

Southern Nevada Supplemental Airport EIS Final Public Scoping Presentation Script

Slide 1 Welcome

The Federal Aviation Administration and the Bureau of Land Management welcome you to the Public Scoping Meeting for the Southern Nevada Supplemental Airport Environmental Impact Statement. After you have viewed this orientation slide show, we have experts standing by at information boards, who will be able to answer your questions. If you have input you would like to give, please proceed to the comment area where representatives of the FAA and BLM are standing by to hear your comments and your comments will be recorded by a stenographer. If you would prefer to provide written comments, you could fill in a comment sheet and hand it in this evening or mail it in at a later time.

Slide 2 Overview of Presentation

The goal of this presentation is to brief you on the Environmental Impact Statement for the Southern Nevada Supplemental Airport, which is being prepared in response to a proposal by the Clark County Department of Aviation to construct and operate a new supplemental commercial service airport in the Ivanpah Valley. This presentation will:

- Describe anticipated future growth in the number of flights and passengers using McCarran International Airport; and will show what will happen at the airport if steps are not taken to accommodate these additional planes and travelers.
- It will explain the process Clark County has undertaken to find a way to accommodate future aviation growth, and the specific proposal that Clark County has made;

- And the presentation will provide information about preparation of the Environmental Impact Statement by the FAA and BLM to evaluate the environmental effects of Clark County's proposal and other alternatives.

Slide 3 Clark County Public Airport 1951

First, let us give you some background on McCarran International Airport. American aviator George Crockett, a descendant of frontiersman Davy Crockett, established Alamo Airport in 1942 on the site currently occupied by McCarran International Airport. In 1948, Clark County purchased the airfield from Crockett to establish the Clark County Public Airport. The airport was renamed **McCarran Field** for U.S. Senator Pat McCarran, a longtime Nevada politician who authored the Civil Aeronautics Act and played a major role in developing aviation nationwide. The photo you see here is of McCarran Airport in 1951 in a barren area south of the Las Vegas Strip. At that time, there were 48,000 people living in Clark County.

Slide 4 McCarran International Airport Today

Contrast that with McCarran Airport today. Over the last 50 years the airport has become the primary commercial passenger and cargo airport for the Las Vegas metropolitan area and southern Nevada. Las Vegas is one the country's fastest growing cities. Here you can see that the city has grown out toward and surrounded the airport.

McCarran International Airport is owned and operated by the Clark County Department of Aviation. The airport sits on approximately 3,000-acres and has two commercial service passenger terminals, with a total of 102 gates. Four active runways, varying in length from 8,985 feet to 14,510 feet, accommodate over 600,000 annual aircraft operations.

Introduction to Slides 5, 6, 7 and 8

As shown on the next four slides, the type of service and operations at McCarran has changed dramatically due to the rise in tourism, convention business, and service industries associated with the gaming and entertainment industry in Las Vegas. An increase in the number of people settling in Las Vegas valley has also resulted in increased aviation demand at McCarran International Airport.

Slide 5 Clark County Population Growth 1950-2000

Between 1950 and 2000, the population of Clark County grew by 3000% to approximately 1.5 million. The population has grown the most rapidly in the last 15 years. Between 1995 and 2005, the population of Clark County increased 65 percent from approximately 1 million to 1.7 million. The population of the County is on track to more than double between 2000 and 2010.

Slide 6 Clark County Visitor Growth 1990-2005

When one looks at the number of visitors to the area, the trend is similar. Between 1990 and 2005, the number of visitors increased by 84 percent from 21 million to 38.5 million. Nearly half of those visitors arrived using McCarran International Airport.

Slide 7 Passengers at McCarran 1990-2025

These population and visitor increases are clearly reflected in the increase in air passengers at McCarran International Airport. In 1990, the airport served approximately 18.6 million passengers, which more than doubled to approximately 42.4 million passengers in 2005. In 2005, McCarran International Airport was the 5th busiest airport in North America in terms of total passengers. Between now and 2025, the number of passengers is expected to grow by approximately 70% to nearly 72 million.

Slide 8 Aircraft Operations at McCarran 1990-2025

What does this mean for the number of aircraft operations at the airport? (Remember, an aircraft operation is either a landing OR a takeoff). There were approximately 400,000 aircraft operations in 1990, which increased to approximately 614,000 in 2005, an increase of 54 percent. The FAA anticipates that around 2018 or 2019, when annual operations would exceed 700,000, the airport will experience an unacceptable level of airfield delay. Assuming a modest 2.6% growth rate, there would be 922,000 annual aircraft operations by 2025.

