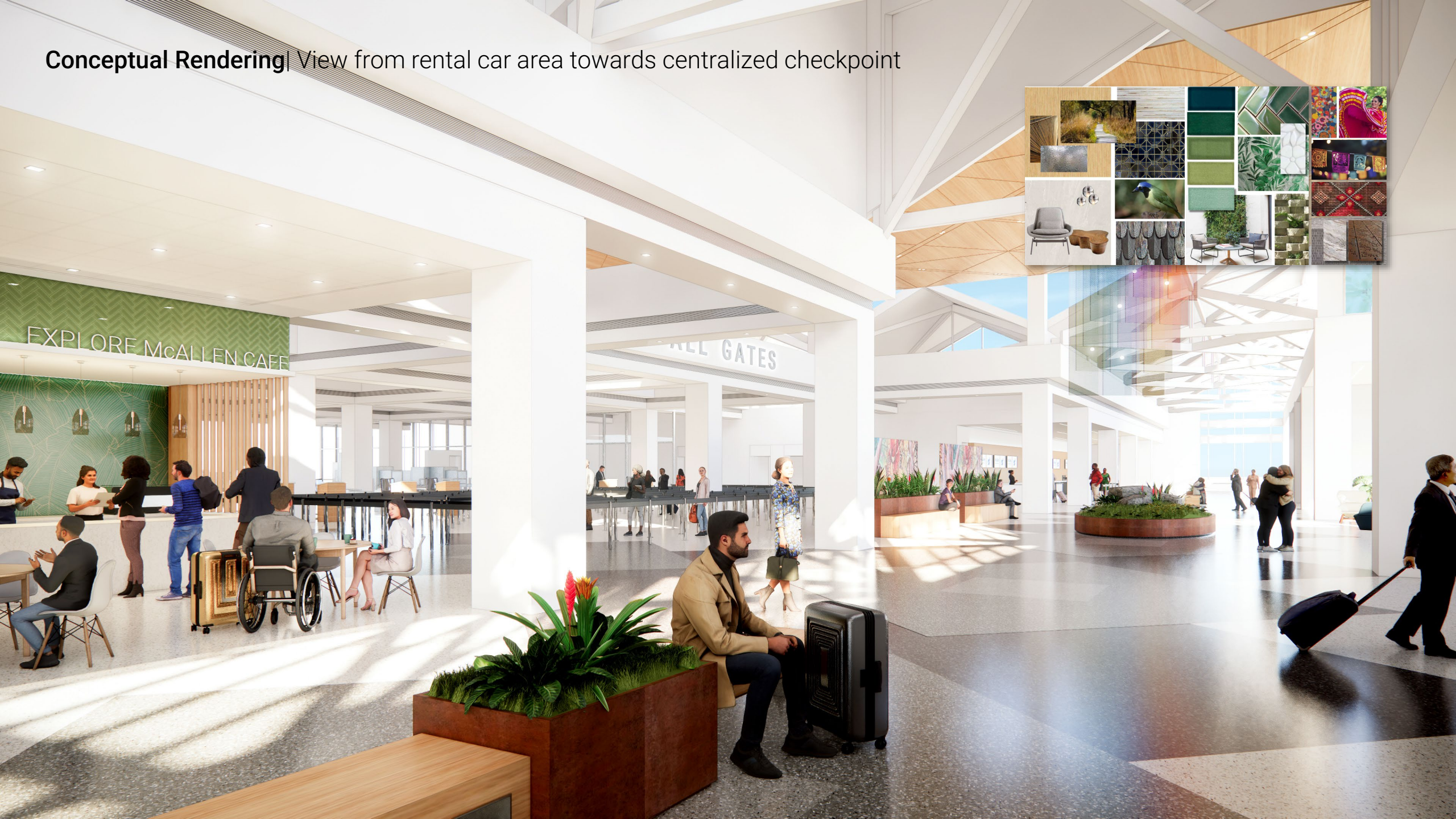
Conceptual Rendering | View through meter-greeter area towards centralized checkpoint

