



PALM BEACH III-A METROPOLITAN PLANNING ORGANIZATION

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MINUTES OF THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION MEETING JUNE 21, 2007

Palm Beach County Governmental Center
301 North Olive Avenue
12th Floor McEaddy Conference Room
West Palm Beach, Florida

AGENDA:

- I. CALL TO ORDER
 - A. Roll Call
 - B. Prayer
 - C. Pledge of Allegiance
- II. ADOPTION OF AGENDA
- III. ELECTION OV VICE-CHAIR
- IV. APPROVAL OF CONSENT AGENDA
 - A. May 17, 2007 Minutes of MPO Meeting
 - B. Southeast Florida Transportation Council
- V. PUBLIC HEARING
 - A. FY 08-12 Transportation Improvement Program
 - B. Public Hearing
 - C. Adoption
- VI. OLD BUSINESS
 - A. Central Palm Beach County Corridor Study
- VII. NEW BUSINESS
 - A. Medicaid Transportation Funding Status Report

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MPO staff spent the last two days going out on site and looking at the top projects and they all look good. Staff is still following up on those that are not moving along and progress is being made.

MR. WHITFIELD said everything is good with the Port of Palm Beach. CHAIR KOONS asked if they were doing TRIP funding for the Port. MR. WHITFIELD said there wasn't any.

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BRUCE PELLY, Director of Airports made the introduction to their presentation, which JERRY ALLEN, Director of Planning and Development would present. The letter from the City of West Palm Beach was distributed to the members and MR. PELLY distributed the Airport's response, which was previously e-mailed to the MPO members.

The topics MR. ALLEN would cover included Palm Beach County Airport System/Airport Roles, Airfield Improvement Project and Aviation demand at Palm Beach International. He identified the airports within their integrated airport system. They include Palm Beach County Glades, North Palm Beach county GA, Palm Beach International and Palm Beach County Park, also known as Lantana Airport. Each of these has a current Airport Master Plan, which has been reviewed and approved by the Board of County Commission, Florida Department of Transportation and the Federal Aviation Administration.

MR. ALLEN explained the North Palm Beach County Airport is located at PGA and Beeline Highway and is a reliever to PBIA, there are 200 based aircrafts at that airport with 75,000 annual operations, and runway lengths are 4300 ft. This airport has some light jet activity, but primarily propeller type activity. This airport was opened in 1994.

The Glades Airport is located in Pahokee at SR 715 and it was opened in 1949 and it serves the agricultural community, skydivers, and other recreational type activities.

COMMISSIONER MOSS asked if there were any proposals in for expansion of any these airports. MR. ALLEN said five of the eighteen projects in the TIP are at these airports.

Park Airport is at Lantana and Congress and was opened in 1941. This airport is also a reliever to PBIA, it has 350-based aircrafts and is a jet and weight restricted airport. It has 142,000 annually operations and the longest runway there is 3500 ft.

Palm Beach International Airport is a commercial service airport with a lot of corporate jet activity on the south side. The primary runway is 10,000 ft, 13-31 is 3800 ft., and the general aviation runway is 3200 ft. This past March there were 248 average daily air carrier operations. There are 129-based aircrafts there.

The ongoing projects at PBIA include a long-term parking garage being built through a revenue bond project. An expansion to Concourse C will add three gates funded through PFCs, AIP and some state money. Lastly, two security checkpoint expansions are underway.

MR. ALLEN mentioned there are a variety of revenue sources coming into the airport supporting the projects, all of which are based on user fees and users at the airport.

Projects in the TIP include expansion to Taxiway Lima and Taxiway Foxtrot and they are also doing an EIS for the runway extension and some taxiway rehabs.

Through the 1980s this runway system worked efficiently. When they got to the late 80s and early 90s, the amount of activity was beginning to overwhelm the airport and at that point it was

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decided a new airport was created in North Palm Beach County. MR. ALLEN added it is a very difficult process to build a new airport. The new airport helped extend the life of PBIA by taking in some of the general aviation activities.

One of the things that have occurred in the past ten years is the fleet mix has changed drastically and a longer runway is needed for newer aircrafts. In 2000 the FAA restricted the way intersecting runways are used, it prohibits a general aviation aircraft from landing on runway 13-31 and hold short while an air carrier is using the primary runway. The effect of these two things has basically rendered PBIA a one-runway airport.

The extent of improvement program is to gain some of the capacity that has been lost over the years. The project will take the general aviation runway that is 3200 ft. and extend it to 8000 ft. The intent of the project is to provide a departure runway and an arrival runway 800 ft. to the south. This will allow the simultaneous operation. At present the capacity is +/- 65 operations per hour, by having an arrival and departure flow operating simultaneously they can have up to 112 operations per hour. This does not mean those operations are going to occur, but the capacity will be there. MR. ALLEN pointed out the project in and of itself does not generate additional activity at the airport. It just accommodates activity.

COUNCIL WOMAN COHEN asked how general aviation has been hampered by the change in the FAA rules. MR. ALLEN replied delays occur during peak periods with commercial and general activity in landing and departure. He added that Air Traffic Controllers do not assign a priority to one aircraft over another; they come in as they schedule themselves to come in.

MR. ALLEN referred to two federal reports, the first dated June of 2004 and is titled "Capacity Needs in the National Airspace System"; this report highlighted the need for various airports within the nation to add capacity. PBIA was predominately identified in the report. The other report titled "Capacity Needs in the National Airspace System" is an update of the previous report dated May 2007 and the federal agencies that compiled the report again stated PBIA needed to add capacity.

COMMISSIONER MITCHELL asked if the report specified PBIA or the whole county airport system, MR. ALLEN stated they specified PBIA. He added they look at all their airports as a unified system.

COUNCIL WOMAN COHEN asked why some of the general aviation couldn't be directed to either the North County Airport or the Lantana Airport. MR. ALLEN said it goes back to the runway length discussed earlier; they are not sufficiently long to accommodate the majority of those aircrafts. Also the users of PBIA that are operating those corporate jets are primarily going to destinations very close to PBIA, primarily Palm Beach. COUNCIL WOMAN COHEN asked if they had looked at expanding the runways at the other two airports. MR. ALLEN said they have Master Plans for all the airports and are in the process of going through that now. North County Airport probably has the most potential, but they have an interlocal agreement with Palm Beach Gardens in regard to runway lengths at that airport and the length of the runway would have to be approved by Palm Beach Gardens. They would like to extend the runway to 6000 ft. there to allow more of the corporate aircraft to use the facilities there. MR. ALLEN stated they would have been before the MPO ten years ago if they didn't open the North County Airport. He added that the planes using PBIA are all 'heavy metal'.

COMMISSIONER GREENE was happy MR. PELLY had previously taken the time to explain the operation of airports to her and wished the media would inform the public of this information.