

SOUTHERN NEVADA SUPPLEMENTAL AIRPORT EIS
PUBLIC SCOPING MEETING
TAKEN ON
TUESDAY, OCTOBER 3, 2006

REPORTED BY: LINDA FRAZEUR

CSR NO. 6697

FRAZEUR COURT REPORTERS - REALTIME TRANSCRIPTION
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Southern Nevada Supplemental Airport EIS Public
Scoping Meeting taken at Jean Airport Special Events Center,
23600 Las Vegas Boulevard, Jean, Nevada, on Tuesday,
October 3, 2006, commencing at 5:10 p.m., before
Linda Frazier, CSR No. 6697.

APPEARANCES:

FOR FEDERAL AVIATION ADMINISTRATION:

FEDERAL AVIATION ADMINISTRATION
BY: Andrew Richards, Manager
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, California 94010

FOR BUREAU OF LAND MANAGEMENT:

BUREAU OF LAND MANAGEMENT
BY: Jeffrey Steinmetz, Lead Planning and
Environmental Coordinator
Las Vegas Field Office
4701 North Torrey Pines Drive
Las Vegas, Nevada 89130

ALSO PRESENT: Marla Engel
Susanna Liller
Orpha McKim (scopist)
Randall Walker

PUBLIC SPEAKERS: Robert Nelson

1 JEAN, NEVADA - TUESDAY, OCTOBER 3, 2006

2 5:10 p.m.

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5 P R O C E E D I N G S

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7 MR. WALKER: Okay. Welcome everybody to this first
8 of several scoping meetings that's going to happen this
9 week. My name is Randall Walker. I'm the director of
10 aviation for Clark County. And this is kind of the kickoff
11 of our proposal as the Clark County Department of Aviation
12 to build a supplemental airport in the Ivanpah Valley. And
13 even though this proposed airport would be built by Clark
14 County, there is a long process that we need to go through
15 in accordance with the National Environmental Policy Act,
16 that is a federal law that -- that the two agencies that are
17 responsible for it have to go through that process to
18 determine that this is a project that can actually be built
19 under that -- those rules and regulations.

20 We have representatives from those two agencies --
21 which is the Federal Aviation Administration and the Bureau
22 of Land Management -- with me. And we have lots of people
23 here, but the two main people here that we're looking at
24 today are Andy Richards from FAA and Jeff Steinmetz from the
25 BLM.

3

1 They've selected VHB, which is a consulting firm,
2 to assist them in this process to go through the steps and
3 the requirements of the Environmental Impact Statement
4 process. The VHB team is led by Marla Engel, who is also
5 here today. And she's got some of her staff here as well
6 from that firm, and other consultants that are here to help
7 answer questions as you mingle around.

8 While the meeting is being hosted by the FAA and
9 the BLM, to start off this process, we also have our staff
10 members here who will be around the boards if you have any
11 specific questions about what the proposal is. They should
12 be able to give you answers to give you a clearer
13 understanding of what we're supposed to do.

14 Before I turn our time over for our federal
15 agencies to start this process, I'd like to encourage you to
16 provide your comments about the process or any issues or
17 concerns that you may have so that we can have all those
18 comments in the process and so they can be examined
19 appropriately through the process because that's what the
20 process is all about.

21 MR. RICHARDS: Hi everybody. As Randy said, my
22 name is Andy Richards, and I'm the manager of the Airport
23 District Office in Burlingame, California. Our office is
24 the lead office for the environmental study. We're the
25 Joint Lead Agencies with BLM. And thanks for coming out

1 tonight.

2 The format is basically Jeff and I are going to sit
3 up here. We really haven't started this study here tonight.
4 We're here to listen to you. So this is a little bit
5 different. There's not going to be a dialogue between you
6 and us. We're here to listen to your concerns, get the
7 comments that you want to consider in the study, and then
8 take that information and study it for you.

9 So that being said, if you have any specific
10 questions, there's a lot of resources in the back there from
11 the FAA, from the consulting world, and from the County,
12 too, to address your concerns. Thank you.

13 MR. STEINMETZ: Yes. My name is Jeff Steinmetz
14 with the Bureau of Land Management. As you have heard, Andy
15 couldn't have said it better. Like he said, we are here to
16 hear your concerns, your issues. We're not here to answer
17 your questions tonight. So we'll probably get this process
18 going here. And, again, thank you for taking time out of
19 your busy day to come and be part of this process. It's
20 very important that you do be involved.

21 MS. LILLER: Thank you, Jeff and Andy.

22 I'm Susanna Liller and I'm the facilitator for this
23 evening, as well as Tobey Williamson. We'll be switching
24 off and on.

25 And also Linda is here doing her court reporting

1 process. And we've already told Linda that if for some
2 reason we need to slow down or she needs to interrupt us, to
3 make sure that you do.

4 The way we're going to run this is, as people sign
5 in, if they want to speak, they indicate so on a card and it
6 comes up to me.

7 There are a few ground rules. We are going to
8 allow elected officials to go first. So if for some reason
9 I have a couple cards and an elected official comes in, then
10 we'll make sure that they get to go first. We'll do one
11 comment or person at a time, and we are going to limit
12 people to three minutes. And that might seem odd when right
13 now all I have is one person I know that wants to speak.
14 We're going to do that.

15 You know, we're going to have two more sessions
16 tomorrow and the next day. It's good to keep it consistent.
17 If you need to say more, then you can sign up for another
18 three minutes to speak. Tobey is going to help me keep
19 time. And also, if you come in and you want to just sort of
20 listen and you decide, "I do want to speak," then you can
21 come up and change your mind and speak again. Also, just
22 always remember that, if you want to provide additional
23 comments, you don't want to do it orally, you can always
24 provide written comments. So that's always an option.

25 I guess we'll begin, and I do have one person, and

1 that's Robert Nelson.

2 And Robert, if you want to come up to the
3 microphone. And just for our stenographer, Robert, if you
4 could say your name again and where you're from, please.

5

6 PUBLIC COMMENTS

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8 MR. ROBERT NELSON: Hello. I'm Robert Nelson. I'm
9 from Jean, Nevada. I've been here since 1989. I run a
10 little mail order website company called Rex Research. I
11 have a couple of comments.

12 I don't think I'll have time to do it, but first
13 I'd like to address the issue of the environmental impact
14 that this proposed airport will make on apparently unknown
15 colony of animals that are in dormancy alongside the
16 railroad track about a mile or two down where you see a long
17 stretch of bushes.

18 In the summer during the long, hot rains, whenever
19 they come around every few years, if you go out there, you
20 can see and catch, as some people have, what have been said
21 to be trilobites, the extinct -- allegedly extinct animals
22 or, more likely, horseshoe crabs. They're there. And
23 they're not the only location. These -- I personally know
24 of another site about 30 miles from here in the Mescal Range
25 where they exist.

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1 So smirk or laugh as you will, they're there and it
2 behooves you to search them out and do something about it
3 rather than just pave over them, which you're very likely to
4 do if you cover them with steam roller in this modus
5 operandi.

6 Secondly, I'd like to address the performance or
7 nonperformance of the BLM in ignoring its own established
8 policy in dealing with mineral examinations, in particular
9 that of Baron Mining which is at the south end of the
10 airport here. This land we're standing on is incredibly
11 rich in gold, iridium, and other values, but is being
12 systematically ignored or suppressed by the specious
13 manipulation of the legal process and bureaucracy. And it
14 is costing a great deal in potential value. Literally
15 billions of dollars in mineral wealth are being lost to your
16 ambitions here.

17 That's about all I have to say in three minutes.
18 Thank you.

19 MS. LILLER: Thank you, Robert.

20 I don't have any other cards at this moment. So
21 just know that we'll be up here.

22 Again, you can be looking at the boards, asking
23 folks questions. I have no other cards. But people can go
24 sign up. And we'll be here.

25 MS. ENGEL: If you haven't seen the orientation

1 video yet, we can start that again from the beginning. I
2 know some folks came in and just came right over here.
3 There's also experts on the EIS process -- different
4 technical areas -- standing by the boards in the back and
5 folks from the airport. They can answer questions about the
6 proposed Ivanpah Valley airport. So if you have any
7 questions about that....

8 (The orientation video was played at the public
9 display area.)

10 (At 8:00 p.m., the proceedings were concluded.)

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I, Linda Frazier, Certified Shorthand Reporter
number 6697, duly licensed to practice in and for the State
of California, do hereby certify:

That said transcript was taken before me at the
time and place therein set forth, was taken down by me in
shorthand and transcribed under my direction and
supervision, and is a true and correct transcription of my
original stenographic notes;

That the dismantling of the transcript will void
the reporter's certificate.

I further certify that I am neither counsel for nor
related to any party to said action, nor in anywise
interested in the outcome thereof.

I declare under penalty of perjury that the
foregoing is true and correct.

Executed this ____ day of _____, 2006,
at Simi Valley, California.

LINDA FRAZEUR, CSR NO. 6697

SOUTHERN NEVADA SUPPLEMENTAL AIRPORT EIS
PUBLIC SCOPING MEETING
TAKEN ON
WEDNESDAY, OCTOBER 4, 2006

REPORTED BY: LINDA FRAZEUR

CSR NO. 6697

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(805)582-0455 (866)FRAZEUR

1 Southern Nevada Supplemental Airport EIS Public
2 Scoping Meeting taken at Panos Hall, 5300 S. El Camino Road,
3 Las Vegas, Nevada, on Wednesday, October 4, 2006, commencing
4 at 5:36 p.m., before Linda Frazier, CSR No. 6697.

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6 APPEARANCES:

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8 FOR FEDERAL AVIATION ADMINISTRATION:

9 FEDERAL AVIATION ADMINISTRATION
10 BY: Andrew Richards, Manager
11 San Francisco Airports District Office
12 831 Mitten Road, Room 210
13 Burlingame, California 94010

12

13 FOR BUREAU OF LAND MANAGEMENT:

14 BUREAU OF LAND MANAGEMENT
15 BY: Jeffrey Steinmetz, Lead Planning and
16 Environmental Coordinator
17 Las Vegas Field Office
18 4701 North Torrey Pines Drive
19 Las Vegas, Nevada 89130

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18 ALSO PRESENT: Susanna Liller
19 Orpha McKim (Scopist)
20 Randall Walker
21 Tobey Williamson

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22 PUBLIC SPEAKERS: Ken Freeman
23 Chris Wright
24 Steven Alexander
25 Rick Wyatt
 Michael Winston
 Dawn Hubbs
 John Hiatt

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1 LAS VEGAS, NEVADA - WEDNESDAY, OCTOBER 4, 2006

2 5:36 p.m.

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5 P R O C E E D I N G S

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7 MR. WALKER: Good evening, everybody.

8 For everybody that's interested in the oral part of
9 this session, like the other night, if you want to come
10 forward and we'll give the introduction and tell you what
11 we're all about tonight. And then we'll have -- Anybody
12 that wants to present oral comments, we'll give you the
13 courtesy to do so.

14 We welcome you all here to the second scoping
15 meeting we have for the Environmental Impact Statement
16 process for the proposed supplemental airport for the
17 Ivanpah Valley airport system.

18 Now, even though this airport would be -- or
19 proposed airport would be built by Clark County, we need a
20 lot of approvals before we can do that, both at the state
21 and federal level. And this process that we're embarking on
22 is a process that's required in accordance with the National
23 Environmental Policy Act. And so that's a process that is
24 required by federal law, and we need to get through that
25 within the code framework.

3

1 Now, this process is actually being managed by two
2 federal agencies: The Federal Aviation Administration and
3 the Bureau of Land Management. And we have with us tonight
4 various members of those organizations, but specifically
5 sitting up here we have Andy Richards from the FAA and we
6 have Jeff Steinmetz from the BLM. And they are here
7 officially representing those organizations.