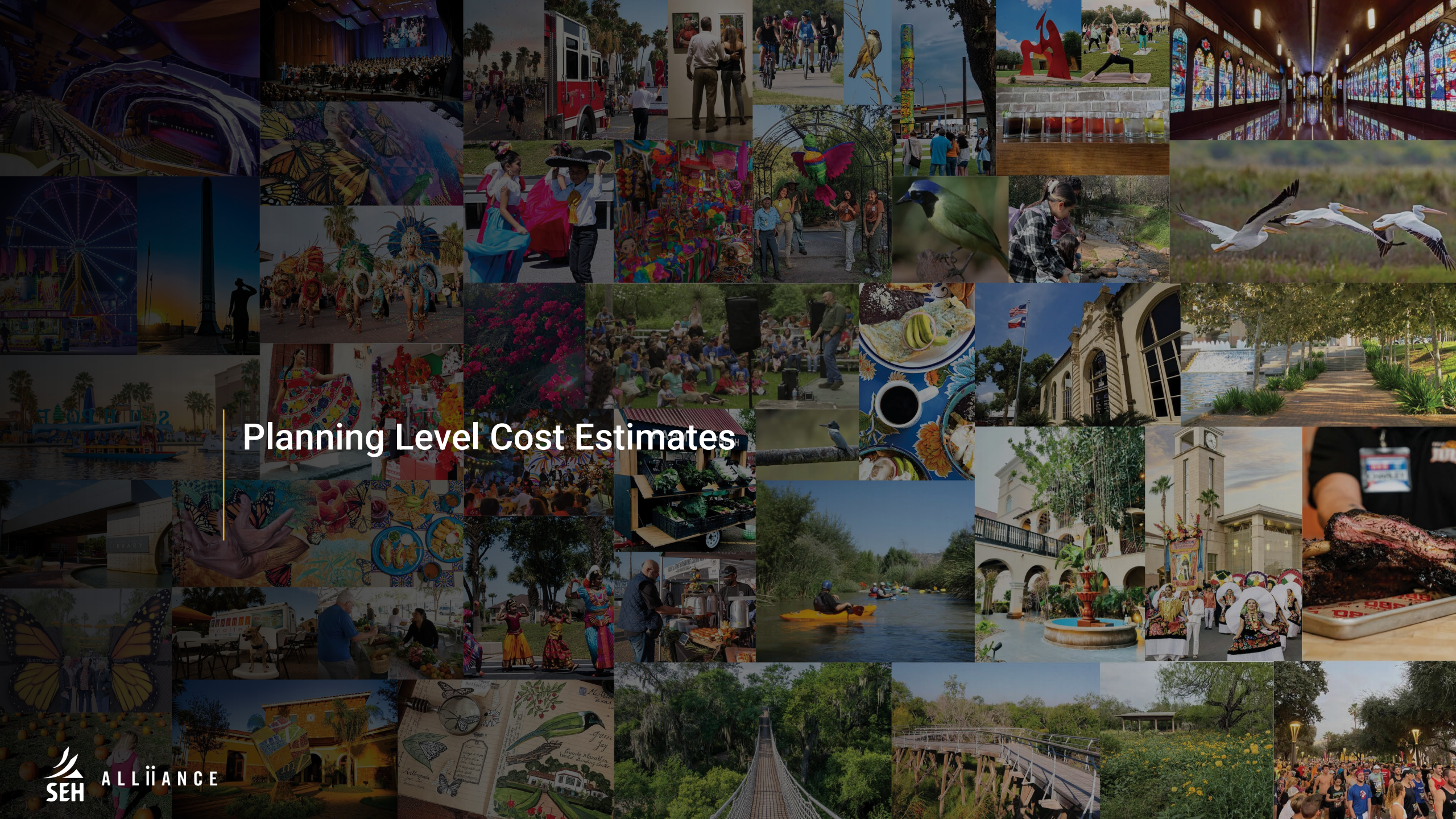


Conceptual Rendering| View from rental car area towards centralized checkpoint



Conceptual Rendering | View from rental car area towards centralized checkpoint





Planning Level Cost Estimates

Terminal Improvements | ROM Cost Estimate

	By Area	Rolling Tally
New / Expansion	\$122,373,000	\$122,373,000
Existing / Renovations	\$19,136,000	\$141,509,000
