

Airport Master Plan Update

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| Purpose of an Airport Master Plan (AMP)

- A development plan that:
 - Provides a realistic roadmap for future infrastructure development
 - Establishes clear development priorities
 - Serves as a tool that improves how you manage your airport

AMP Update - Background

- Full Airport Master Plan approved in 2021
- Purpose is to evaluate and update AMP in specific areas including:
 - Potential locations for a passenger terminal facility
 - Airfield layout
 - Roadway development plan for airport access along SH 21
 - Potential locations for fuel farm, electrical vault, and Air Traffic Control Tower (if relocated)
 - Updated land-use plan
- Airport Master Plan Update initiated in August 2024

Stakeholder and Public Engagement

Date

- 7.24.25 Public Open House
- 6.17.25 Airport Advisory Board Meeting
- 6.4.25 TxDOT Aviation Meeting
- 3.25.25 TxDOT Highway Meeting

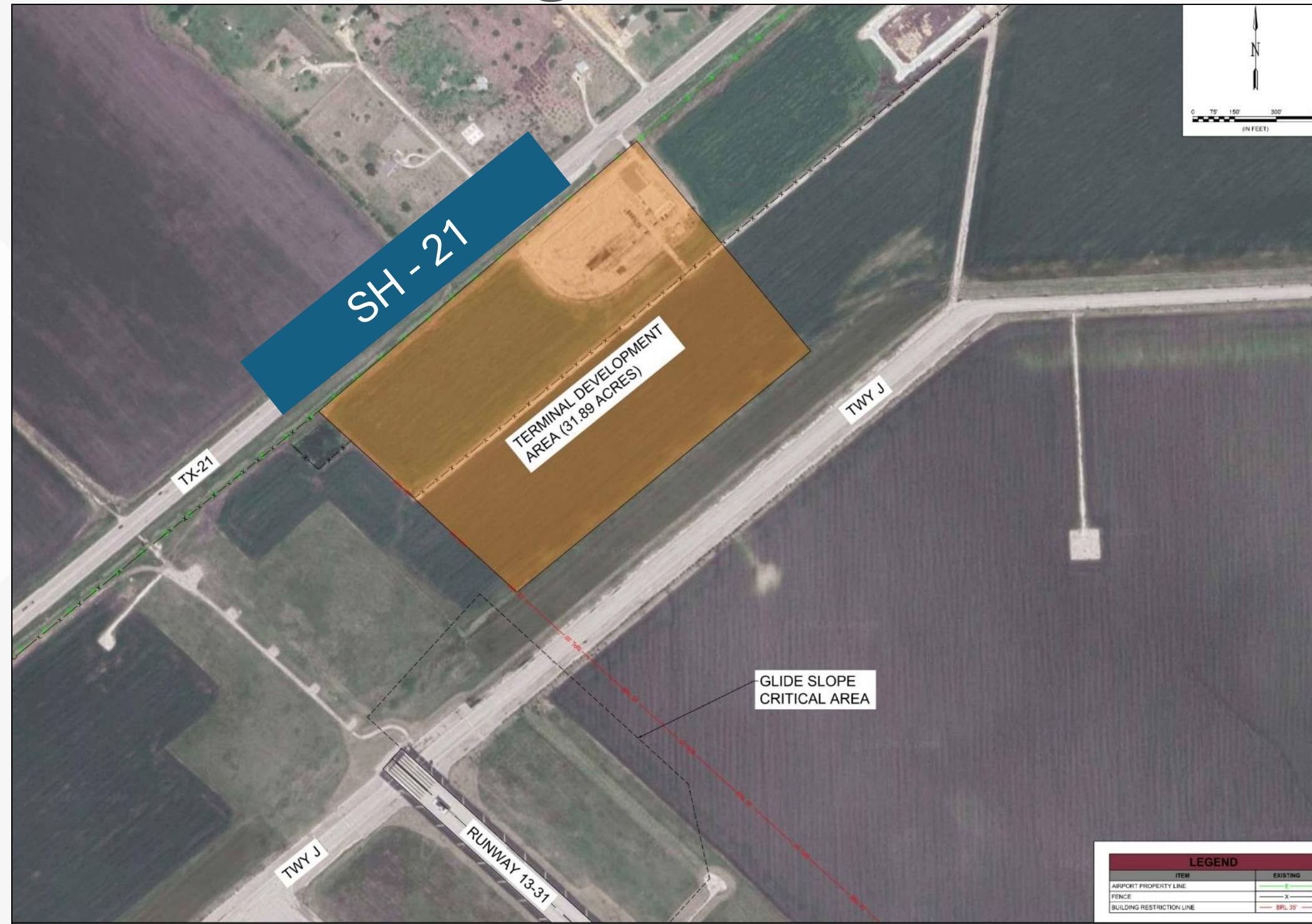


Airfield

- No Change to Airfield Development Plan from 2021 AMP
- Focus on Improving Runway 17-35