8 The consulting firm that has been selected by these
9 two federal agencies to assist them in preparing the
10 Environmental Impact Statement is VHB out of the Boston,
11 Massachusetts area. They and their several consultants are
12 here today and are available, along with the FAA and BLM and
13 the airport staff, to answer questions that you might have
14 about the process specifically. The airport staff would be
15 here to answer any questions you might have about the
16 proposal or the ultimate goal here is with the new airport.

17 Before I turn the time over to Andy and Jeff, I
18 want to encourage all of you that would like to do so, to
19 ask questions, put your comments on the record, either
20 orally or in writing. And rest assured that all these
21 comments would be reviewed, taken into consideration, and
22 properly addressed through this process.

23 It's going to be a lengthy process. These are not
24 short processes, and so everything will be done deliberately
25 and appropriately and everything will be given its due

1 consideration. Nobody will give more effort to that
2 process. That's what these guys and their agencies are
3 making sure that it happens before they make final approval.

4 So with that, I'll turn over the meeting to Andy
5 and we'll get the process started.

6 MR. RICHARDS: Hi everyone. My name is Andy
7 Richards. I'm the manager of the Airport District Office in
8 Burlingame, California. Our office is the lead from the FAA
9 for the environmental study and analysis of a proposed
10 supplemental airport in Ivanpah Valley. Our role here
11 tonight is to listen to you. If there are any issues,
12 concerns, comments you'd like to bring up, we'd like to hear
13 what you have to say. We're starting the study with this
14 kickoff at the scoping meetings, and we would like your
15 input to tell us what we should analyze.

16 So with that being said, I'm going to hand it off
17 to Jeff. He's the lead project manager for BLM. And he's
18 here to talk about it himself.

19 MR. STEINMETZ: My name is Jeff Steinmetz, Bureau
20 of Land Management. My position is Lead Planning and
21 Environmental Coordinator. Again, project manager for BLM
22 on this project.

23 Again, I'm going to say we really need your
24 comments here at each of these meetings. We will look at
25 those, address them fully. And so we really thank you for

1 taking time out of your busy schedule to be here,
2 participate in this process, and bringing your concerns.
3 This will take some time, probably three hearings or so,
4 maybe a little bit more, but again thank you for coming.
5 Appreciate it.

6 MS. LILLER: Thank you, Jeff.

7 My name is Susanna Liller, and I'm the facilitator
8 for this evening.

9 This is Tobey Williamson, and he and I will both be
10 switching off. The meeting is until 8:00.

11 And this is the process up in front of the room.
12 Just let me review it with you. If elected officials come,
13 then we're going to put them to the head of the line. We
14 give them the courtesy of letting them go first. We also
15 give them the additional courtesy of no time limit. But we
16 are going to ask you all to stick to a three-minute time
17 limit.

18 And Tobey is going to help by holding up something
19 so we know about the time. And it may seem odd to you, but
20 it's just important for us to keep that consistently so
21 everybody feels equally treated. But that also means that
22 if you want to say more and you haven't been able to say it
23 in three minutes, then you can sign up to speak again. You
24 can say more.

25 You can write your comments. The rest -- whatever

1 you don't get to say you can write it down. If you didn't
2 sign up to speak and you hear folks talk and you decide, "I
3 want to speak," of course you can go back there and sign up.
4 We want to hear from you. That's why we're here.

5 So that's pretty much about the process. I think
6 that what we'll do is, I'm just going to call people's names
7 in the order that they signed up. You can come up to the
8 microphone and we'll begin.

9 So let me just tell you the order. I have four
10 names here. I have Ken Freeman first, then Chris Wright,
11 then Steven Alexander, and Rick Wyatt.

12 So if Ken would come forward and use either mike.
13 That's good.

14

15 PUBLIC COMMENTS

16

17 MR. KEN FREEMAN: Our club is Southern Nevada --
18 Our club, which is the Southern Nevada Off-Road Enthusiasts,
19 is going to be affected by this. It already has. We've
20 been conducting events in the area for 37 years. And since
21 the land transfer took place, we've been unable to cross
22 airport land and will no longer have access to the Primm
23 properties, one of our major sponsors for our events. When
24 we do have events, we generally generate close to
25 \$1.5 million to those properties with the rooms we set up

7

1 and the other gaming and tourism that goes and takes place
2 at those events. Since the land transfer, we haven't been
3 able to cross airport land. So we have been presently stuck
4 in another area, that if the transfer goes to -- goes
5 through, we'll also lose that area.

6 We are -- I personally think that because all
7 groups weren't contacted before the land transfer --
8 According to all the stipulations on land transfer, we
9 weren't contacted. So I think that it's null and void. I
10 think that the transfer should revert back to the BLM, and I
11 personally think that if this is moved to the Las Vegas
12 Valley, maybe the Henderson Airport, we would save millions
13 of dollars on infrastructure, there would be a lot of money
14 saved on fuel. And I think that this basically is going to
15 turn into being a right development in the middle of the
16 Las Vegas Valley.

17 MS. LILLER: Thank you, Ken.

18 I neglected to introduce our court reporters. And
19 Linda Frazier and Joy McKim are both here recording all of
20 this. And if at any time she feels -- either of them feel
21 that you need to speak louder or slower, they're going to
22 let me know and I'll let you know. Thank you.

23 So the next person I have is Chris Wright.

24 Chris, where are you? And also I think that you
25 probably should say your name and where you're from for the

1 court reporters.

2 MR. CHRIS WRIGHT: My name is Chris Wright and I'm
3 from Henderson. I live in -- in the vicinity of the
4 project. I'm also a member of SNORE. And my family also
5 uses the area as a recreational area. We're as interested
6 as Kenny is in that the events continue on in the area. We
7 think that if -- if -- There should be some kind of
8 compromise set up between the BLM and us to try to find at
9 least an alternative area nearby, or at least to allow us to
10 use it in the projects -- since this is a long-term project,
11 give us more of an opportunity to find an alternative.

12 And I agree that we got no warning as far as the
13 impact that's going to be on us. We feel that that was not
14 appropriate. I guess that's about it.

15 MS. LILLER: Okay.

16 MR. CHRIS WRIGHT: Thank you.

17 MS. LILLER: Thank you very much, Chris.

18 Next is Steven Alexander.

19 MR. STEVEN ALEXANDER: Hi. My name is Steven
20 Alexander. I also live here in Las Vegas. I'm with SNORE,
21 along with Kenny and Chris. I understand what the initial
22 plan is, what we're trying to do. But through all the
23 process of all the checkings that are done with the land
24 with the environmentalists, it's not like we're driving with
25 our horses across barren deserts or using existing roads.

9

1 When we run our race from Primm to Jean, we used what's
2 called broken asphalt, that's the old L.A. freeway. When
3 we're coming back, we go under the freeway. We use cars --
4 I'm sorry, we use part of the railway, their property, and
5 we go over to a power line road, those power pole roads, use
6 that, and head back towards the Primm properties.

7 If there is a concern of environmental problems out
8 there, like I say, we're using existing roads. These roads
9 have been used by people going from L.A. to Las Vegas for
10 many years before the new freeway was in. The power line
11 roads are used on a daily basis by the California -- I
12 forget the name, but the California power company uses that
13 and they use them on a daily basis. These are roads that --
14 we're using them for our races.

15 So if there's going to be a long process to conduct
16 tests, if it's going to be possible for the airport out
17 there, I don't understand why we've been punished and say we
18 can't use those roads.

19 The impact, as Kenny explained, the 1.5 million
20 that we bring into Primm properties, we take in at least 400
21 rooms. You figure, on every race, we have at least -- at
22 least a hundred vehicles. Per vehicle, they have at least
23 ten people. They go someplace to eat and they want to
24 gamble, they want to sleep. This is all taking place at
25 Primm properties.

10

1 If we get pushed further and further out into the
2 desert or out of the Las Vegas area, the only other
3 opportunity is to go out of state. We -- We are bringing
4 in the revenue through our racing to this town. And if this
5 all takes place and BLM does not allow us to use other
6 areas, then we're happy to go elsewhere -- Arizona, Utah --
7 and that revenue will go to their states and not to
8 Las Vegas. So I'd really appreciate if you take that into
9 consideration.

10 Thank you.

11 MS. LILLER: Thank you.

12 And then I have Rick Wyatt.

13 MR. RICK WYATT: Hello everybody. My name is Rick
14 Wyatt.

15 MR. STEINMETZ: You're from Las Vegas, too?

16 MR. RICK WYATT: I am from Las Vegas, Nevada. I
17 was born and raised here in Las Vegas. Been a native since
18 1958. I've seen the area grow to what it is today. I have
19 experienced the effects of some very good and very bad
20 development decisions, planning issues, and growing problems
21 that the Las Vegas area has endured.

22 I do support the Ivanpah Airport and understand the
23 positive impact it will have on the entire Southwest region.
24 I can only hope that the agencies involved would consider
25 all aspects of the project's impact and how it will affect

1 Southern Nevada as a whole.

2 Please remember, first and foremost, that Las Vegas
3 is a city like any other, and the approximately 1.6 million
4 residents will have to live with the decisions you make
5 today.

6 Secondly, it is a city that supports a thriving
7 tourism industry, and approximately 38 million domestic and
8 international travelers will also be impacted by this
9 project.

10 My family owned and operated Nevada Airlines, the
11 first airline to fly scenic flights to the Grand Canyon out
12 of Las Vegas, and I have since been involved in several
13 different tour and travel-related businesses in this area.
14 As the owner of American Adventure Tours, currently
15 operating in the Ivanpah and Hidden Valley area, I have a
16 unique perspective on this project, as this is one of our
17 main areas of operation.

18 The plans, as they currently stand, Ivanpah Airport
19 Phase II will block current public access to the BLM public
20 lands, Ivanpah Valley, Hidden Valley, and the McCullough
21 Mountain Range, impacting the protected plant and wildlife
22 species, archaeological resources and native American
23 cultural concerns, the existing on-site adjacent recreation
24 areas. Responsible growth requires access to public lands.

25 Protected plant and wildlife species: Sending more

1 recreation and off-road traffic through the Sloan Canyon,
2 Hidden Valley, and McCullough Mountain Range areas from one
3 central point will create new roads, destroy vegetation and
4 overwhelm the sensitive wildlife throughout that area. You
5 can't close that area down without giving access to the
6 public through the impact study. Not only that, you're
7 going to be -- you're going to be denying all of the public
8 access to public lands out there during your assessment.

9 A solution has to be involved. You need to give
10 the public and everybody access to the areas involved --
11 Primm and Jean specifically. You cannot find everything for
12 the Sloan area and give them access that way.

13 MS. LILLER: Thank you, Rick.

14 So I have called all the people that I have cards
15 for that said they want to speak. If some of you have
16 changed your mind and decided you'd like to speak, all you
17 need to do is go back there and then fill out a card. And
18 they'll bring it forward to me and we'll hear from you. And
19 of course that goes for the folks that already spoke. If
20 you decide you want to say something more, we're here until
21 8:00.

22 This is really to hear from you and hear people's
23 comments, though there are people out back around the boards
24 that are available for questions.

25 MR. RICK WYATT: Who do we turn our letters into?

1 MS. LILLER: You can turn your letters into the
2 people at the registration desk as you came in.

3 MR. RICK WYATT: They pointed me to you.

4 MS. LILLER: They or me.

5 (Pause in proceedings.)

6 MR. WILLIAMSON: Okay. Michael, are you ready?

7 This is Michael Winston, he's going to give another
8 comment for you folks.

9 My name is Tobey Williamson. I'll just give you
10 the ground rules for folks this afternoon. We'll give you
11 about three minutes to speak and we've got the woman over
12 here with the card. When you end up getting close, you've
13 got 30 seconds exactly. And then you can go out -- If
14 you'd like to speak more, then certainly you could go back
15 and sign up again and --

16 MR. MICHAEL WINSTON: You're making me nervous
17 here.

18 MR. WILLIAMSON: Go ahead.

19 MR. MICHAEL WINSTON: Mike Winston, I'm a resident
20 in Clark County. I live in Henderson. And I've been in the
21 Valley about 12 years. And I'm a geologist by background.
22 And I've noticed the growth in the valley like everybody
23 else. And years ago, with the desert tortoise they paid a
24 certain amount, they had people do surveys and remove the
25 tortoises and created that desert tortoise translocation

1 area on the west side of the freeway on Jean. And I don't
2 see it -- I see on it on the map out in the front.