New Terminal Commons (meeter / greeter, "Wow")	\$14,813,000	\$156,322,000
Support In-fill	\$2,750,000	\$144,259,000
Airside Civil	\$17,000,000	\$173,322,000
Project Total	\$176,072,000	

If no Terminal Commons, but including central single level bumpout at meeter / greeter

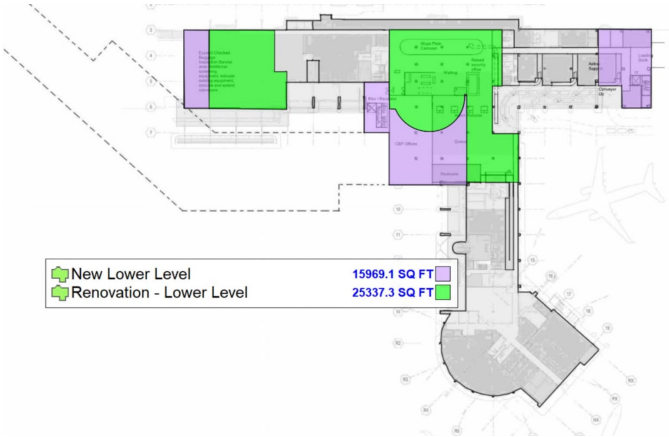
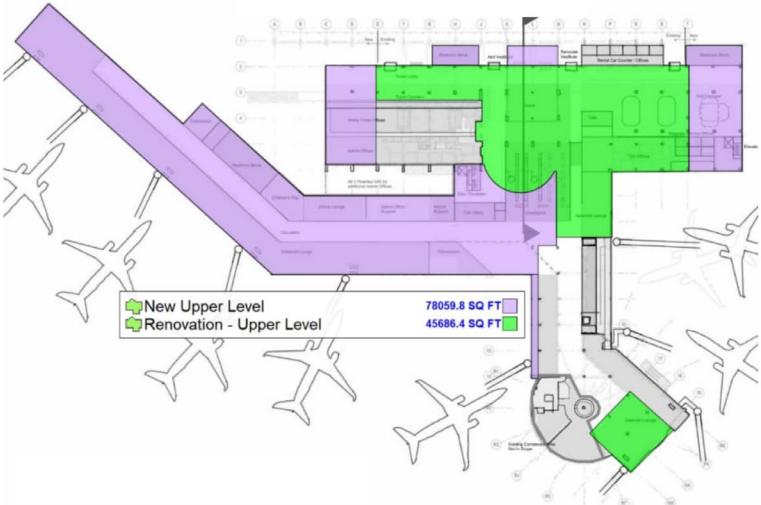
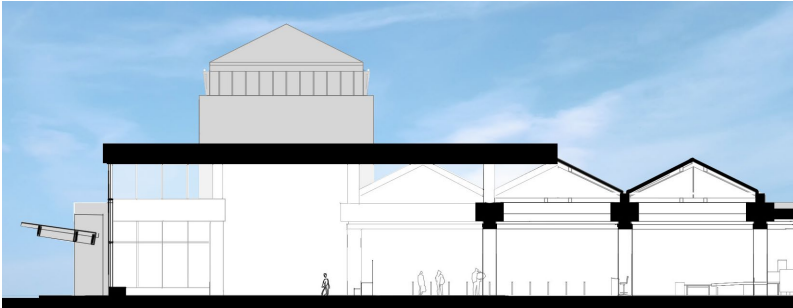
Project Total Alt.1 **\$167,861,750**

(no Terminal Commons)