Slide 9 Effects of Continued Growth at McCarran

What are the effects of continued growth at McCarran International Airport? Without improvements to existing facilities (both airfield and terminal), continued growth will result in: terminal congestion, longer lines at security check points, concessions, taxi curbs and elsewhere in the terminals; and baggage and waiting areas will become congested. The roadways would experience gridlock, and congestion and delay on the airfield would become the norm. Clark County would not be able to provide acceptable levels of service to Airport users.

Slide 10 Growth can be Accommodated in the Short-Term

In the short term, the Clark County Department of Aviation has plans to accommodate the expected growth at McCarran International Airport through expanding Concourse D to include 9 additional gates. A brand new terminal, Terminal 3, will be built with a scheduled opening in 2011. A new parking garage for 5,700 cars will be constructed north of Terminal 3. Roadway improvements and a consolidated rental car facility also are under construction or planned. On the airside, new high-speed taxiways will be built that will

reduce taxiing time on the airfield. These projects have been addressed in other environmental documents, have been approved and some of them are currently under development.

Slide 11 Long Term Growth Presents a Problem

However, despite these improvements, the airport will not be able to handle the long-term growth in passenger activity and aircraft operations, which would result in unacceptable levels of landside congestion and airfield delay. The FAA predicts that average annual delay per aircraft operation could be more than 20 minutes by 2018/2019. This does not mean that each aircraft operation will be delayed by 20 minutes or more, rather delay may range from zero for some flights to several hours for others during peak operating periods.

If the long-term growth is to be accommodated, additional commercial service passenger capacity, beyond that already planned at McCarran Airport, is required.

Slide 12 Clark County Evaluated Many Options

In studying the solutions to accommodate future airport capacity needs, the Department of Aviation used 14 different criteria to evaluate various options. Considerations taken into account include:

- Availability of suitable land for development;
- Surrounding land uses;
- Roadway access for airport users from the Las Vegas valley;
- Compatibility with existing Airport operations and existing airspace in the area;
- Potential environmental impacts; and the
- Financial implications of the option.

Slide 13 Clark County Evaluated 16 Options

Based on these criteria CCDOA identified 3 types of airport improvement options.

- Expanding McCarran International Airport;
- Expanding other airports in and around Clark County, including airports that are not a part of the County's regional airports system and shared use of military facilities; and
- Building a new supplemental airport at an undeveloped site.

Slide 14 Clark County's Proposed Action: Ivanpah Valley Airport

Clark County Department of Aviation considered the feasibility of each of the expansion and new airport options and determined that a supplemental commercial airport located in the Ivanpah Valley, 30 miles south of the Las Vegas metropolitan area, best met the evaluation criteria and would alleviate the challenges faced at McCarran airport. McCarran Airport would remain the primary airport in Southern Nevada, while the new airport would supplement existing capacity at McCarran, serving primarily domestic long-haul, charter and international aircraft operations.

Clark County is proposing to construct the airport in two phases. The first phase would accommodate between 18 and 20 million annual passengers, while the second phase would accommodate 30-35 million annual passengers. Clark County is seeking federal approval only for Phase I, which covers a period from 2017 to 2025. Phase I, therefore, is the subject of this Environmental Impact Statement.

Slides 15 Clark County's Proposed Action: Ivanpah Valley Site

Let us give you an orientation of the site of the County's proposed Ivanpah Valley Airport.

The proposed location of the airport is about 30 miles south of Las Vegas, between the towns of Jean and Primm. The site is approximately 3 miles north of the border with California and approximately 8 miles north of the Mojave National Preserve in California. It is just east of Interstate 15 and just west of the Union Pacific rail line. The proposed site is 5,934 acres.

Slide 16 Ivanpah Valley Airport Public Lands Transfer Act – 2000

Efforts to secure the site began in the late 1990s, culminating in the Ivanpah Valley Airport Public Lands Transfer Act of 2000. Congress directed the Bureau of Land Management to transfer property in the Ivanpah Valley to Clark County for the purpose of developing an airport and related infrastructure. The property transfer was subject to several conditions:

- Clark County was required to prepare an airspace assessment to identify any adverse impacts of the proposed airport to airspace over the Las Vegas valley;
- The FAA was required to certify, to the Secretary of the Interior, that the assessment made by the County was thorough, and that alternatives were developed to address any adverse impacts;
- Development of an airspace management plan to show it would be possible to restrict aircraft arrivals and departures over the Mojave Desert Preserve to the maximum extent practicable without adversely impacting safety;
- The Department of the Interior and Clark County were required to enter into a Memorandum of Understanding providing that Clark County would continue to operate and maintain the Jean Airport, located to the north of the Ivanpah Airport site.

These conditions were met and the land acquisition and transfer from BLM to Clark County for the airport site was completed in 2002. According to the Ivanpah Valley Airport Public Lands Transfer Act of 2000, if the EIS process determines that an airport should not be constructed at the Ivanpah valley site, then the land will be transferred back to federal ownership and management by the BLM.