3 But my concern was when they put it, there was --
4 it wasn't a real wise idea putting it next to the freeway
5 when they were going to be developed anyway. Anyway,
6 tortoises are doing very well there. And it seemed only
7 prudent to me that this whole system with the airport, even
8 though it's on the other side of the freeway, should address
9 the history and the future of the translocation area and
10 what will happen to the desert tortoise, not to mention the
11 ones native, they will be addressed in the EIS, I'm sure, on
12 the other side of the freeway.

13 But I think it's foolish to think that there won't
14 be growth along the I-15 corridor from Vegas all the way to
15 the state line, if not all the way to California, if not
16 into California. And it's my opinion that if they're going
17 to spend the money and the time, and they charge
18 construction companies a significant fee, I think it's 500
19 per acre, to support this multiple species conservation,
20 including the desert tortoise, and you're going to spend
21 that kind of money, create something like translocation
22 areas, it seemed like it should be part of the EIS. It
23 should be part of the study for the airport.

24 And I just don't think a freeway is -- as a
25 boundary, is good enough when you're looking at regional

1 development. And the airport will surely cause growth on
2 both sides of the freeway. So I want to -- I want to put
3 that on record that I think it's prudent that the
4 organizations -- FAA, BLM, et cetera -- somehow include the
5 translocation areas to this study.

6 MR. RICHARDS: Thank you.

7 MR. WILLIAMSON: Thank you, Michael, for coming out
8 and taking time out of your day to give us that comment.

9 Is there anybody else that wanted to make a
10 comment?

11 Okay. We're here until 8:00 if anyone else does
12 want to speak.

13 (Pause in proceedings.)

14 MS. DAWN HUBBS: My name is Dawn Hubbs, H-u-b-b-s.
15 And I represent the Hualapai, H-u-a-l-a-p-a-i, Tribe. I'm
16 their archaeologist. And there were some questions. So all
17 I'm going to do is just read out these questions. I've
18 already had discussions. So we've had a lot of things
19 answered, but we wanted to have these questions and concerns
20 on the record.

21 So the first one was, we wanted to know who a main
22 contact person was so that the Hualapai Tribe can write a
23 letter addressing their concerns. And I had that answered.

24 Also, we wanted to make sure that the project
25 understands that there are two processes for consultation,

1 one of them is government-to-government, the second one
2 involves the Section 106. And because of that, the question
3 was, who -- not necessarily who, but how was the cultural
4 component going to be handled? Was it through an MOA or a
5 PA?

6 One of the big questions and concerns was air flow,
7 how mitigation was going to be handled for air traffic
8 noise, visual, and concerns regarding cultural significant
9 landscapes because the tribe does not want any impacts to
10 affect the reservation.

11 The Hualapai Tribe would like to be involved when
12 new routes, air routes are established if this project goes
13 through.

14 They want to do it -- be at the table -- you know,
15 like a round table.

16 And also, if the Hualapai Tribe chooses to be a
17 concerned agency -- cooperating agency, cooperating agency,
18 then they would definitely like to be at the table to
19 discuss air flow design routes, in other words, where the
20 planes are going. Their main concern is that the planes are
21 going over the Grand Canyon more and more every year. So
22 they are saying they don't want any more to go over their
23 reservation, because they're just to the south. They have
24 the southern edge of the Grand Canyon. And their
25 reservation is 107 square miles. They don't want any more

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1 planes going over the reservation. So they do have some of
2 those concerns.

3 So they would also be -- They would like to be
4 able to suggest alternatives. And if this project doesn't
5 go through, there may be alternatives the tribe would like
6 to see. Maybe they have some ideas.

7 And lastly, they had some concerns about jet stream
8 pollutants and wanted to know if jet stream studies are
9 being done and if they're a priority, and how the air
10 quality is being addressed in this project.

11 And so I was directed to speak with Mike Kenney,
12 which I did. And he is going to send us some information.
13 And the tribe will be on the distribution list. And we know
14 that there's another meeting next week, so I will let them
15 know that. And we hope for excellent relations with the
16 project. And if it doesn't work, that's okay too.

17 Our contact information: It's the Hualapai Tribe,
18 P.O. Box 310, Peach Springs, Arizona 86434. And the Office
19 of Cultural Resources, our phone number is 928-769-2223.

20 (Pause in proceedings.)

21 MR. JOHN HIATT: My name is John Hiatt, H-i-a-t-t.

22 And I'd like to talk a little bit about the -- this
23 airport project which will be one of, if not maybe the
24 largest public works project in the history of Clark County.
25 We could argue about whether Hoover Dam is bigger or not.

1 But it will be very, very large.

2 And I'm very much concerned about the unintended
3 consequences of this project, things which many people
4 haven't considered. One of those would be the impact on the
5 California side of the border. Because California has
6 really no effective regulation of groundwater pumping. So
7 for some development, people would go to California because
8 they can just drill a well and if the water quantity is
9 sufficient, then they don't have to worry about it. They
10 can just do it. And that's why we see the Primm golf course
11 on the California side of the state line rather than in
12 Nevada because they can go over there and just pump whatever
13 they want. So we really could see a tremendous impact on
14 water resources on the California side of the border and
15 ultimately on the Nevada side as water drains from Nevada
16 into California because the basin on the California side is
17 lower.

18 Also concerned about the development which will go
19 on in parallel to or as an accessory to this airport. If
20 just the airport is built, it will have an effect. We can
21 predict that and we can mitigate it. But once development
22 on surrounding land starts, we will have almost no power to
23 effectively control that. And we will see impact radiating
24 out from that for many miles around. Communities like
25 Goodsprings and Sandy Valley will be hugely impacted by this

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1 and may not be able to provide the kind of infrastructure
2 that will be necessary for the people who potentially could
3 live there. And I don't see that that has been addressed.

4 The County has proposed -- or the County planners
5 have proposed building communities near here so that people
6 wouldn't have to commute from Las Vegas to Ivanpah Airport
7 area to work. I would suggest that -- in fact, what will
8 happen is, most of the airport workers, because of age,
9 family obligations, and income will probably not either be
10 able to or choose to live in those communities, and people
11 who have more money, no children maybe, and can afford to
12 live there, will actually live in those satellite
13 communities. And in fact, we will have far more commuting
14 than if everybody lived closer to Las Vegas and only the
15 workers commuted out there. We'll actually have people
16 commuting both ways instead of just one way.

17 And that will have significant impact on -- on the
18 highways. It will also have -- by those communities, that
19 impact will radiate out from those in terms of everything --
20 in terms of off-road vehicle damage, in terms of everything
21 it affects, wildlife and so on.

22 If we look at the wildlife in the mountains
23 surrounding this area, and I'm referring to the extensions
24 of the Spring Range on the west side of I-15, the Lucy Gray
25 Range, the south McCullough Range, M-c-C-u-l-l-o-u-g-h,

1 these all have significant wildlife populations, big horn
2 sheep especially, desert tortoise, and the dozens of other
3 animals that live here in the desert. And all of that area
4 will be impacted significantly by having a large human
5 population in this area, which has essentially no human
6 population at the present time.

7 The airport has talked about flood mitigation,
8 flood control and how to deal with it. What I've heard so
9 far isn't terribly logical and doesn't seem to me to really
10 address the plan or the problem. This is a basin some
11 250,000 acres at least, and all draining into Roach Lake
12 initially and then to Ivanpah Lake. And building this
13 airport in the bottom of the lake presents some real
14 significant problems. And so the question is, Will the
15 mitigation -- will the plan to deal with those flood waters
16 actually do very significant environmental harm to all of
17 those areas in the basin, be they either deprived of flood
18 water or be used as storage areas for flood water?

19 And I've heard concepts such as constructing
20 detention basins in each one of the washes, significant
21 washes coming off of the Lucy Gray Range, the Spring Range.
22 Also heard more recently a plan to build large conveyance
23 structures -- essentially a big ditch, if you would -- all
24 along the base of the valley which would then drain water
25 into Ivanpah Lake. I don't know if these are just talk or

1 people are really proposing them. But in either case, there
2 would be significant environmental problems associated with
3 that.

4 So the airport authority, in my opinion, has done a
5 rather poor job of managing the CMA lands adjacent to
6 McCarran International Airport. Originally, those lands
7 were transferred to Clark County with the idea that the
8 County would manage them and prevent any incompatible
9 development that was initially judged to be residential.

10 The airport has really not followed through on that
11 very well. They've now defined residential as being
12 single-family residential, and apartments and high-rises and
13 condos are in their opinion compatible with airport
14 operations. And so they are allowing those things to happen
15 in the CMA. And I would expect the same thing to happen in
16 that 16,000 acres surrounding Ivanpah Airport which would be
17 then transferred to the County. So the purpose of that
18 transfer, I think, would be thwarted, in part at least, by
19 the County extending its present policies in McCarran
20 Airport CMA to that new one. So I would see that as a
21 problem.

22 But again, I would just reiterate the impacts from
23 development associated with the airport will probably turn
24 out to be bigger than the impacts from the airport itself.
25 And that's what really needs to be addressed in this EIS and

1 definitive plans made for just what the ancillary
2 development will be.

3 I guess that's it for now, and I'll think about it
4 and submit some written comments later.

5 MR. RICHARDS: Thank you, John.

6 MR. STEINMETZ: Thanks a lot, John.

7 (At 8:00 p.m., the proceedings were concluded.)

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I, Linda Frazier, Certified Shorthand Reporter
number 6697, duly licensed to practice in and for the State
of California, do hereby certify:

That said transcript was taken before me at the
time and place therein set forth, was taken down by me in
shorthand and transcribed under my direction and
supervision, and is a true and correct transcription of my
original stenographic notes;

That the dismantling of the transcript will void
the reporter's certificate.

I further certify that I am neither counsel for nor
related to any party to said action, nor in anywise
interested in the outcome thereof.

I declare under penalty of perjury that the
foregoing is true and correct.

Executed this ____ day of _____, 2006,
at Simi Valley, California.

LINDA FRAZEUR, CSR NO. 6697

SOUTHERN NEVADA SUPPLEMENTAL AIRPORT EIS
PUBLIC SCOPING MEETING
TAKEN ON
THURSDAY, OCTOBER 5, 2006

REPORTED BY: LINDA FRAZEUR

CSR NO. 6697

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Southern Nevada Supplemental Airport EIS Public
Scoping Meeting taken at Panos Hall, 5300 S. El Camino Road,
Las Vegas, Nevada, on Thursday, October 5, 2006, commencing
at 5:36 p.m., before Linda Frazeur, CSR No. 6697.

APPEARANCES:

FOR FEDERAL AVIATION ADMINISTRATION:

FEDERAL AVIATION ADMINISTRATION
BY: Andrew Richards, Manager
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, California 94010

FOR BUREAU OF LAND MANAGEMENT:

BUREAU OF LAND MANAGEMENT
BY: Jeffrey Steinmetz, Lead Planning and
Environmental Coordinator
Las Vegas Field Office
4701 North Torrey Pines Drive
Las Vegas, Nevada 89130

ALSO PRESENT: Susanna Liller
Orpha McKim (scopist)
Randall Walker
Tobey Williamson

PUBLIC SPEAKERS: John Pellissier
Ken Freeman

1 LAS VEGAS, NEVADA - THURSDAY, OCTOBER 5, 2006

2 10:40 a.m.