If no Terminal Commons or support in-fill

Project Total Alt. 2 **\$165,111,750**

(no Terminal Commons or In-Fill)





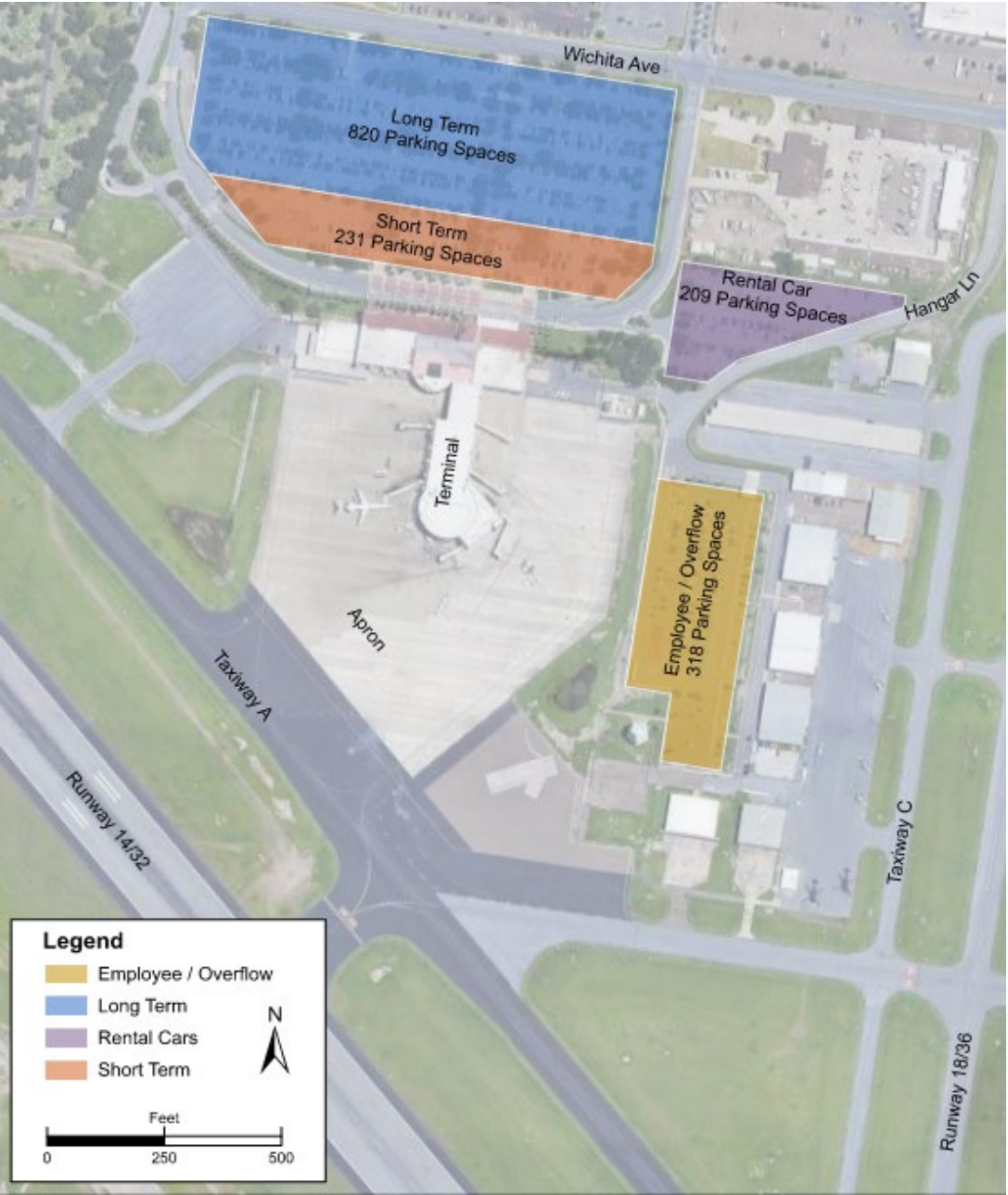
Landside Parking Capacity Improvements

Landside and Parking | Existing Parking

Existing Parking Capacity

Long Term Parking	820 spaces
Short Term Parking	231 spaces
Rental Car Parking	209 spaces
MFE Employee Parking	10 spaces
Employee/Overflow	<u>318 spaces</u>
	1,588 spaces

