



AgEcon SEARCH
RESEARCH IN AGRICULTURAL & APPLIED ECONOMICS

The World's Largest Open Access Agricultural & Applied Economics Digital Library

This document is discoverable and free to researchers across the globe due to the work of AgEcon Search.

Help ensure our sustainability.

Give to AgEcon Search

AgEcon Search
<http://ageconsearch.umn.edu>
aesearch@umn.edu

*Papers downloaded from **AgEcon Search** may be used for non-commercial purposes and personal study only. No other use, including posting to another Internet site, is permitted without permission from the copyright owner (not AgEcon Search), or as allowed under the provisions of Fair Use, U.S. Copyright Act, Title 17 U.S.C.*



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



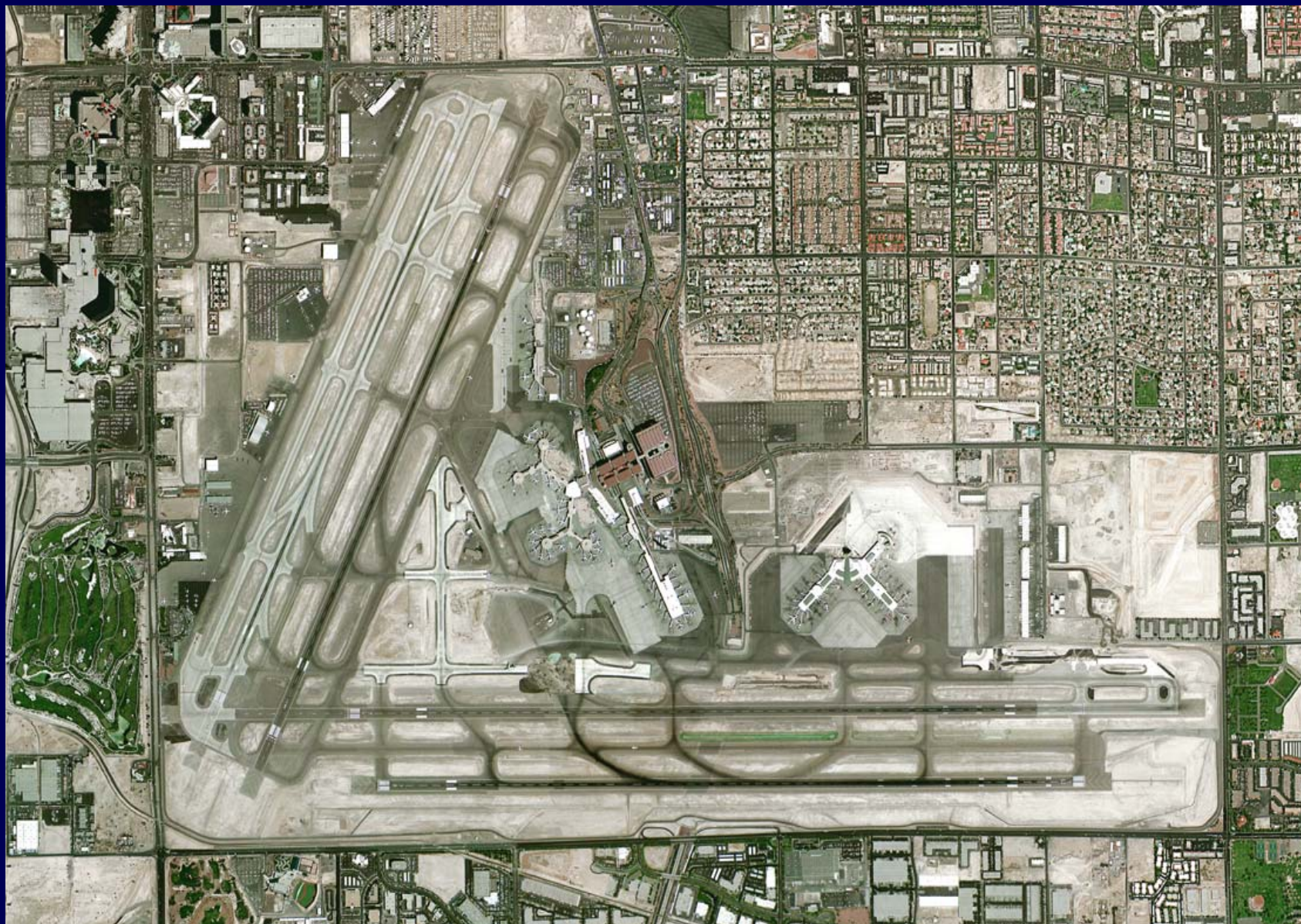
*Supplemental Commercial Service Airport
Clark County, Nevada*