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5 P R O C E E D I N G S

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7 MR. WALKER: Good morning. I'd like to welcome you
8 all here to our third scoping meeting for the proposed
9 supplemental commercial airport out in Ivanpah Valley.

10 Even though this is a proposed airport that would
11 be built by the County, we would need a lot of approvals
12 from both state and federal agencies before we can actually
13 build an airport.

14 And that's the whole point of the meetings we've
15 been having this week. Under federal law, and we have
16 federal policy act which we have to comply with, which is
17 prior to this kind of process to go through, develop a
18 scope, and get input from all interested parties and then
19 analyze all those issues and determine whether this is an
20 appropriate placeto build an airport. So we want to know
21 your input and what your interests are, and we'll take a
22 look at them and deal with them appropriately.

23 We have two federal agencies that are responsible
24 for the EIS that is being conducted for this proposal. We
25 have the Federal Aviation Administration; we also have the

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1 Bureau of Land Management. We have with us today Andy
2 Richards from the FAA and Jeff Steinmetz from the BLM. And
3 those are the official representatives from those two
4 agencies here today. They have selected a firm VHB to
5 assist them in preparing the Environmental Impact Statement.
6 And a lot of their staff are here today, some of their
7 subconsultants who are available to answer the questions
8 that you might have about the process and the proposal.

9 We also have a number of airport staff that you can
10 talk to today, specifically about what our issues and
11 concerns are in trying to build us a second supplementary
12 service airport here for Las Vegas.

13 Before I turn the time over to Andy and to Jeff to
14 say a few words, I'd like to encourage you all to provide us
15 your input, ask questions, please put your input in writing
16 and on the Internet, so we can know what you think and what
17 we should be looking at as we go through this process. So
18 thank you for being here, and I turn it over to Jeff and
19 Andy at this point.

20 MR. RICHARDS: My name is Andy Richards. I'm the
21 manager of the San Francisco Airport District Office of the
22 FAA. Our office is the lead federal office for the FAA,
23 it -- the environmental analysis for this project. We're
24 happy to be here today to listen to you. Hopefully you got
25 the information from the slide show and from the experts,

1 from the poster boards back there. And this is your time to
2 bring up any issue that you would like us to consider in the
3 process.

4 I'd like to introduce Jeff Steinmetz from BLM.

5 MR. STEINMETZ: Yes. I'm Jeff Steinmetz. I'm the
6 Lead Planning Environmental Coordinator for the Las Vegas
7 Field Office BLM and the project manager for BLM on this
8 project.

9 Like Andy said, I would also like to thank you for
10 coming this time of the day -- I think it's the first time
11 we've had a meeting this time of the day. I'm pleased to
12 see that people are here and participate in this. Again,
13 thank you for coming. We're here to listen to you, listen
14 to your issues, comments. And again, thanks.

15 MR. WILLIAMSON: Thank you very much. I'm
16 Tobey Williamson, and Susanna Liller and I are working to
17 facilitate the public comments section. And we've got
18 Linda Frazier and Joy McKim here as court stenographers who
19 are making sure that all your comments are taken down and
20 put together in a transcript.

21 I'm just going to go over the process that we're
22 going to go through in oral comments. Basically, anybody
23 that would like to speak will have three minutes. And
24 that's -- you know, if there's not a lot of people, it may
25 seem a little strange, but I want to make sure it's

1 from usage by a court order to get us out from the desert to
2 use the railroad tracks towards Jean. We've been since
3 denied access to that area for a road which was the old L.A.
4 highway and the return line, which was the railroad runway
5 across the dry lake area which was part of this proposed
6 area.

7 I'm going to leave you with a bunch of questions
8 and hopefully get answers. Where was the announcement of
9 this meeting here? Publicly, I guess they're supposed to
10 mail out to people the announcement of this meeting, people
11 that it would affect. SNORE did not receive this. The only
12 way that we got notice of this meeting was from a BLM
13 representative. That's why we're here. That's why we
14 spread the word as much as possible to remind them. So I
15 don't think the process to notify the affected groups was
16 properly done. And correct me if I'm wrong down the road --
17 Correct me if I'm wrong, if we're -- if somebody has been
18 notified. I'm sorry if I'm not answering the question
19 right.

20 OHV, off-highway vehicle, events in that area
21 generate probably a couple million dollars revenue for the
22 Primm properties. That is, basically it's the home base for
23 our events. If we're not allowed to use that area, we've
24 been forced to use that area which is causing us a lot of
25 problems, logistic problems trying to facilitate our events.

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1 The impact is great on our club. And we're starting to lose
2 money.

3 I don't know how you figure a dry lake is going to
4 be suitable for an airport like this. I don't know what
5 kind of density testing you guys have done on the soil. But
6 as well as that area floods on a regular basis and will stay
7 flooded for a week at a time. What are you going to do with
8 all that water? You can put in pumps all you want. I don't
9 know what you're going to do about this.

10 There's archaeological findings out there. We've
11 had to reroute our races. They're very sensitive to us
12 damaging those areas. There is no right amount of money to
13 make those go away.

14 And where -- you know, where is the OHV going to go
15 next? We've already lost millions of acres. We don't ask
16 for a lot, but where are we going to go next? There's
17 nothing left. Everything is being closed to wilderness
18 areas and there's not much left. And I think we have a
19 right to continue on our -- our events as well as anybody.
20 It's a family sport. We -- We're three generations deep in
21 our club alone, not to mention the California Club SCORE.
22 They're coming to use our deserts as well because they've
23 already been kicked out of California. We're all trying to
24 share what little is left. Where are we to go next? And I
25 just -- Thanks for listening, and please take us all into

1 consideration.

2 Thank you very much.

3 MR. WILLIAMSON: Thank you very much, John.

4 Next is Ken Freeman.

5 MR. KEN FREEMAN: I'm Ken Freeman, the
6 second-generation Nevadan from Henderson. I've got a couple
7 of points to bring up. Presently under the Environmental
8 Protection Agency permit for the desert tortoise, there is a
9 limited amount of land that can be disturbed during the
10 timeline of this permit. We're presently over half of that.
11 If you take that plan that's proposed to go into that, it's
12 going to put us dangerously close to the limit of land that
13 can be disturbed under the Environmental Protection Agency's
14 take under Section 10. That will seriously inhibit any more
15 building in the Clark -- in the Las Vegas Valley.

16 Also, I think that with the infrastructure that's
17 not presently built into the area, if it's building it will
18 have a damaging effect on the water table level due to the
19 fact that the Jean is on the well -- if you decide to pipe
20 in water from Las Vegas, the Southern Nevada Water Authority
21 is not taken into consideration under their present plan,
22 and it will have an adverse effect on the amount of water
23 available to the citizens in the Las Vegas area.

24 It will also have a damaging effect on the tourism
25 due to the fact that it will choke the highway Fridays, and

1 Saturdays, and Sundays. If you add any more to it, I-15 is
2 going to be gone beyond capacity.

3 The other issue I do have is with the OHV. The BLM
4 back in 1998, had -- was in front of the Congress committee
5 and they had an issue, told -- BLM testified before the
6 subcommittee that the passage of this bill that conflict
7 with current users and resources of these lands. One of
8 them identified it as off-highway vehicle use. This is a
9 special recreation management area. And it will have an
10 adverse effect on that area.

11 The BLM in its shortsightedness has only one open
12 area in Las Vegas and that is inside the air containment
13 area for PM₁₀. So it severely limits any use and pushes
14 everybody else into -- There is nowhere else for us to go.
15 This is it. So we're looking for another area, or at least
16 give us use of this area until this takes place.

17 MR. RICHARDS: Thank you.

18 MR. WILLIAMSON: Thank you, Ken.

19 Is there anybody else that would like to speak?

20 Okay. We're here until 12:00 noon, if anyone
21 decides that they'd like to. And the boards out back,
22 experts there can answer some questions and help get
23 information. Thanks again.

24 And also if anybody would like to come up and talk
25 with the reporter directly as opposed to going through the

1 microphone, you can also do it that way as well.

2 (Pause in proceedings.)

3 (At 12:00 noon, the proceedings were concluded.)

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I, Linda Frazier, Certified Shorthand Reporter
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That said transcript was taken before me at the
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supervision, and is a true and correct transcription of my
original stenographic notes;

That the dismantling of the transcript will void
the reporter's certificate.

I further certify that I am neither counsel for nor
related to any party to said action, nor in anywise
interested in the outcome thereof.

I declare under penalty of perjury that the
foregoing is true and correct.

Executed this ____ day of _____, 2006,
at Simi Valley, California.

LINDA FRAZEUR, CSR NO. 6697

SOUTHERN NEVADA SUPPLEMENTAL AIRPORT EIS

AGENCY SCOPING MEETING

TAKEN ON

THURSDAY, OCTOBER 5, 2006

REPORTED BY: LINDA FRAZEUR

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Southern Nevada Supplemental Airport EIS Agency
Scoping Meeting taken at Panos Hall, 5300 S. El Camino Road,
Las Vegas, Nevada, on Thursday, October 5, 2006, commencing
at 2:00 p.m., before Linda Frazeur, CSR No. 6697.

APPEARANCES:

FOR FEDERAL AVIATION ADMINISTRATION:

FEDERAL AVIATION ADMINISTRATION
BY: Andrew Richards, Manager
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, California 94010

FOR BUREAU OF LAND MANAGEMENT:

BUREAU OF LAND MANAGEMENT
BY: Jeffrey Steinmetz, Lead Planning and
Environmental Coordinator
Las Vegas Field Office
4701 North Torrey Pines Drive
Las Vegas, Nevada 89130

ALSO PRESENT: Orpha McKim (scopist)
Randall Walker
Tobey Williamson

1 APPEARANCES: (Continued)

2

3 MEETING ATTENDEES:

4	Cheri Soderberg	Peter Kirsch
	Dennis Schramm	Katie van Heuven
5	Dan Kezar	Teresa Arnold
	Tod Oppenborn	Maureen Mamereau
6	Bruce Turner	Tucker Field
	Santosh Matthew	Jennifer Fohlcut
7	Everett Brown	Marla Engel
	Mark Silverstein	Kristen Peach
8	Sue Kleker	Ralph Thompson
	Rob Mrowka	
9	Jose Ralls	
	Ron Gregory	
10	John Jones	
	Bob Brabant	
11	Marty James	
	Barbara Culberson	
12	Joseph Freeman	
	Mike Sword	
13	Larry Whalon	
	Nass Diallo	
14	Steve Roberts	
	Roger Jordan	
15	Vasant Rajagopalan	
	John Mendoza	
16	Jon Wardlaw	
	Marci Henson	
17	Jaime Duran	
	Joseph Manalili	
18	Dave Fanning	
	Joe Wanat	
19	Rita Walsh	
	Christy Dolan	
20	Julie Unland	
	Frank Smigelski	
21	Mike Kenney	
	Chris Monrad	
22	Ray Clark	
	George High	
23	Nick Miller	
	Peggy Roberts	
24	Jon Feinstein	
	Dennis Mewshaw	
25	Mike Loghides	

1 LAS VEGAS, NEVADA - THURSDAY, OCTOBER 5, 2006

2 2:00 p.m.

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5 P R O C E E D I N G S

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7 MR. RICHARDS: I'd like to welcome everybody here
8 this morning. My name is Andy Richards. I'm the manager of
9 the San Francisco Airports District Office in Burlingame,
10 California. I work for the FAA. Our agency is the joint
11 lead agency working with BLM on the Environmental Impact
12 Statement for the proposed Ivanpah Supplemental Airport
13 Project in Roach Lake or Ivanpah Valley, Nevada.

14 I'd like to welcome you all here today. I see that
15 I have brought the Bay Area weather here for you all. This
16 is a little unusual to see, this time of year, a little
17 Vegas rain. But thanks for coming out today.

18 Before I hand it off to Jeff, the basic format here
19 today is, we have a consultant that's going to help us in
20 the preparation of an Environmental Impact Statement. That
21 consultant is VHB out of Boston, Massachusetts.