The act also requires that the EIS be prepared jointly by the Department of Transportation, represented by the FAA and the Department of Interior, represented by the BLM.

Slide 17 Clark County Conservation of Public Land and Natural Resources Act -- 2002

Another federal law also addresses the proposed Ivanpah Airport. The Clark County Conservation of Public Land and Natural Resources Act stipulates that when the National Environmental Policy Act (NEPA) process is completed, and if it is determined that the new airport would be constructed at the Ivanpah Valley site, then the BLM will transfer an additional 16,903 acres to Clark County to serve as a noise compatibility area for the new airport. In addition, BLM is to establish a transportation and utility corridor from the Las Vegas valley to the new airport.

That wraps up the overview of the proposed new airport and the surrounding area.

Slide 18 The Environmental Impact Statement

The next part of this presentation focuses specifically on the Environmental Impact Statement that is being prepared jointly the FAA and BLM to evaluate the

environmental impacts of the new airport proposed by Clark County and other alternatives. This part of the presentation will discuss:

- Roles and responsibilities with regard to EIS preparation
- The purpose of the EIS
- The steps in the EIS preparation process
- The purpose of Scoping
- The FAA and BLM's EIS purpose and need
- The EIS process for screening alternatives to the proposed action, and
- Opportunities for public participation during preparation of the EIS

Slide 19 Roles and Responsibilities

The FAA and the BLM will prepare the Environmental Impact Statement. The role of the FAA and the BLM in the EIS is referred to as the Joint Lead Agencies.

The FAA and the BLM, as the Joint Lead Agencies, are responsible for:

- Preparing the EIS and Record of Decision (ROD) on the Proposed Action and reasonable alternatives.
- Conducting environmental analyses, coordinating with regulatory agencies, and providing information to and allowing for public input.
- Ensuring compliance with NEPA and other applicable environmental laws and regulations.
- Supervising their EIS Contractor.

Although the Clark County Department of Aviation is the Airport Sponsor, it is the two federal agencies who are responsible for preparing the EIS. The agencies will, however, seek the County's assistance in providing information about the County's goals and objectives for the proposed Ivanpah Valley Airport and

technical information about the proposed airport, and the County's other airports.

The EIS Contractor, Vanasse Hangen Brustlin, Inc (VHB), is supervised by the FAA and BLM and is responsible for providing technical expertise and administrative assistance to the Joint Lead agencies.

During the process, other federal, state, regional and local environmental and cultural resource agencies and Native American tribes that have jurisdiction by law or have special expertise will assist the Joint Lead Agencies by providing technical assistance and review in their respective areas of expertise.

The information boards provide more detailed information on the role of each of these agencies.

Slide 20 Purpose of the EIS

The purpose of the EIS is to provide high quality, scientific information about the potential environmental impacts of the Proposed Action and the alternatives to the Proposed Action. This information is provided for the benefit of lead agency decision makers and other public agencies that may have to make decisions on permits or other approvals, as well as to inform the public regarding the potential impacts of the proposed action and the alternatives.

Slide 21 EIS Process

The EIS process follows specific steps, as shown here. You can refer to boards around the room and ask the FAA and BLM staff and our consultants for additional details. Right now, we are in the Scoping process, in which the public and other public agencies have the opportunity to comment on the scope of the

EIS studies and analyses. Throughout the EIS process, there will be more opportunities for the public and agency input.

The preparation of entire EIS is expected to take a little more than three years. The Draft EIS is expected to be available for public review in late 2008, and the Final EIS is expected to be available in the fall of 2009. By law, work on the proposed airport could not, in any event, begin unless and until the project has been approved by the FAA and BLM, which is not likely to occur before late 2009 or early 2010.

Slide 22 Scoping

The purpose of today's public scoping meeting is to provide you with information about the Proposed Action and the EIS process, and to gather your input in order to help the FAA and BLM determine the scope of issues to be addressed in the EIS, and the alternatives to be evaluated. During this scoping period which began in early September and will continue until the beginning of November, the EIS team will also meet with other government agencies and Native American tribes to receive their input about the scope of the studies to be conducted in the EIS.

Slide 23 Preliminary Purpose and Need

It is the responsibility of the FAA and BLM, as the Joint Lead Agencies to take information provided by Clark County and develop their own statement of purpose and need for the project. Based on a facilities assessment, consideration of forecasts, and an understanding of nationwide trends, the FAA and BLM have preliminarily defined the purpose and need as follows “**to provide sufficient airfield capacity to accommodate long-term aviation passenger demand in the Las Vegas metropolitan area.**” Developing a solid purpose and need for the project is an important step in the EIS process since all alternatives will be evaluated according to how well they meet the Purpose and Need. Once the Propose and Need for the project has been finalized, the FAA and BLM can identify EIS alternatives that achieve the purpose and need.