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 6th busiest airport in North America based on total passengers
- ▶ McCarran is the 2nd busiest O&D passenger airport, trailing only LAX
- ▶ *Projected Growth Remains Strong*



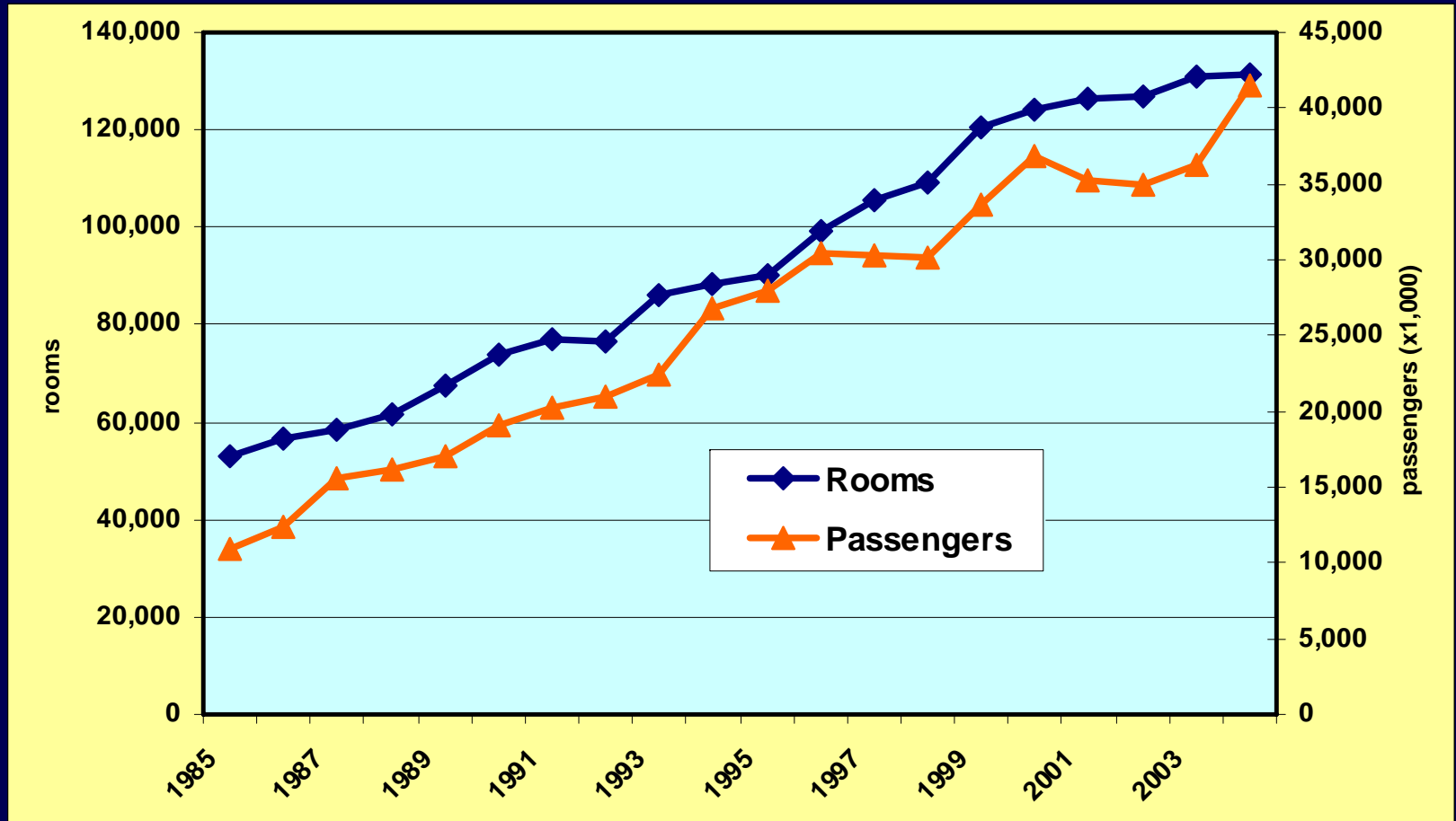
Fast Facts II



- ▶ 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



Vanasse Hangen Brustlin, Inc.