22 The two presenters today are going to be
23 Marla Engel and Peter Byrne. Marla is the project manager
24 and lead for the consulting firm. She's going to give you
25 an overview and give you a presentation on the Clark County

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1 proposal. After that, we'll entertain questions, comments,
2 issues, get anything that you would like to be part of the
3 EIS in the scoping process on record for the court reporter.
4 And we will consider all and take all your input all along
5 through the process.

6 So actually to kick off today, I'm going to hand
7 off to Jeff so he can introduce himself. Then what I'd like
8 to do is have everybody introduce themselves. We have some
9 microphones. I'll pass them around and I'll ask who you're
10 representing. And if you'll just give us a name, who --
11 what public agency you represent, and your interest in the
12 project, it would be great to kick it off. So thanks, once
13 again for coming.

14 And Jeff....

15 MR. STEINMETZ: Thanks, Andy. My name is Jeff
16 Steinmetz with the Bureau of Land Management. I know most
17 of you in here, but I'm going to learn the names of the rest
18 of you that I don't know. So that's a good thing. This
19 will be a very lengthy process, three to five years we're
20 estimating. We're looking for input from everybody out
21 there. No -- No comment or issue is -- You know, every
22 issue and comment that we get we're going to be looking at
23 very closely.

24 My position at the BLM is the Lead Planning
25 Environmental Coordinator here in Las Vegas, and

1 representing BLM as the project manager on this project.

2 So with that, we'll start doing introductions. Why
3 don't we start over here. That would be great. And thank
4 you very much for coming. We do appreciate your taking your
5 time out of your schedule to be here.

6 MR. DENNIS SCHRAMM: My name is Dennis Schramm.
7 I'm the superintendent Mojave National Preserve, National
8 Park Service Unit, just across the border of Nevada and
9 southern California.

10 MR. LARRY WHALON: Larry Whalon, I'm the chief of
11 resources, Natural and Cultural Resource Management, Mojave
12 Preserve.

13 MS. BARBARA CULBERSON: Barbara Culberson, I'm with
14 TSA.

15 MS. CHERI SODERBERG: Cheri Soderberg with TSA.

16 MR. JOSE RALLS: Jose Ralls, federal security
17 director for TSA.

18 MR. ROB MROWKA: Rob Mrowka, manager of the Clark
19 County Environmental Division of the Department of Air
20 Quality and Environmental Management.

21 MR. RON GREGORY: Ron Gregory, Clark County.

22 MR. MIKE SWORD: Mike Sword, I'm the air quality
23 engineering manager for Clark County Department of Air
24 Quality and Environmental Management.

25 MS. SUE KLEKER: Hi. I'm Sue Kleker with Federal

1 Highway Administration, and we're going to be interested in
2 the interchanges that will be needed.

3 MR. MARTY JAMES: Marty James, Regional
4 Transportation Commission of Southern Nevada. We have
5 concerns about regional transportation planning in general
6 and the surface transportation access to Ivanpah in
7 particular.

8 MR. TOD OPPENBORN: I'm Tod Oppenborn, Nellis Air
9 Force Base. I'm in the environmental department, NEPA.

10 MR. JOHN JONES: John Jones, Nevada Division of
11 Forestry, and our concern is state-listed endangered
12 species, as well as our facility that we have at Jean
13 outside the prison there.

14 MR. BOB BRABANT: Bob Brabant, Nellis Air Force
15 Base, air traffic control, and our main interest would be
16 traffic patterns and flow of aircraft in and out of the
17 Valley.

18 MR. STEVE ROBERTS: Hi. My name is Steve Roberts.
19 I'm a project manager for the Army Corps of Engineers.

20 MR. DAN KEZAR: Hello, Dan Kezar, Clark County
21 Conference and Planning.

22 MR. BRUCE TURNER: Bruce Turner, planning manager,
23 Regional Transportation Division of Southern Nevada.

24 MR. JON WARDLAW: Hello. Jon Wardlaw, Clark County
25 Comprehensive Planning.

1 MR. SANTOSH MATTHEW: Santosh Matthew, Department
2 of Air Quality and Environmental Management.

3 MR. VASANT RAJAGOPALAN: Vasant Rajagopalan with
4 Clark County Department of Air Quality and Environmental
5 Management.

6 MR. JOHN MENDOZA: John Mendoza, Clark County
7 Planning Division.

8 MR. DAVE FANNING: Dave Fanning, geologist with the
9 BLM.

10 MR. ROGER JORDAN: Roger Jordan, Water District
11 Planning.

12 MR. JOE FREEMAN: I'm Joe Freeman, Right of Way,
13 Las Vegas Valley Water District.

14 MR. NASS DIALLO: Nass Diallo at the Las Vegas
15 Water District also.

16 MS. MARCI HENSON: Marci Henson, plan administrator
17 for the Clark County Multiple Species Habitat Conservation
18 Plan.

19 MR. JOE WANAT: Joe Wanat with VHB, the
20 consultant team, surface transportation.

21 MS. RITA WALSH: Rita Walsh, I'm also with VHB,
22 overlooking cultural resources.

23 MS. CHRISTY DOLAN: Christy Dolan, I'm an
24 archaeologist lead out on the VHB team.

25 MS. JULIE UNLAND: I'm Julie Unland, part of the

1 NEPA team, FAA Headquarters.

2 MR. FRANK SMIGELSKI: I'm Frank Smigelski with FAA,
3 NEPA coordination with headquarters.

4 MR. MIKE KENNEY: Mike Kenney, air quality specialist
5 with the VHB team.

6 MR. CHRIS MONRAD: I'm Chris Monrad with Monrad
7 Engineering. We're the subconsultant to VHB for the
8 lighting emissions portion of the project.

9 MR. NICK MILLER: Hi. I'm Nick Miller of Harris,
10 Miller, Miller & Hanson. We're subconsultants to VHB on
11 noise issues.

12 MR. RAY CLARK: Ray Clark, the Clark Group. I'm a
13 subconsultant to VHB working on the NEPA strategy and the
14 cumulative impacts.

15 MR. GEORGE HIGH: George High with ENSR
16 Corporation. We're a subconsultant.

17 MS. PEGGY ROBERTS: Peggy Roberts, with ENSR, on
18 the VHB team.

19 MR. JON FEINSTEIN: I'm Jon Feinstein with VHB.
20 These are the natural resource guys.

21 MR. DENNIS MEWSHAW: Dennis Mewshaw, Department of
22 Aviation.

23 MR. MIKE LOGHIDES: Mike Loghides from Clark County
24 Department of Aviation.

25 MR. PETER KIRSCH: Peter Kirsch, Clark County

1 Department of Aviation.

2 MS. KATIE VAN HEUVEN: Katie Van Heuven with Clark
3 County.

4 MS. TERESA ARNOLD: I'm Teresa Arnold. I'm with
5 the Department of Aviation.

6 We forgot two FAA people over here, Jaime Duran and
7 Joseph Manalili with the Federal Aviation Administration.

8 MS. MAUREEN MAMEREAU: Maureen Mamereau with the
9 Department of Aviation.

10 MR. TUCKER FIELD: Tucker Field with the Department
11 of Aviation.

12 MS. JENNIFER FOHL CUT: Jennifer Fohlcut with the
13 Department of Aviation.

14 MS. ENGEL: Well, thank you all for introducing
15 yourselves.

16 I'm Marla Engel. As Andy said, I'm the project
17 manager for the EIS consultant team. Thank you all for
18 speaking up and clearly for the stenographer. Just so with
19 this many people -- We usually don't have a stenographer;
20 but seeing this many people, we thought it might be easier
21 than us trying to scribble down what all of you say. So
22 we're very interested in what you have to say.

23 What we're going to do here is we'll go over this
24 presentation. It's one of these computers that's not very
25 friendly, so if I have to turn around and see where I am, if

10

1 you'll excuse me for a minute once in a while.

2 Peter Byrne and I -- Peter is the deputy project
3 manager. He's an airport planner, so he's got a little bit
4 of different expertise than I do. Pete's going to go over
5 some of the historic aviation activity at the airport, the
6 future growth that's projected at the airport, and the
7 effects of future growth on the airport and on the area.

8 And then I'll be talking about -- and also Clark
9 County's proposed solution, which as you know is the Ivanpah
10 Valley Airport. Then I'll talk about the project status and
11 some of the legislation that's associated with the airport
12 and the land being transferred, and so on, and the
13 Environmental Impact Statement process.

14 And I know most of you are familiar with the EIS
15 process, but probably a lot of you haven't worked on an
16 airport project before. So there are some things that are a
17 little different with FAA and with the two joint lead
18 agencies, and I'll be focusing on those things.

19 With that, I'm going to turn it over to Peter.

20 MR. BYRNE: Thanks, Marla.

21 I'll just give you a quick overview, kind of
22 following up. We'll cover the background of the airport,
23 give you kind of a historical perspective of where McCarran
24 Airport started out and where the Clark County Department of
25 Aviation may wind up in the future.

11

1 We'll also cover the proposed solution, the Ivanpah
2 Airport. We'll go over the project status and the
3 Environmental Impact Statement. The last two points there,
4 the project status and the EIS, I'll be turning over to
5 Marla and she'll be going over that a little bit more.

6 This is essentially the beginning, Clark County
7 Airport, 1951. I believe it was actually called McCarran
8 Airport at this point. It was named after Senator
9 Pat McCarran, who was a great aviation advocate.

10 This area here in the foreground is basically --
11 You can see the strip there, and some of the development
12 right over here is part of the GA area that we know today.

13 This area in the background here is basically where
14 all of the terminals are and the parking structures and all
15 the roadways and everything else.

16 The runway layout is pretty much the same. We have
17 two parallel runways that intersect right there at the end.
18 They're Runways 1-19 and 7-25.

19 Moving forward to today, you can see, it's -- the
20 airport has expanded a little bit in response to a lot of
21 the growth that's occurred in the Vegas area over the last
22 55 years.

23 As I pointed out of before, just to give you an
24 idea, that original photograph was taken from right about
25 this perspective here. So the strip being up in that area

1 and this being the GA area.

2 And then here we have the -- the land side -- get
3 my pointer working -- then we have the land side area here
4 with the terminals. Here is a new terminal development over
5 here.

6 The entire airport complex is contained within
7 about 2800 acres. And just to give some perspective, for an
8 airport of this size, which is, I believe it's the tenth
9 largest airport in the nation, that's a pretty small area to
10 have that much activity occur within a -- within only 2800
11 acres.

12 As a result of all that growth or -- we had over
13 the last 50 years a pretty steady growth rate beginning in
14 1950, started off about 25,000 people were living in the
15 Las Vegas area, very steady, strong growth rate up until
16 about 1990, and then we had this big explosion of people
17 moving in, literally doubled -- doubled the population of
18 Las Vegas within a -- within a 10-year period. A lot of
19 that is distributed to the opportunity here, the low-cost
20 housing at the time, and then all the -- all the job growth.

21 Now, as a result of that -- a result of that --
22 Oh, and as a result of that rapid growth, we've also had all
23 the visitors coming in. So that growth just kind of fed off
24 each other. We had all the visitors coming here. Demand
25 for services brought people to live here and to settle.

13

1 We've had over the last -- over the last 15 years, nearly a
2 hundred percent growth in the visitors coming to Clark
3 County for all the entertainment opportunities and the
4 conventions.

5 Now, what's interesting about -- about this growth
6 is that it really demonstrates a fairly robust, robust
7 attraction here. When we look at -- When we look at some
8 of these areas, like here in the early '90s when we had a --
9 there was a recession going on shortly after the collapse of
10 Communism and we had the Gulf war. And then there was a
11 little bit of a recession, but we still had a lot of people
12 coming here. We still -- Even though the economy wasn't
13 growing fantastically, we still had a strong attraction,
14 people coming to Vegas.