Preferred Passenger Terminal Location



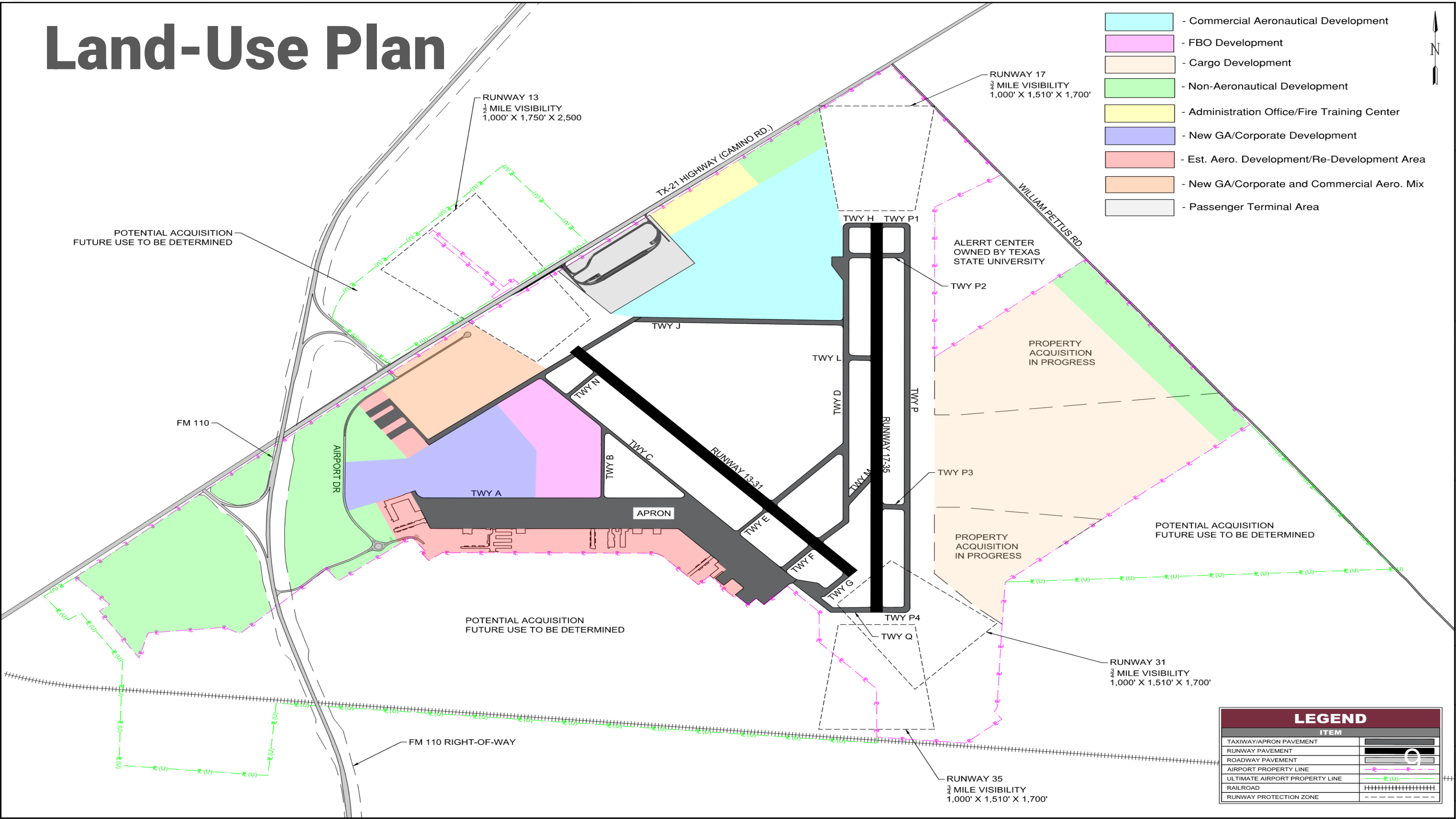
Northwest Roadway Development Plan










Miscellaneous Alternatives



Land-Use Plan



LEGEND	
ITEM	
TAXIWAY/APRON PAVEMENT	
RUNWAY PAVEMENT	
ROADWAY PAVEMENT	
AIRPORT PROPERTY LINE	
ULTIMATE AIRPORT PROPERTY LINE	
RAILROAD	
RUNWAY PROTECTION ZONE	

10 Year Capital Improvement Program

- Air Traffic Control Tower Rehabilitation
- Improvements to Runway 17-35
- Drainage Improvements
- Security Improvements
- Aircraft Apron Repairs
- Fuel Farm Replacement

Funding Plan (10 Years)

- Generally, 90% federal/state and 10% local
- Total Local Funding - \$6.27M
- Total State and Federal Funding - \$61.21M

Project Name	10 Year CIP (Fiscal Year)									
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Fuel Farm and Perimeter Road - Phase 1 (Design/Construction)	\$2.75M									
Existing ATCT Rehabilitation Program (Design/Construction)		\$3M								
Airport Security Improvement Program - Phase 1 (Design/Construction)		\$0.8M								
Runway 17-35 and Runway 13-31 Physical De-Coupling (Construction)			\$11.5M							
Airport Stormwater Drainage Improvements Program (Design)			\$2.4M							
Airport Stormwater Drainage Improvements Program (Construction)				\$6.51M						
Runway 17-35 - 500 ft. Extension to North (Design)			\$1.02M							
Runway 17-35 - 500 ft. Extension to North (Construction)				\$10.2M						
Runway 17-35 - Keel Section Strengthening (Design)					\$1.75M					
Runway 17-35 - Keel Section Strengthening (Construction)						\$15.75M				
Airport Security Improvement Program - Phase 2 (Design/Construction)							\$4.8M			
Existing Apron Pavement Reconstruction Program - Phase 1 (Design/Construction)								\$2M		
Existing Apron Pavement Reconstruction Program - Phase 2 (Design/Construction)									\$1.8M	
Existing Apron Pavement Reconstruction Program - Phase 3 (Design/Construction)										\$3.2M
Total:	\$2.75M	\$3.8M	\$14.92M	\$16.71M	\$1.75M	\$15.75M	\$4.8M	\$2M	\$1.8M	\$3.2M

| Next Steps

- City Council Adoption of Airport Master Plan
- Airport Layout Drawing Update with TxDOT Aviation
- On-Going Capital Programming