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

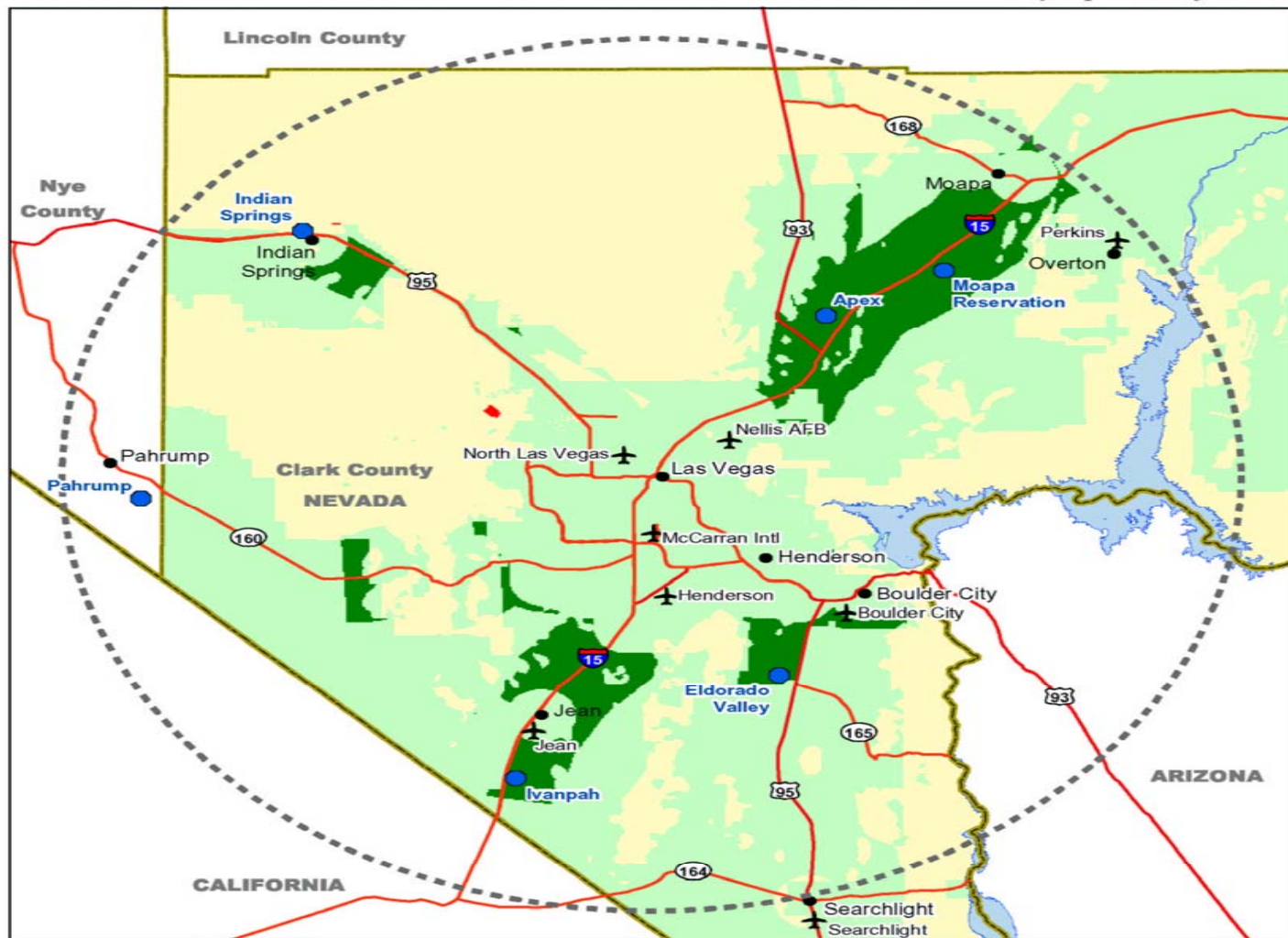
▶ 117 Gates

- 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)

Meets most screening criteria (4-5 points)

Fails most screening criteria (1-3 points)

Fails all screening criteria (0 points)

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.