15 Similarly, when we look at 2000, 2001, when we had
16 the events of September 11, what we've seen -- we've seen
17 leisure travel really plummet in some areas. It really --
18 We did see a bit of a drop but not too much, kind of
19 plateaued, and then continued on in its expected growth.

20 Along with the growth in visitors, we've had a
21 passenger growth. That's been equally -- equally astounding
22 over the last 15 years. Doubled -- Pretty much more than
23 doubled between 1990 and 2005, and then is expected to
24 nearly double again over the next 20 years.

25 Looking at -- With all the passengers coming in,

1 all the visitors coming in to Vegas, we have a -- now we're
2 kind of drilling down to the airport now. We have a
3 corresponding increase in aircraft operations. We've had
4 about a -- year over year, I believe it's an annual average
5 growth rate of nearly 5 percent in aircraft operations.
6 When you look at airports of this size, other similar
7 airports throughout the nation, they generally have a growth
8 rate of somewhere around 1.8, 1.9, maybe 2 percent. So to
9 get a 5 percent annual average growth rate is really
10 astounding. And as far as we could tell, it's going to
11 continue on that way for the next 20 years.

12 What are the effects of all this continued growth?
13 You've seen in the last couple of slides that I went over,
14 all the people moving in here and all the opportunity at
15 Vegas. So what does this mean to the airport? Well, as you
16 get more and more people using the same facility, you tend
17 to get airfield delay.

18 I want to talk about delay for a little bit,
19 because we showed on one of the slides the maximum sustained
20 capacity of the airport. When we talk about -- When we
21 talk about capacity at an airport, it's like a two-sided
22 equation. You have -- You have the land side of the
23 airport and then you have the air side of the airport. The
24 air side is made up of all the runways, taxiways, the apron
25 areas and the gates. The land side is everything from the

1 gates back out to the roadway. So the terminal area,
2 security, baggage handling, curb front, and parking area.

3 When those -- When both sides of that equation are
4 in balance, the airport works fairly well. You know that
5 when you park your vehicle, there's not going to be a lot of
6 congestion in front of the terminals. You know that you can
7 pretty much get through the terminal areas and through
8 security in a pretty efficient fashion; holding rooms aren't
9 going to be packed, aren't going to be crowded. You know
10 that your travel experience will be -- will not be -- how
11 should I put this? There won't be a lot of uncertainty.

12 As you get more and more people using the same
13 facility, you get backups in that -- in that whole chain.
14 You get -- Ticketing areas tend to be -- can start getting
15 to be extremely crowded. It's harder to get checked in.
16 It's harder for bags to be held. When you look at what this
17 means for security, bags are getting held up as you go
18 through screening. As you go through the screening process,
19 you get to the terminal areas, the holding areas are
20 extremely crowded, concessions are overtaxed, and just the
21 overall experience of trying to get through that terminal
22 can be stressful.

23 On the air side, the other side of that equation,
24 we have aircraft that have to move through the runway and
25 taxiway areas, aircrafts that need to park at gates, and we

16

1 need to move off the gates and back out to the runways. The
2 problem there is you have -- you'll have aircraft coming in,
3 aircraft that are landing on the runways that depart the
4 runways and may have to wait on a taxiway for a gate to open
5 up. You have aircraft that may be waiting for another gate
6 to open up while an aircraft is delayed coming off of that
7 gate. What we look at there is -- we basically use time
8 management to measure what that delay would be.

9 The FAA uses a rule of thumb, and that's a --
10 typically just stated in minutes of annual average delay.
11 When an airport experiences approximately 20 minutes of
12 annual average delay, that airport is considered to be -- is
13 considered to be in a delay situation. That is essentially
14 the maximum sustainable capacity in the airport.

15 When you start bringing more aircraft in, as the
16 airport is experiencing 20 minutes of delay, it's not --
17 it's not -- It's actually kind of a logarithmic effect.
18 It's not the next airplane will result in one-minute delay,
19 it could be five minutes. Then the next aircraft may result
20 in another ten minutes. So the curve really is very steep
21 once you get beyond 20 minutes. And that's why the FAA uses
22 that 20 minutes as kind of a break point to determine when
23 an airport is experiencing substantial delay.

24 So that's -- We're not -- McCarran is not there
25 yet. They do experience some delay, but not anywhere near

1 20 minutes at this point.

2 So when we look at -- When we look at all these
3 passengers coming through the facility, we understand how
4 passengers can be delayed. It's not just the aircraft, but
5 it's also trying to get through the facility and adding more
6 and more time to get on to your flight and get to your
7 destination. It's just added -- increased that stress
8 factor, and really shows that the airport is not really
9 working very efficiently. So now what can the airport do?

10 In the short term -- I talked a little bit about
11 the balancing out of that equation. In the short term for
12 the next 20 years or so, there's a number of projects that
13 the airport is actually moving forward with. They're either
14 in construction or advanced planning. They will be
15 developing, or actually they are constructing now, new
16 high-speed taxiways.

17 As we talked about before on that air side of the
18 equation, high-speed taxiways allow aircraft to get off of
19 the runways quicker and get over to the gates faster. It
20 clears the way often and allows additional aircraft to come
21 in.

22 The additional gates in Terminal 3 and a new --
23 excuse me -- in Terminal D and a new Terminal 3, I believe
24 it's going to add somewhere on the order of 35 to 40 gates
25 to the airport. New parking structure allowed to provide

1 more opportunity for people to park at the airport rather
2 than getting to the airport and find they don't have a
3 parking spot and they have to look off-airport.

4 And then the roadway system. How can we design the
5 roadway system to accommodate the demand, get people on and
6 off the airport, taxicabs on and off the airport, buses,
7 limos, everything you see at an airport on a regular basis?
8 So, in the short term, they can accommodate all the expected
9 demand. However, the problem is presented in the long term.
10 It's different.

11 As I mentioned before, the airfield is fairly
12 constrained landwise. It's a fairly busy airport and
13 there's not a lot of room to build additional facilities.
14 Once the new terminals are constructed, there's really
15 not -- If they want to put -- If the airport wants to
16 build anything more, they're going to have to knock
17 something else down.

18 When we look at the air side, it's -- it would be
19 difficult to construct a new runway. When we look -- When
20 we consider the capacity constraints here in hitting that 20
21 minutes of delay and in order to maintain that balance
22 between the air side and land side, you'd be looking at some
23 type of combination of air side improvements and land side
24 improvements. When we talk about air side improvements,
25 we're talking about runways. That's how you maintain that

1 balance in the equation.

2 What do we see when we're not -- when we have that
3 balance -- when we have that equation out of balance is,
4 maximum practical capacity airfield begins to get exceed --
5 that's when we get beyond that 20 minutes, we start getting
6 potentially 30, 40 minutes delay. The airfield is going to
7 be extremely inefficient to operate at.

8 There's some airports in the nation that try to do
9 that and they have to go through extraordinary measures to
10 try to get all the aircraft into the airport. That's very
11 difficult, because if there is one hiccup in the system, it
12 could really contribute to a breakdown of movements of
13 aircraft all around the nation.

14 Clark County recognized that there was something
15 that they would have to do. That there's not -- they had to
16 identify options for them to accommodate all the expected
17 demand. What they did was, they developed a site evaluation
18 study that looked at other ways that they could enhance
19 their capacity.

20 The site evaluation. I won't go through every one
21 of these bullet points. But most of these are really very
22 logical as far as what you look for when you look for either
23 expanding an airport or building an airport. And basically
24 all of these -- they applied all this criteria to a number
25 of sites and looked at a number of options that included

20

1 expanding McCarran. They looked at approximately 16 other
2 sites that included maybe changing the use of some general
3 aviation airports and using them for commercial --
4 commercial service.

5 So that kind of groups all those different options
6 within that site evaluation study into those three areas:
7 Expand McCarran, expand other airports -- the other GA
8 airports in the area -- and then developing new airports
9 someplace.

10 The results of -- The site evaluation study was
11 very comprehensive. The results of the study focused on
12 Ivanpah Valley Airport. It had -- As far as Clark County
13 was concerned, Ivanpah -- an airport at Ivanpah Valley
14 worked on a number of levels. It -- The runways could
15 be -- could be oriented along with the prevailing winds.
16 There were no obstructions to the approaches to the runways.
17 There was the available land area, 6,000 acres to develop a
18 new airport. There was a -- It was near a travel corridor.
19 There's utilities in the area. There's all those things
20 that you'd need to develop an airport.

21 So the Phase I of -- of Ivanpah is building Ivanpah
22 out to handle 18 to 20 million passengers. That roughly
23 translates to about -- I believe about 45,000, 48,000 annual
24 operations occurring at Ivanpah.

25 What you need to understand here is that this

1 airport, Ivanpah Airport would not be a replacement for
2 McCarran. That this would be a supplemental airport. It
3 would take -- It would take operations away from McCarran
4 to keep -- so that McCarran could maintain operations below
5 that maximum sustainable capacity that I was talking about
6 so that the type of operations that would be -- that would
7 be conducted over at Ivanpah would be long-haul,
8 charter-type activity. We wouldn't see any of the
9 short-haul type aircraft going in there at this point. And
10 those flights would then be drawn down, those passengers
11 would be drawn down to Ivanpah.

12 Phase II, which is not part of this EIS, would be
13 some years after that. It would be for the airport to be
14 developed to handle 35 -- 30 to 35 million passengers.

15 This is the site. Photograph looking north from
16 Primm. There's Roach Lake, the dry lake bed approximately
17 30 miles from downtown Las Vegas. Looking at the site in
18 relation to some of the more sensitive areas, recognize
19 there were 8 miles north of Mojave National Preserve, so
20 obviously the FAA, BLM, and VHB working for them, we
21 recognize the sensitive location of the airport in relation
22 to those national treasures.

23 So my phase of the presentation is complete. Now
24 I'll turn the rest over to Marla and she'll go over the EIS.

25 MS. ENGEL: Thanks, Peter.

1 I get to do the tough stuff. I get to talk about
2 the legislation here.

3 So what happened after the County decided that
4 Ivanpah Valley was the best site for an airport? What
5 happened was, there was some legislation proposed. First,
6 the Ivanpah Valley Airport Public Lands Transfer Act. In
7 the Public Lands Transfer Act, probably what everybody knows
8 is there was a transfer of the land or the sale of the land
9 from the Bureau of Land Management to the County, but there
10 were several conditions on that happening.

11 And the first condition was that Clark County was
12 required to provide an airspace management or an airspace
13 assessment to identify adverse impacts from the proposed
14 airport to airspace over the Las Vegas Valley. So there's a
15 lot of -- There's a lot of air aviation activity and
16 aircraft activity in the Las Vegas Valley. There's not only
17 what's coming out of McCarran; but as you all know, there's
18 a lot of military activity with Nellis and so on. So we had
19 to make sure -- They had to ensure that that activity would
20 not be disrupted.

21 Then once that was done, the FAA was required to
22 review that and to certify to the Secretary of the Interior
23 before the land was transferred from the BLM that that
24 assessment was thorough and that alternatives were developed
25 to address any adverse impacts to the airspace.

1 The next condition was the development of an
2 airspace management plan to show that it was possible to
3 restrict aircraft arrivals and departures, takeoffs and
4 landings over the Mojave Desert Preserve to the maximum
5 extent practicable without adversely affecting safety. So
6 the Department of the Interior --

7 And then the next condition was that the Department
8 of the Interior in Clark County were to enter into a
9 Memorandum of Understanding saying that Jean Airport, that's
10 just to the north in this slide that Peter showed you, that
11 Jean Airport would be continued to be operated by the
12 County, once Ivanpah Airport was opened.

13 So all these conditions were met and the land
14 transfer was made from the Bureau of Land Management to
15 Clark County. But what's important to know about the act is
16 that what it -- kind of the final phrase in the act says --
17 Also, the other thing that was important in the act said
18 that the NEPA, the EIS that was done for the airport would
19 be done as a joint lead agency between the Department of
20 Transportation, represented by the FAA, and the Department
21 of the Interior, represented by the BLM, which is why Jeff
22 is here too.

23 And then also that the land transfer was subject to
24 the EIS approving an airport being developed there. And so
25 if the -- If at the end of the EIS an airport wasn't going

1 to be developed on the site, that the land would transfer
2 back to the Bureau of Land Management.

3 So I know in a typical EIS you all know kind of
4 what the rules and responsibilities, the joint lead agency,
5 the project proponent, and so on. Little bit different
6 here. Obviously, the FAA and BLM are the joint lead
7 agencies and they're responsible for preparing the EIS, the
8 management decision, managing the EIS contractor. That's
9 the team that I'm head of. But what's important here is,
10 FAA is taking the administrative lead on this. But both
11 agencies are substantively responsible, equally
12 substantively responsible for preparation of the EIS. So
13 FAA and BLM are equally substantively responsible. So the
14 Notice of Intent was published in the -- was published by
15 the FAA with the BLM. They were both announcing it. But
16 the notices will come out from the FAA, but they'll comply
17 with the requirements of both agencies and everything in the
18 EIS in the NEPA process will comply with the requirements of
19 both agencies. So that's a pretty important thing.

20 Clark County is the proponent or, as we say in the
21 aviation world, the sponsor. The airport sponsor is
22 obviously required to, you know, provide information to the
23 joint lead agencies about what they're proposing to do. In
24 this case, we need technical information about McCarran
25 Airport too. We'll be looking, probably as alternatives, at

25

1 some of the other airports that are owned by Clark County,
2 some of the information about those airports as well. Then
3 as the EIS contractor, we'll be working with FAA, BLM to
4 assist them in preparing the EIS. So there is some
5 interesting things about there being two joint lead
6 agencies.

7 There are some unique impact categories. I think
8 you know BLM has things they look at. FAA has things they
9 look at. I think when we put them all together, we have
10 something like 30 impact categories that we're looking at
11 here. Some of the unique categories are dealing with
12 wilderness areas, wild horse and burro impacts, areas of
13 critical environmental concern, visual impacts that deal
14 with BLM.

15 FAA has different things that they look at: Light
16 emissions because there's a lot of lighting about and around
17 airports. Aircraft noise. FAA -- It's very big for the
18 FAA. Both look at air quality, obviously. From FAA
19 perspective, we look at the emissions from the airport, the
20 aircraft, the vehicles going to the airport. You know, if
21 it's a -- depending on what's being proposed, BLM isn't
22 usually looking at aircraft emissions. So there are some
23 unique categories to either one.

24 There are some minor NEPA process issues. There's
25 some points of time at which one agency requires a 45-day

1 comment period, another one requires 60. In those cases, it
2 would always be the more conservative, the 60 days, for
3 example, that would be done here. I have to say the
4 agencies have been working together really well.

5 So, you know, there's a lot of common interest,
6 obviously. Both of them look at induced development
7 impacts, water quality issues and air quality issues, and so
8 on.

9 So here's an estimated EIS schedule. I guess the
10 key points are really, Draft EIS towards the end of 2008,
11 Final EIS towards the end of 2009 or the last quarter of
12 2008 and 2009, and then a Record of Decision right about the
13 end of '09 or the beginning of 2010.

14 Preliminary purpose and need. Short statement here
15 of purpose and need: To provide sufficient airfield
16 capacity to accommodate long-term aviation passenger demand
17 in the Las Vegas Metropolitan area.

18 Looking at some of alternative screening criteria.
19 Obviously, the purpose and need is a key, alternative
20 screening criteria, and obviously preserving airfield
21 safety. Aviation safety is really important as well.

22 Some examples of the type of preliminary
23 alternative screening criteria that might be used in looking
24 at whether the alternatives are practical and feasible. You
25 know, an airport has to be within a certain distance of the

1 area that it's serving. It's got to be able to talk about
2 the existing airspace with other airports. There's a lot of
3 other airports. There's not just Nellis. There's other
4 small airports in this area. There are airplanes that cross
5 this area from the L.A. Basin from the east and from the
6 west.

7 Compatibility with prevailing wind. Pete mentioned
8 compatibility with terrain. We need a pretty flat area to
9 develop an airport. Runways have to be pretty flat. But
10 also there's a lot of mountains around here. Airplanes need
11 to be able to come in at a certain angle and take off at a
12 certain angle. That's really, in this area, one of the
13 limiting factors is there's obstructions in approaches and
14 departure surfaces. That's what they're called.

15 Consistency with the existing airport corridor.
16 Clark County has done a really good job of maximizing the
17 use of McCarran for commercial service by putting a lot of
18 general aviation, the noncommercial private planes and
19 smaller planes out at their other airports. So you have to
20 think about, if we would look at expanding at one of these
21 other airports, you have to think about what's happening at
22 that other airport as well.

23 Consistency with BLM policies, and so on. So these
24 are just some of the examples of the types of criteria that
25 would be looked at. It's examples. It's very preliminary.

1 Obviously, the criteria are subject to scoping and what we
2 hear from you and everyone else at scoping.

3 Also, the alternatives we look at are also subject
4 to what we look at in scoping. But you know, some of the
5 alternatives that we imagine we will be looking at, through
6 the County's proposal, is expanding the McCarran Airport.
7 Very obvious proposal.

8 Maybe expanding one of the other airports may not
9 be feasible by itself, it may be -- I'm on the wrong slide
10 here. Sorry.

11 Expanding one of the other airports in the region.
12 A lot of them are a lot smaller, but it might be possible.
13 Or maybe a combination of McCarran and some other airport.
14 But a new airport like the proposed Ivanpah Airport or a new
15 airport in some other location.

16 So we'll be looking at all these types of
17 alternatives, other alternatives that are raised in the
18 scoping process as well, and of course in NEPA we need to
19 look at the no-action alternative.

20 And just to kind of kick off the discussion of the
21 kind of things that we'd like to hear from you about the
22 issues, we have had some meetings with some of you early on,
23 some of you that share office space with BLM have joined in
24 on some of their internal scoping sessions and some of the
25 issues that have been raised.

1 Obviously, DOT Section 4(f) resources, those are
2 public parks and recreation areas, preserves, and so on.
3 There's a whole definition back here. We look at all kinds
4 of impacts to those. So those are the wilderness areas and
5 the Mojave Desert Preserve and Lake Mead and the public
6 parks right down to the city parks, we look at.

7 Secondary induced development. What kind of
8 development is put in the airport out in miles outside the
9 city. What kind of induced development happens and what is
10 the impact -- what are the secondary impacts from that kind
11 of development?

12 Wildlife and plants.

13 Relocation of the recreational activities that
14 happen. We had in -- during the public scoping meetings the
15 Southern Nevada and Southern California Recrea- -- Off-road
16 Enthusiasts come here. They have been using the actual site
17 proposed for the airport and the areas around there.
18 They're very concerned. So relocation of those recreational
19 uses and what impacts do those have, are the kind of things
20 they'll be looking at.

21 And flood water retention. We all know that that's
22 where the water goes when it rains around here. So those
23 are the kinds of things we'll be looking at as well.

24 Air quality, light emissions. We talked to the
25 folks at the Mojave a lot about the dark night sky issues.

1 That's one of the features of the Mojave that's called out
2 in their General Management Plan.

3 We've got a long list. I'm sure you all have your
4 lists. We'd like to start off that discussion.

5 We also have over here a couple of maps and
6 markers. If you get a chance and you want to mark things on
7 there, issues you'd like to discuss, we're open to hear your
8 issues and answer what questions we can at this point.
9 Obviously, we haven't done any analysis yet and we don't
10 know about the impacts of this alternative -- of what's
11 proposed by the airport, or any of the alternatives at this
12 point. But we want to hear what you have to say.

13 Obviously, you can submit written comments. The
14 formal scoping comment period closes on November 6. We have
15 a website. It's listed in these documents, scoping
16 information documents. You can submit your comments that
17 way by writing as well.

18 We've got two microphones that we can pass around,
19 if anybody has questions and comments.

20 Anybody?

21 MR. ROB MROWKA: Rob Mrowka, Department of Air
22 Quality and Environmental Management.

23 I was wondering if any cooperating agencies have --
24 have emerged from this process. You mentioned the lead
25 agencies, but have any offers been made to other entities to

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1 be cooperators in this EIS?

2 MR. STEINMETZ: Yeah. There will be cooperating
3 agencies, obviously. There's going to be some criteria used
4 to determine, you know, whether there is absolute
5 jurisdiction by law or special expertise to meet those
6 requirements. Since CEQ has put out a number of guidance
7 documents on how to determine what those folks will be. So,
8 yes, to that question. We haven't put the letters out yet
9 to ask folks, but that's going to be coming sometime in the
10 near future.

11 MS. ENGEL: I think the lead agencies are waiting
12 to see what issues emerge from scoping.

13 Anybody else?

14 MR. ROB MROWKA: On an airport of this magnitude
15 located 30 miles away from the primary destination of the
16 people coming through that airport, relying on a single
17 fairly heavily used interstate, I'm a little bit concerned
18 to see that surface transportation didn't rate one of the
19 major concerns on your slide there. I think surface
20 transportation is a very big issue in terms of the
21 functioning of this airport and, if surface transportation
22 doesn't work, the airport isn't going to serve the needs of
23 the Las Vegas Valley.

24 MS. ENGEL: That's right. It's just because it
25 wasn't on this -- You know, there's a lot of big issues

1 that -- and really it's not -- Don't be offended that it
2 wasn't on this slide. We have a surface transportation
3 specialist from VHB that's working on this project.

4 And I think he's met with you before. Right?

5 MR. STEINMETZ: Thanks, Marla.

6 Another important point on that is, one of the
7 pieces of legislation did identify that a half-mile wide
8 corridor would be defined as a -- designated sometime in the
9 future coordinating with the city of Henderson and Clark
10 County Department of Aviation where they would have
11 dedicated right-of-ways for various things. And that
12 definitely would be looked at in this EIS.

13 MS. ENGEL: Yes. And actually, sometimes I skipped
14 over this. There's a second piece of legislation, the Clark
15 County Conservation of Public Land and Natural Resources
16 Act. It's a little bit larger act, and part of this is
17 relevant to the airport. It identified a corridor. It
18 stated that there would be a half-mile wide transportation
19 and utility corridors between the Las Vegas Valley and the
20 Ivanpah Airport site. It didn't say where that corridor
21 would be, but that a corridor would be designated. And also
22 identified a 17,000-acre noise compatibility area around the
23 airport that, upon approval of the airport. If that
24 happened in the Record of Decision, that would transfer from
25 the BLM to the County.

1 Anybody have any questions about that?

2 MR. ROB MROWKA: Rob Mrowka, Clark County. I was
3 wondering if you could get into a little more what are some
4 of the induced impacts that you'd be taking a look at and
5 how will you identify them and what are you thinking as far
6 as secondary impacts?

7 MS. ENGEL: So -- I'm sorry, the beginning of the
8 question was, What are we going to be looking at?

9 MR. ROB MROWKA: Earlier for the secondary induced
10 impacts, what are some of the things that they would look at
11 with those connected actions?

12 MS. ENGEL: Sure. There's a couple of things.
13 There's the general induced development that comes with a
14 new development project like this. But also we have our
15 economists and -- Where are they here? Where are they?
16 Still here? But also the -- Sorry. Some folks had to
17 catch a plane. We're also looking at the additional job
18 growth and the additional -- Looking at job growth and
19 housing and the spin-off economic effects.

20 MR. ROB MROWKA: So the indirect effects will be
21 part of that induced --

22 MS. ENGEL: Yes. Yes. With two economists on
23 that.

24 Anybody else?

25 MR. TOD OPPENBORN: Tod Oppenborn. Concerning

1 general aviation, as I understand, Jean Airport is going to
2 be still operating once Ivanpah is up and running. Is that
3 correct?

4 MS. ENGEL: The Memorandum of Agreement is that
5 Jean Airport -- I'm not familiar with the detail of the
6 Memorandum of Understanding.

7 Do you want to talk to it? But the Memorandum of
8 Understanding is that Jean Airport would continue to still
9 operate.

10 MR. MIKE LOGHIDES: Thanks. I'm Mike Loghides from
11 the Department of Aviation. So long as the FAA doesn't tell
12 us that the operation of Jean Airport is unsafe, with
13 Ivanpah where it is, we will keep it open. If we're told
14 that it looks like it's going to become unsafe or it will
15 be, we will find someplace to provide equal, if not better,
16 facilities for sport aviation.

17 MR. TOD OPPENBORN: With that, the growth of the
18 city, so as general aviation grows as well. A lot of the
19 airports, the smaller ones around Vegas, are already pretty
20 well full. Is there any thought to making Ivanpah along the
21 model of, say, John Wayne International Airport where both
22 commercial and general aviation is accounted for?

23 MR. BYRNE: The airport would be a public airport.
24 So by definition, it has to be open to all kinds of aviation
25 activity, including general aviation. The primary role of

1 the airport is to be a commercial service airport. But it
2 would still be able to accommodate some GA.

3 What is anticipated is -- If the proposed action
4 would go through, what is anticipated is, the general
5 aviation activity occurring at McCarran now would be
6 accommodated by the existing GA airports in the surrounding
7 area as much as possible. If you go back to that analogy I
8 used about the equation, in order to keep that delay down,
9 some of the GA activity would be accommodated elsewhere.
10 So, yes, there could potentially be GA activity at McCarran
11 -- excuse me, at Ivanpah. It would not be precluded at all.

12 MR. MARTY JAMES: The FAA and the BLM are both
13 involved in development of an EIS for the proposed Mesquite
14 Airport. And you mentioned that in your alternatives you
15 may be looking at other options than Jean and possibly a
16 combination of other options. Is that one of the ones that
17 you'd be taking a look at and, if so, how do you mesh and
18 interconnect the two EIS processes?

19 MS. ENGEL: First of all, I think -- I think any
20 airport within a reasonable distance certainly goes into the
21 mix to start with. So -- and how we accommodate the
22 Mesquite Airport EIS in that process is --

23 Do you want to --

24 MR. RICHARDS: I'll actually refer to that.

25 MS. ENGEL: Go ahead.

1 MR. RICHARDS: My office is the lead on the
2 Mesquite Project also. We're much ahead in the process for
3 the Mesquite EIS than we are for this here. The Mesquite
4 Airport Project is for replacement airport. If you're
5 familiar with where the airport is now, it's up on a bluff
6 on a hill. It's a relocation nine miles from the present
7 location.

8 Now, the thought was for Mesquite that is a
9 replacement airport, not a substitute or a supplemental for
10 Las Vegas Valley or for McCarran. We're willing to consider
11 that. I don't know when we develop the criteria because of
12 the distance that will meet our criteria, but we're more
13 than willing to take a look at that.

14 Another thing in talking about a combination of GA,
15 we will probably be undertaking within the next two years
16 another study, an environmental study for a potential
17 Pahrump Airport. That would be seen as a GA airport in the
18 Pahrump area. We're pretty much finishing the site
19 selection and planning work in the Pahrump Valley on that
20 activity. And I think we'll probably be talking to you all
21 in probably a year or two about the Environmental Impact
22 Statement for that project also.

23 MS. ENGEL: Also, the Mesquite Project EIS process
24 is completed with the Record of Decision, was a couple of
25 weeks ago.

1 Wasn't the Mesquite issue -- St. George. Sorry.
2 Sorry. Sorry.

3 MR. RICHARDS: We're a long way to go before
4 Mesquite. No one panic. We're in the process now. We have
5 a lot of information from the consultant on the Mesquite,
6 including the biological assessment. We have the noise
7 data, and our environmental protection specialists and
8 office will be contacting a number of agencies to review
9 that information to share that with you.

10 MS. ENGEL: Sorry about that, Andy.

11 MR. JOHN JONES: John Jones with the Nevada
12 Division of Forestry.

13 In talking about the potential of other airports,
14 will the information on what might be proposed for those
15 other airports be included in the EIS?

16 MS. ENGEL: Yes. That would be part of the
17 alternative screening process, definitely. And there will
18 be early information and coordination on those.

19 MR. JOHN JONES: So there would be enough
20 information for those proposals that we could make comments
21 and express concerns for whatever might be there as well?

22 MS. ENGEL: Sure. Sure.

23 MR. JOHN JONES: Thank you.

24 MS. ENGEL: Yeah. That -- As that process is
25 ongoing, information will be provided. It won't be when

1 it's done.

2 MR. DENNIS SCHRAMM: Dennis Schramm, National Park
3 Service.

4 Can you tell us what's going on with the flight
5 paths in and out of this airport? I understand that there
6 has to be -- there's an approval process that has to be
7 undertaken to approve those aircraft routes in and out. And
8 is that information available to us at this point in terms
9 of where those airplanes would fly as they come in and out
10 of this airport?

11 MR. RICHARDS: Yes. The FAA has been undertaking
12 an effort with Clark County for quite some time now, an
13 analysis of traffic patterns to accommodate the multiple
14 airspace use of McCarran and the potential airport, as well
15 as Henderson and North Las Vegas.

16 What we're doing now, we're in the process now of
17 collecting all the data and remodeling the data to insert
18 into the EIS. All that type of information will be publicly
19 available as soon as we have our experts review and ensure
20 that it could be safely and efficiently run. So it's still
21 in the genesis period of development.

22 MR. DENNIS SCHRAMM: Just as a follow-up, I heard
23 mentioned as part of the legislation this caveat about
24 safety. And I'm wondering what that -- what does that mean
25 to FAA when they talk about no overflights over Mojave

1 Preserve except with this safety caveat? Can you explain
2 exactly what you might evaluate in that?

3 MR. RICHARDS: Well, the idea is to not overfly the
4 Mojave Desert Preserve area. Now, in occasions when
5 you're -- I have 21 years of air traffic control
6 experience. There are occasions where you need to turn
7 airplanes out of the way of weather or another airplane.
8 There are certain FAA stipulated separation requirements
9 that need to be maintained between aircraft. In that case,
10 it's more of an unusual situation when you have weather or
11 other factors that you need to turn an airplane into that
12 area. So, to maintain the safety of the aircraft, you would
13 do that. I don't know if that completely --

14 MR. DENNIS SCHRAMM: Yeah. That answers it. It's
15 occasional. It's not permanent routing of aircraft.

16 MR. RICHARDS: That is correct.

17 MR. BYRNE: Anybody else? Any more questions?

18 MR. MARTY JAMES: Just a follow-up to the comment
19 about surface transportation and looking at the slide you
20 have in front there. The definition of the transportation
21 corridor, utility corridor between the Las Vegas Valley and
22 the Ivanpah site, we recognize you know that's a very
23 important step and it is a very constructive proposal. The
24 big problem with that is, we're in Las Vegas Valley. And
25 the challenge that we and our partner agencies in Clark

1 County and Public Works, Nevada DOT and Federal Highways are
2 going to face is that, that corridor essentially finishes
3 and ends at the present top area of Las Vegas. And we are
4 going to face tremendous challenges in finding
5 transportation facilities for that last 10 miles -- 10, 15
6 miles into the corridor region, the strip downtown Las Vegas
7 from where that corridor ends.

8 One of our big concerns is that we -- Bear in mind
9 that both the interstate and the parallel roads on the local
10 jurisdictions are all at or near that capacity with traffic
11 generated within the Valley. And we are literally going to
12 be stressed to find any right-of-way to accommodate either
13 highway or transit improvements to move people originating
14 from Ivanpah into the core of the Valley beyond that
15 corridor. That is one of the big challenges.

16 And I would ask that as you look at the surface
17 transportation issue, you don't say, "Oh, we've got the
18 corridor, you know, that fixes the right-of-way issue." The
19 right-of-way challenge for us starts where that corridor
20 ends and it's a big one.

21 MS. ENGEL: Thank you.

22 Anybody else? Any questions? Feel free to take a
23 look at the boards back here. Our experts in different
24 areas will be by the boards relative to their areas of
25 expertise. There's a big map up here and markers if you

1 want to come up here and mark something on here.

2 Scoping comment period until November 6, beyond
3 that as well. As soon as the scoping comment period closes,
4 we'll be putting together a scoping process report that all
5 the agencies will receive, giving a report on the comments
6 that we heard during this period.

7 MR. RICHARDS: Let me just say thanks for everybody
8 being here this afternoon. This is a very open process, the
9 way Jeff and I look at it. You'll have multiple
10 opportunities through scoping, through review of the draft
11 EIS, remote public meetings to participate. We ask you to
12 participate as vigorously as possible because we want an
13 open process, a shared discovery, and the best project
14 possible for the Las Vegas Valley.

15 Yes.

16 MR. JOE FREEMAN: The 2600 mile -- or half mile
17 wide utility and transportation corridor, who is going to
18 administer the underlying fee of that property? Is that
19 going to remain in the ownership of the federal government
20 or will that ownership be turned over to Clark County?

21 MR. STEINMETZ: That's a good question. Where the
22 corridor would enter the noise compatibility zone -- and
23 let's just say we're in the future, the airport is approved,
24 there is a Record of Decision, BLM is required to transfer
25 title of that land to the County. So if a corridor is

1 identified within that section, that would be private land,
2 as I understand it -- and I see Sharon DePinto back there
3 from our office -- that the land would remain in BLM
4 management, unless something else happened, another law
5 would come along. We're very specific in the language in
6 the Clark County bill to identify a I-15 corridor which is
7 very, very wide and, within that, a defined corridor for
8 transportation, utilities, that sort of things. They use
9 the terminology BLM land use planning for that. So the way
10 I would see that. We would have a defined corridor that
11 meets the standards beyond planning and management.

12 MR. JON FEINSTEIN: Just one comment. I think I
13 kind of see more air quality people here than any other
14 resource agency representation. And Mike Kenney is here, who
15 is our air quality guru. So I encourage you, as Marla said,
16 to search him out.

17 And I would really like to ask any of the resource
18 agencies here who, if you have ongoing studies within our
19 study area, we'd really love to know about it so that as
20 we're collecting data now in our affected environment,
21 whether it's natural resources or any other type of data,
22 that you let our folks know because this is a really
23 critical juncture in the study.

24 Thank you.

25 MS. ENGEL: That goes for traffic data as well.

1 Any of you from transportation agencies -- we have large
2 maps that -- Joe is our transportation surface guy. And we
3 have large maps that have the transportation facilities on
4 them. But Joe is usually near one of them, but there is
5 nothing that says "Surface Transportation." Just so you
6 know, he's here. So if anybody is interested in that. And
7 I think you'll -- by where people stand, you'll be able to
8 find them, who you need, else wise.

9 Yeah.

10 MR. JON WARDLAW: Thank you. Jon Wardlaw with
11 Clark County Comprehensive Planning. I'm kind of on behalf
12 of two agencies, our own and then for the entities in the
13 Southern Nevada under the Regional Planning Coalition. We
14 have adopted economic forecasts and population forecasts
15 that are agreed upon in the consensus process. I just
16 wanted to make you guys aware of that, and that we've got
17 those projections out to the Year 2035 to date, through REMI
18 population forecasts and econometric modeling. So we want
19 to make sure we use those factors to look at the population
20 and economic trends in the Valley.

21 Thanks.

22 MS. ENGEL: Anyone else? Anybody else can offer us
23 information. Please do let us know if you have any study --
24 any ongoing studies or recent studies or reserves that we
25 can use.

1 There's lots of snacks, have some coffee or M&Ms,
2 as you mill out or as you mill around.

3 Thank you very much.

4 (At 3:08 p.m., the meeting was concluded.)

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