Slide 24 Preliminary Screening Criteria – Purpose and Need

The Lead Agencies will develop a screening process and criteria for determining if alternatives satisfy the purpose and need. Only those alternatives that satisfy the purpose and need will be subject to the additional alternatives screening.

Slide 25 Practical and Feasible - Alternatives Screening

The second step in the screening process will be to determine if the preliminary alternatives are reasonable. Reasonable alternatives are those that are practical and feasible from a technical, economic, and common sense perspective. In determining whether an alternative is reasonable, the following types of issues will likely be considered, among others:

- Is enough land area available, and is it flat enough, so that the necessary facilities can be accommodated?
- Is the alternative within a reasonable driving time of Las Vegas – the destination of most passengers?

- Is the alternative compatible with existing use of airspace and existing airports in the vicinity?
- Are there obstacles, such as tall mountains, to air navigation associated with the alternative?
- Is the alternative compatible with surrounding land uses?

Some of the alternatives screening criteria the Lead Agencies consider in the EIS may be similar to criteria used by Clark County in the site evaluation study, and some of the criteria are different. Even when the criteria are the same or similar, the lead agencies will be conducting completely separate and independent analyses from the evaluations conducted by Clark County. Please take a look at the information boards for a larger list of preliminary EIS screening criteria.

The Joint Lead Agencies welcome suggestions from you regarding the issues to consider when developing the criteria to screen alternatives.

Slide 26 Potential EIS Alternatives

Alternatives considered in the EIS screening process will include alternatives proposed during the scoping process by the public, agencies, and tribes and may include those options considered by the Clark County Department of Aviation. In addition, the Lead Agencies may identify additional alternatives that are likely to achieve the purpose and need, such as a combination of alternatives considered by Clark County or suggested by others.

Alternatives that meet the purpose and need and are reasonable will be advanced for detailed environmental analysis in the Draft EIS. Alternatives that do not satisfy the purpose and need, or are not reasonable, will be eliminated from further evaluation in the EIS.

As required by the NEPA, a no-action alternative will also be evaluated. The no-action alternative typically involves taking no action except for conducting previously planned improvement programs and routine maintenance.

Slides 27 Environmental Analysis Categories

Each alternative carried forward for detailed evaluation in the EIS will be assessed to determine all of its environmental impacts. Some of the environmental impact assessment categories are shown here, but together, the FAA and the BLM require assessment of more than 25 different categories of environmental impacts. The information boards show a full list of the environmental areas that will be studied in the EIS.

Slide 28 Potential Ivanpah Site Issues

Some of the likely issues associated with the Ivanpah Airport Project have been identified. Some of the soil on the site is not stable enough to support airport facilities and would likely have to be removed and replaced with more suitable material from another location. Also, during a rainstorm, the site is the recipient of stormwater runoff from a 300 square mile area, so another way of storing that water would have to be developed. Some other potential environmental issues associated with this site are shown here, and more are shown on the information boards.

Slide 29 Ongoing Public Outreach and Participation

Each of you will have an opportunity to participate in the review of the EIS and to provide input throughout the EIS process

- The FAA and BLM will be issuing newsletters and holding meetings during the development of the EIS.
- There is a website for the EIS on which the Joint Lead Agencies will be posting updates on the EIS and opportunities for public input

- The web address is shown on the comment forms that are available at the front table and throughout the meeting room. You can submit comments during the scoping period through the web site.
- When the Draft EIS is completed, there will be a public comment period and formal hearings will be held at which EIS results will be presented and comments will be taken in a format much like today's meeting.

Slide 30 Slide 38 Now....

Thank you for your time. We hope this presentation has been informative. We have information boards around the room from which you can learn more about the details of the County's proposal and the EIS.

Staff members from the FAA, the BLM and their EIS Contractor are ready to answer your questions about the EIS process, and their technical experts are present to answer questions about the various environmental analyses methods. Please remember, however, that we are at the beginning of the EIS process and none of us have answers about the environmental impacts of the County's proposal or any other alternatives. Staff members from the Department of Aviation are present to answer your questions about their proposed Ivanpah Valley Airport and their goals and objectives.

There are places for you to sit down and write your comments on the alternatives and impacts to be studied, and an area where you can give your comments orally to representatives of the FAA and the BLM. If you would like to give oral comments today and did not already sign up to do so, please return to the front table and sign up to make your comments before entering the comment area. Comments made orally will be recorded by a stenographer.

To submit a written comment, please fill out a comment form and either place it in the comment box located at the room's exit or mail it to the address on the comment form. You can also send your comments electronically to the email address on the comment form. Written and email comments must be postmarked before November 6, 2006.

When making comments, please focus on issues to be addressed and alternatives to be evaluated in the EIS.

Again, thank you and we look forward to seeing you again over the course of the study.