Continued and growing need for additional parking



Landside and Parking Improvements | Future and Ultimate Parking Conditions

Near Term Opportunities

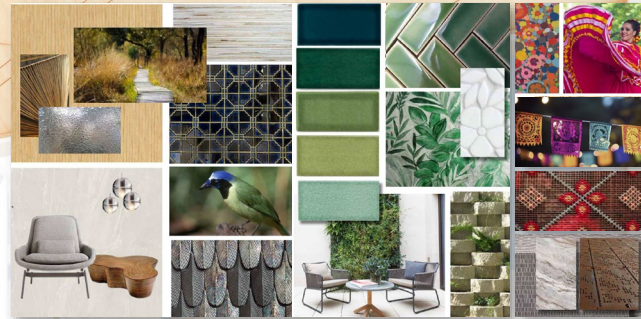
Area A	200 spaces (\$1.1M)
Area B	41 spaces (\$300,000)
Area C	52 spaces (\$315,000)
Future Parking Spaces	293 spaces

Longer Term Opportunities

Area D (Land Acquisition)	647 spaces
Parking Structure (3 level)	1,556 spaces



Next Steps



Thank You!



ITEM SUMMARY

BOARD: City Commission

AGENDA ITEM

5.A.

DATE SUBMITTED

MEETING DATE

8/26/2024

1. Agenda Item: Consultation with City Attorney regarding legal issues related to employee benefit options. (Section 551.071, T.G.C.)
2. Party Making Request: Isaac Tawil
3. Nature of Request: Consultation with City Attorney regarding legal issues related to employee benefit options. (Section 551.071, T.G.C.)
4. Routing:
Amy Gonzalez Created -
5. Staff Recommendation:
6. Advisory Board:
7. City Attorney:
8. Manager's Recommendation:



ITEM SUMMARY

BOARD:

AGENDA ITEM

5.B.

DATE SUBMITTED

MEETING DATE

8/26/2024

1. Agenda Item: Consultation with legal counsel regarding municipal employment contracts. (Section 551.071, T.G.C.)
2. Party Making Request: Isaac Tawil
3. Nature of Request: Consultation with legal counsel regarding municipal employment contracts. (Section 551.071, T.G.C.)
4. Routing:
Amy Gonzalez Created -
5. Staff Recommendation:
6. Advisory Board:
7. City Attorney:
8. Manager's Recommendation:

ITEM SUMMARY

BOARD:	AGENDA ITEM	5.C.
	DATE SUBMITTED	
	MEETING DATE	8/26/2024

1. Agenda Item: Consultation with City Attorney regarding legal issues related to sponsorship agreements. (Section 551.071 T.G.C.)
2. Party Making Request: Isaac Tawil
3. Nature of Request: Consultation with City Attorney regarding legal issues related to sponsorship agreements. (Section 551.071 T.G.C.)
4. Routing:
Amy Gonzalez
Created -
5. Staff Recommendation:
6. Advisory Board:
7. City Attorney:
8. Manager's Recommendation:

ITEM SUMMARY

BOARD:	AGENDA ITEM	5.D.
	DATE SUBMITTED	
	MEETING DATE	8/26/2024

1. Agenda Item: Consideration of economic development matters. (Section 551.087, T.G.C)
2. Party Making Request: Isaac Tawil
3. Nature of Request: Consideration of economic development matters. (Section 551.087, T.G.C)
4. Routing:
Amy Gonzalez Created -
5. Staff Recommendation:
6. Advisory Board:
7. City Attorney:
8. Manager's Recommendation: