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***Environmental Impact Statement  
for  
Las Vegas Supplemental  
Commercial Service Airport***

Peter Byrne, Deputy Project Manager

 ***Vanasse Hangen Brustlin, Inc.***



# Roles and Responsibilities in the EIS Process

- ▶ **FAA/ Federal Aviation Administration**
  - Conducts environmental analysis, public outreach and coordination with other agencies
  - Prepares EIS documents
  - Prepares Record of Decision (ROD) on federal actions
- ▶ **BLM**
  - Coordinates with FAA in the preparation of EIS documents
- ▶ **Clark County Department of Aviation**
  - Forecast planning
  - Sponsor of Proposed Action
  - Provides data and information to assist FAA in carrying out its responsibilities
- ▶ **EIS Consultants**
  - Provides technical expertise and staff to assist FAA in carrying out its environmental public outreach and agency coordination responsibilities



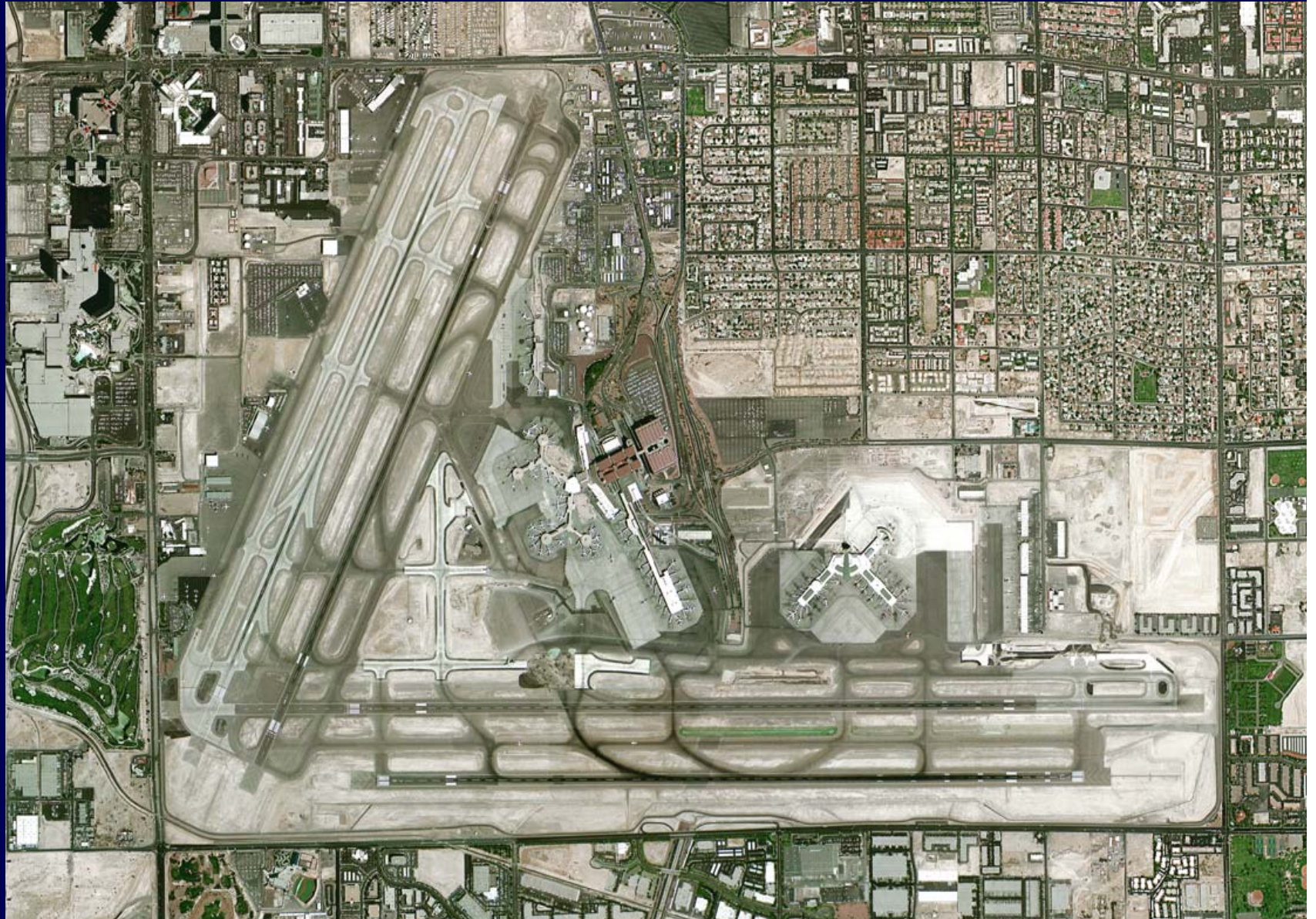
Supplemental Commercial Service Airport  
Clark County, Nevada

# LAS - 1951



Supplemental Commercial Service Airport  
Clark County, Nevada

# LAS - 2005



## Fast Facts



- ▶ McCarran handles more than 110,000 passengers a day
- ▶ Today, McCarran ranks as the 6<sup>th</sup> busiest airport in North America based on total passengers
- ▶ McCarran is the 2<sup>nd</sup> busiest O&D passenger airport, trailing only LAX
- ▶ *Projected Growth Remains Strong*



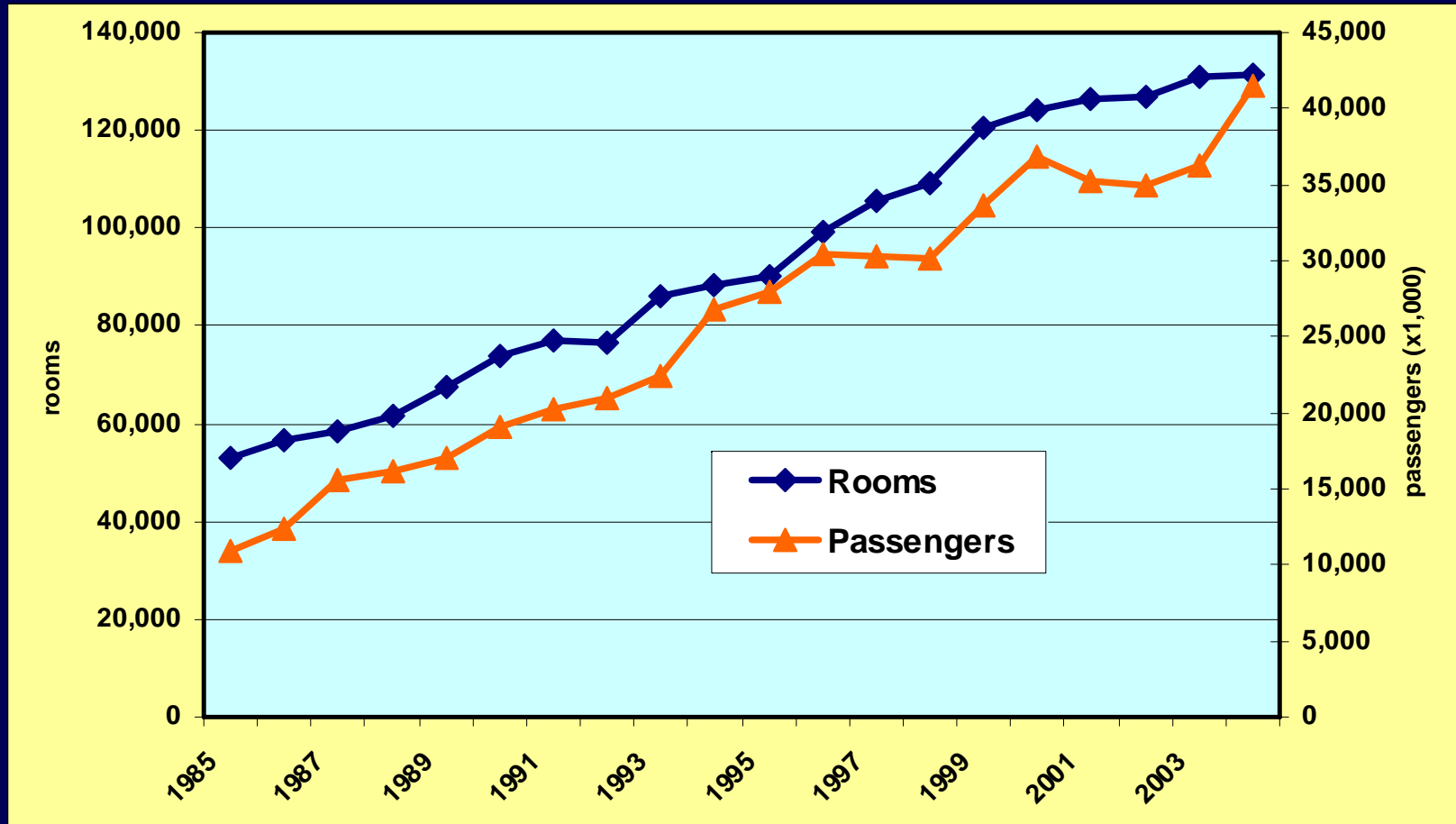
## Fast Facts II



- ▶ McCarran handles approximately 46% of the annual visitors to Las Vegas.