Candidate airport site

Existing airport

Road

State boundary

County boundary

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

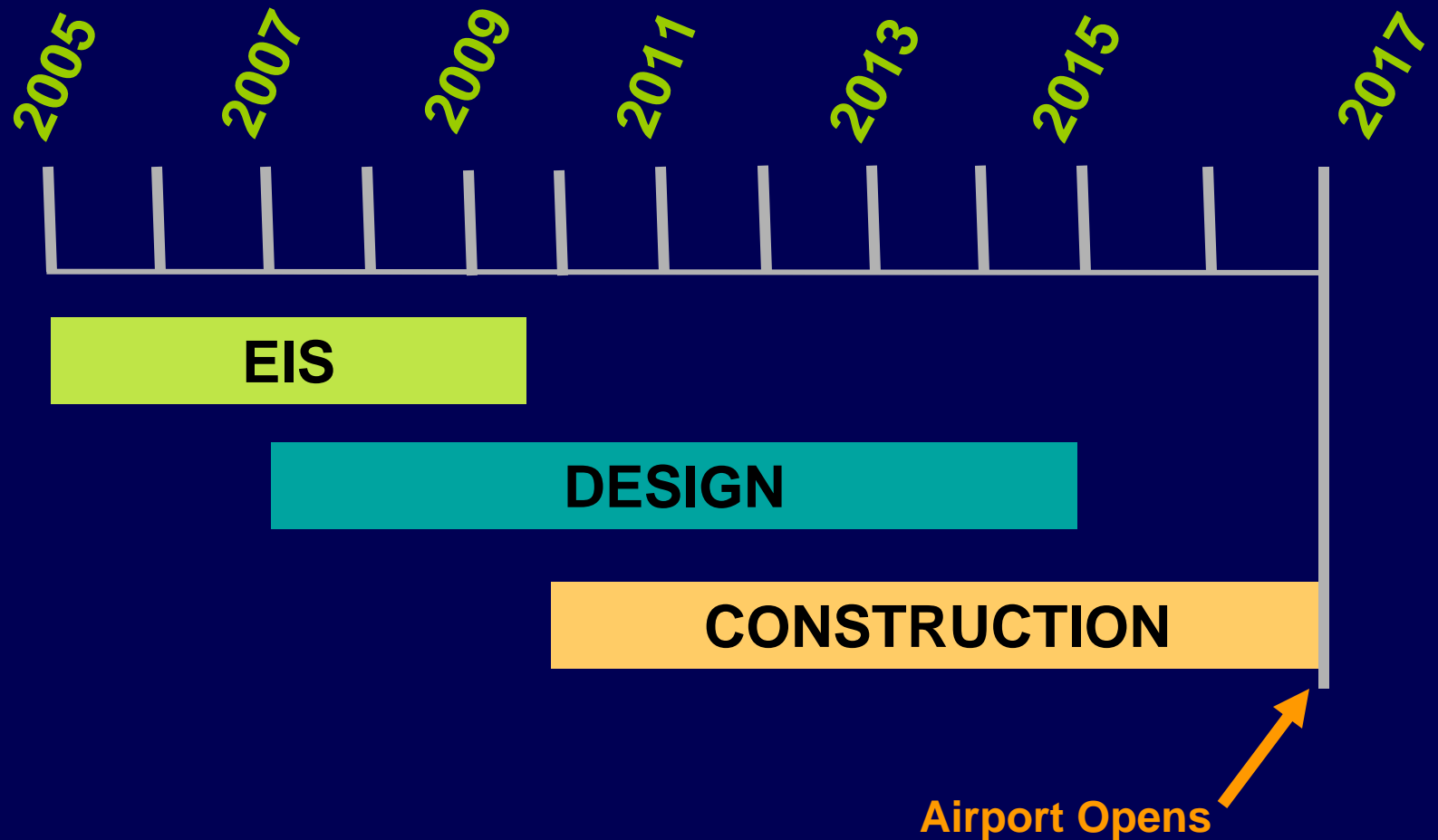


Project-Specific Potential Environmental Impacts

- ▶ 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.