- ▶ Aviation's mode share will grow as (a.) I-15 congestion increases, and (b.) the community becomes even more a world-wide destination
- ▶ Total economic impact of the County's airport system is conservatively placed at \$27.87 Billion



# Passenger Volumes Remain Linked to Hotel Room Availability





# Expected Growth in Hotel Room Capacity

- ▶ 37,000 new Hotel Rooms
- ▶ 2.5% annual increase in room inventory

Translates to:

## Forecast Passenger Growth 2004 – 2014

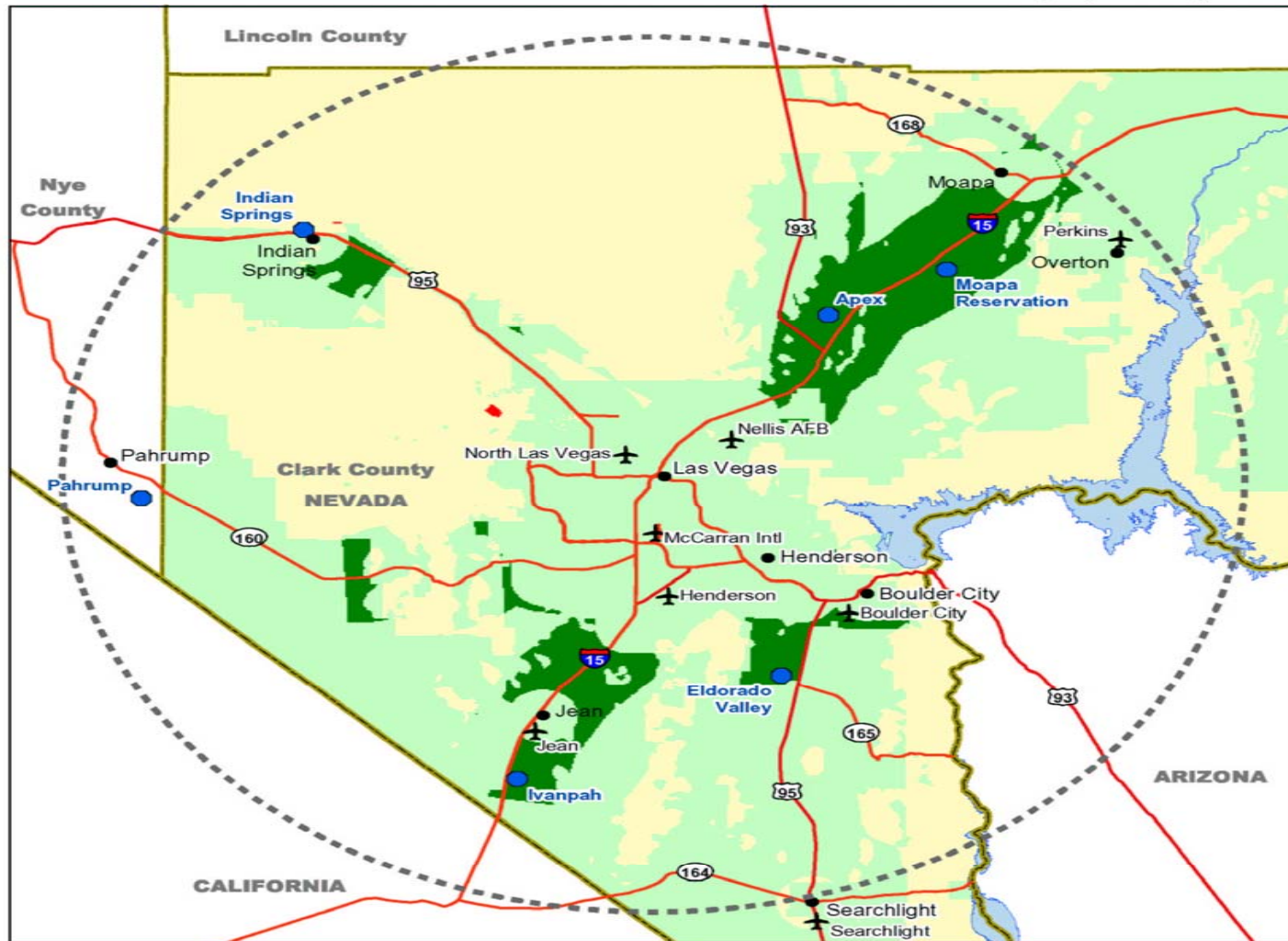
- 2004: 41.44 million total passengers
- 2014: 53.57 million
- 12,130,000 Additional Annual Passengers



# LAS Capacity Limits

- ▶ 117 Gates
  - 450K passengers/gate
  - 52.6 million annual passengers
- ▶ 485,000 annual air carrier flight operations
  - 6-minutes of average delay
  - 111 passengers/flight
  - 53.8 million annual passengers





- |  |  |                        |
|--|--|------------------------|
| Meets all screening criteria (6 points)    | Fails most screening criteria (1-3 points) | Candidate airport site |
| Meets most screening criteria (4-5 points) | Fails all screening criteria (0 points)    | Existing airport       |
|  |  | Road                   |
|  |  | State boundary         |
|  |  | County boundary        |

Note: A point system was established, where one point was awarded for meeting each of the following screening criteria: Slope less than 5%, driving time less than 45 minutes to Las Vegas, and outside of restricted airspace, developed areas, protected lands, and environmentally sensitive areas. Data for some screening criteria were not available outside of Clark County, so only Clark County is depicted on this map.

Source: Ricondo & Associates, Inc.  
Prepared by: Ricondo & Associates, Inc.

Exhibit V-1



**Candidate Airport Sites**



# Clark County's Objectives for Ivanpah Airport

- ▶ Increase capacity of Clark County airport facilities to accommodate forecasted and long-term demand for passenger and cargo traffic through 2035 and beyond;
- ▶ Increase operational efficiency of the Clark County regional airport system;
- ▶ Minimize noise impacts on existing residential communities;
- ▶ Promote the economy of Clark County and the Southern Nevada region;
- ▶ Respect Congress' direction to sell land in the Ivanpah Valley to Clark County for the purpose of building a new airport;



# Ivanpah Valley

Supplemental Commercial Service Airport  
Clark County, Nevada



# Project Scope

- ▶ Ultimate airport design for 30 - 35 million annual passengers
- ▶ Phase 1 development for 18 million annual passengers {subject of this EIS}
- ▶ Group V and Group VI runways
- ▶ Airport to serve “long-haul” domestic and international operators



# Project Elements

- ▶ Two Runways
- ▶ NAVAIDS; ATC Tower
- ▶ Terminal Complex
- ▶ Access Roadways
- ▶ Central Plant
- ▶ Wastewater Treatment Facility
- ▶ Utility Extensions
- ▶ Highway Improvements
- ▶ Aggregate Materials Pit & Conveyor
- ▶ Stormwater Drainage System



# Challenges

- ▶ Utility Infrastructure
- ▶ Storm Water Management
- ▶ Poor Soil Conditions
- ▶ Animal, Plant and Cultural Resources
- ▶ Mojave National Preserve and Surrounding Wilderness Areas
- ▶ Air Quality
- ▶ Regional Growth



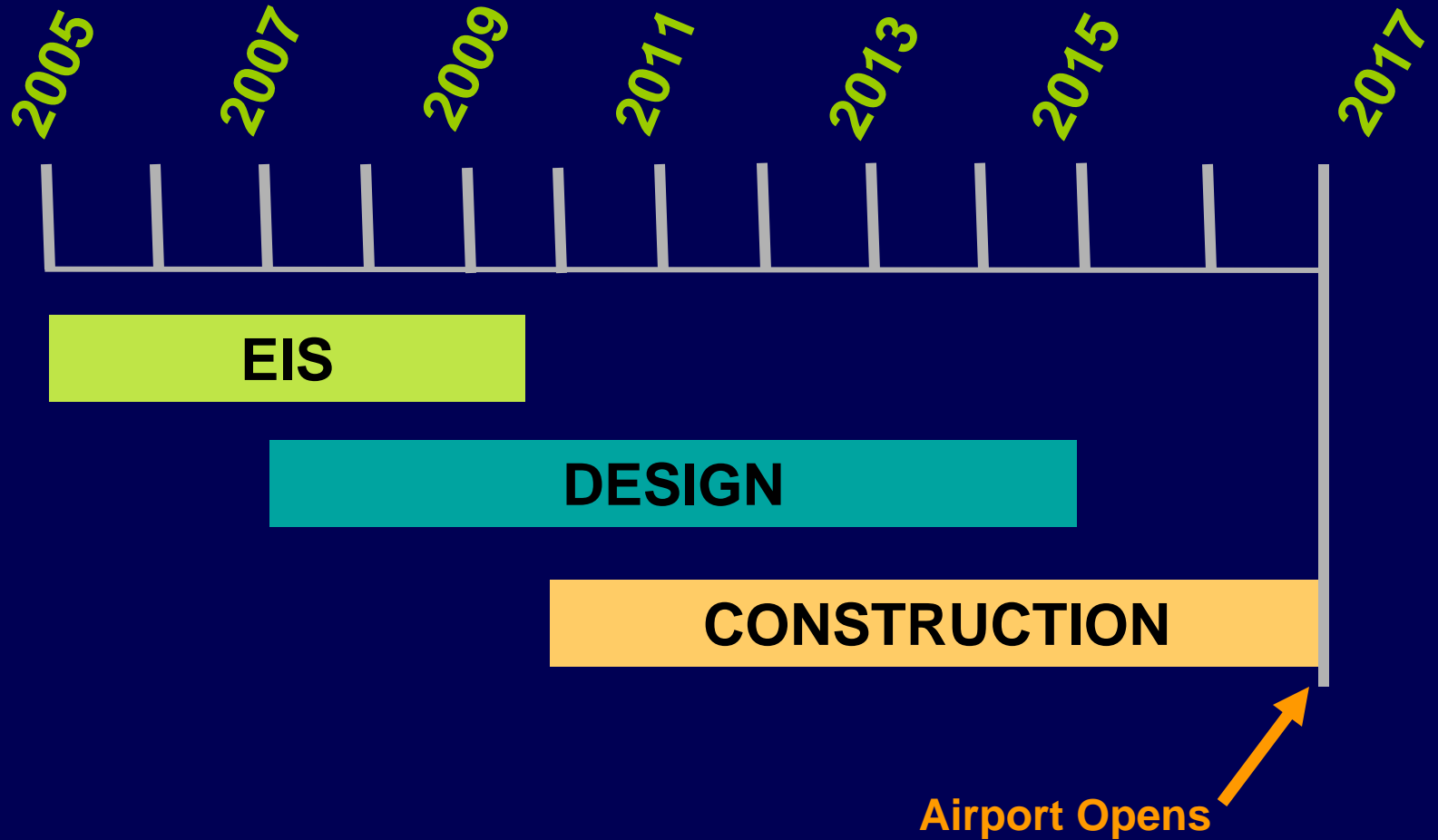


# Project-Specific Potential Environmental Impacts

- ▶ Socioeconomic (Induced Development) Impacts
- ▶ Air Quality Issues
- ▶ National Park Issues (Noise/Light)
- ▶ Cumulative Impacts



# Project Timeline





# *Las Vegas Supplemental Commercial Service Airport*

## *Questions/Comments*

Peter Byrne, Deputy Project Manager

 *Vanasse Hangen Brustlin, Inc.*