



SCOPING PROCESS REPORT

**Southern Nevada Supplemental Airport
ENVIRONMENTAL IMPACT STATEMENT**



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Scoping Process Report

Southern Nevada Supplemental Airport Environmental Impact Statement

Submitted to: U.S. Department of Transportation Federal Aviation Administration
U.S. Department of the Interior Bureau of Land Management

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Table of Contents

ACRONYMS AND ABBREVIATIONS V

1 OVERVIEW OF THE SCOPING PROCESS 1-1

1.1 Introduction 1-1

1.2 Proposed Action..... 1-2

1.3 Notice of Intent..... 1-5

1.4 Public Scoping Meetings..... 1-5

1.5 Information Provided to the Public..... 1-7

1.6 Agency Scoping Meeting 1-8

1.7 Tribal Scoping Meetings 1-8

2 SUMMARY OF COMMENTS AND HOW ISSUES WILL BE ADDRESSED..... 2-1

2.1 Introduction 2-1

2.2 Agency Coordination..... 2-3

2.3 Air Quality 2-4

2.4 Airspace 2-5

2.5 Alternatives Analysis..... 2-6

2.6 Areas of Critical Environmental Concern 2-6

2.7 Connected Actions..... 2-7

2.8 Construction Impacts 2-7

2.9 Cumulative Impacts 2-8

2.10 Department of Transportation Section 4(f) Resources 2-8

2.11 Fish, Wildlife and Plants..... 2-9

2.12 Floodplains..... 2-10

2.13 Historical, Archaeological and Cultural Resources 2-10

2.14 Light Emissions (Dark Night Sky) 2-11

2.15 Mining 2-11

2.16 Mitigation..... 2-11

2.17 Native American Cultural Concerns..... 2-12

2.18 Natural Resources and Energy..... 2-12

2.19 NEPA Process 2-13

2.20 Noise..... 2-14

2.21 Purpose and Need 2-14

2.22 Rangeland Management..... 2-15

2.23 Recreation..... 2-15



2.24	Secondary (Induced) Impacts	2-16
2.25	Socioeconomic Impacts	2-16
2.26	Surface Transportation	2-17
2.27	Sustainability	2-18
2.28	Visual Resources	2-18
2.29	Water Resources	2-18
2.30	Wilderness Areas	2-19
2.31	Miscellaneous	2-19
	APPENDIX A NOTICE OF INTENT AND DISTRIBUTION LIST	A-1
	APPENDIX B SCOPING INFORMATION DOCUMENT	B-1
	APPENDIX C LIST OF SCOPING COMMENTERS	C-1



List of Figures

Figure No.	Description	Page
1-1	Location of Proposed Ivanpah Valley Airport	1-3

List of Tables

Table No.	Description	Page
2-1	Frequency of Comments by Topic	2-2



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Acronyms and Abbreviations

ACEC	Area of Critical Environmental Concern
APE	Area of Potential Effect
BLM	Bureau of Land Management
CAA	Clean Air Act
CCDOA	Clark County Department of Aviation
CEQ	Council on Environmental Quality
DNL	Day Night Average Noise Level
DOT	Department of Transportation
Draft EIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
JLA	Joint Lead Agencies
KOPs	Key Observation Points
LEED	Leadership in Energy and Environmental Design
NEPA	National Environmental Policy Act
NPS	National Park Service
SHPO	State Historic Preservation Office
SNSA	Southern Nevada Supplemental Airport
U.S.	United States of America
U.S.C.	United States Code
USEPA	United States Environmental Protection Agency



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1

Overview of the Scoping Process

1.1 Introduction

In accordance with the National Environmental Policy Act (NEPA) and regulations set forth by the Council on Environmental Quality (CEQ), the Federal Aviation Administration (FAA) and the Bureau of Land Management (BLM), together as Joint Lead Agencies (JLA), implemented a scoping process to encourage and facilitate public involvement early in the Southern Nevada Supplemental Airport (SNSA) Environmental Impact Statement (EIS) process. Individuals, public agencies, and Native American Tribes were invited to express their views and concerns about the SNSA EIS either by submitting written comments to the JLA or by participating in scoping meetings. The purpose of this document is to provide a record of the scoping process, a summary of the comments that were received during scoping, a brief description of how the comments will be addressed in the Draft EIS and a list of agencies that are recommended to become Cooperating Agencies.

The objectives of the scoping process are:

- To provide a description of the Proposed Action to interested parties and participants in the EIS process;
- To provide an early and open process to determine the scope of issues the EIS will address;
- To identify potentially significant issues or impacts related to the Proposed Action and reasonable alternatives that the EIS should analyze; and
- To identify and eliminate from detailed study those issues that are not deemed important to the study.

All comments collected during the scoping process have been documented. Substantive issues raised in these comments will be studied during the development of the Draft EIS and the Draft EIS will be publicly available for comment. Substantive comments suggest alternatives or they address the purpose and need for the Project, the alternatives analysis process or potential environmental impacts. Comments that are not substantive include general statements of support or opposition to the Proposed Action or are unrelated to the EIS.

The formal scoping comment period for the SNSA EIS extended from September 5 through November 6, 2006. The scoping process included three formal public meetings, one formal agency meeting, and two Native American Tribal meetings during the nine-week formal scoping period. In addition, informal meetings were held with the National Park Service (NPS) at the Lake Mead National Recreation Area and at the Mojave



National Preserve, with the U.S. Environmental Protection Agency (USEPA) at their office in San Francisco, California, and with the Nevada State Historic Preservation Office (SHPO) in Carson City, Nevada.

Throughout this document, the term “study area” is used informally to refer to the geographic area that will be studied for various potential impacts. There is not one study area for all potential impacts and study areas will be defined in the Draft EIS. “Proposed Action” refers to the Clark County Department of Aviation’s (CCDOA) proposal to build an airport at the Proposed Ivanpah Airport Site on 6,000 acres located between Jean and Primm, east of Interstate 15 and west of the Union Pacific rail line. “SNSA” refers to the Proposed Action and all alternatives that will be studied in the EIS.

The following sections discuss the Project background, scoping meetings, information provided, and comments received during the scoping process.

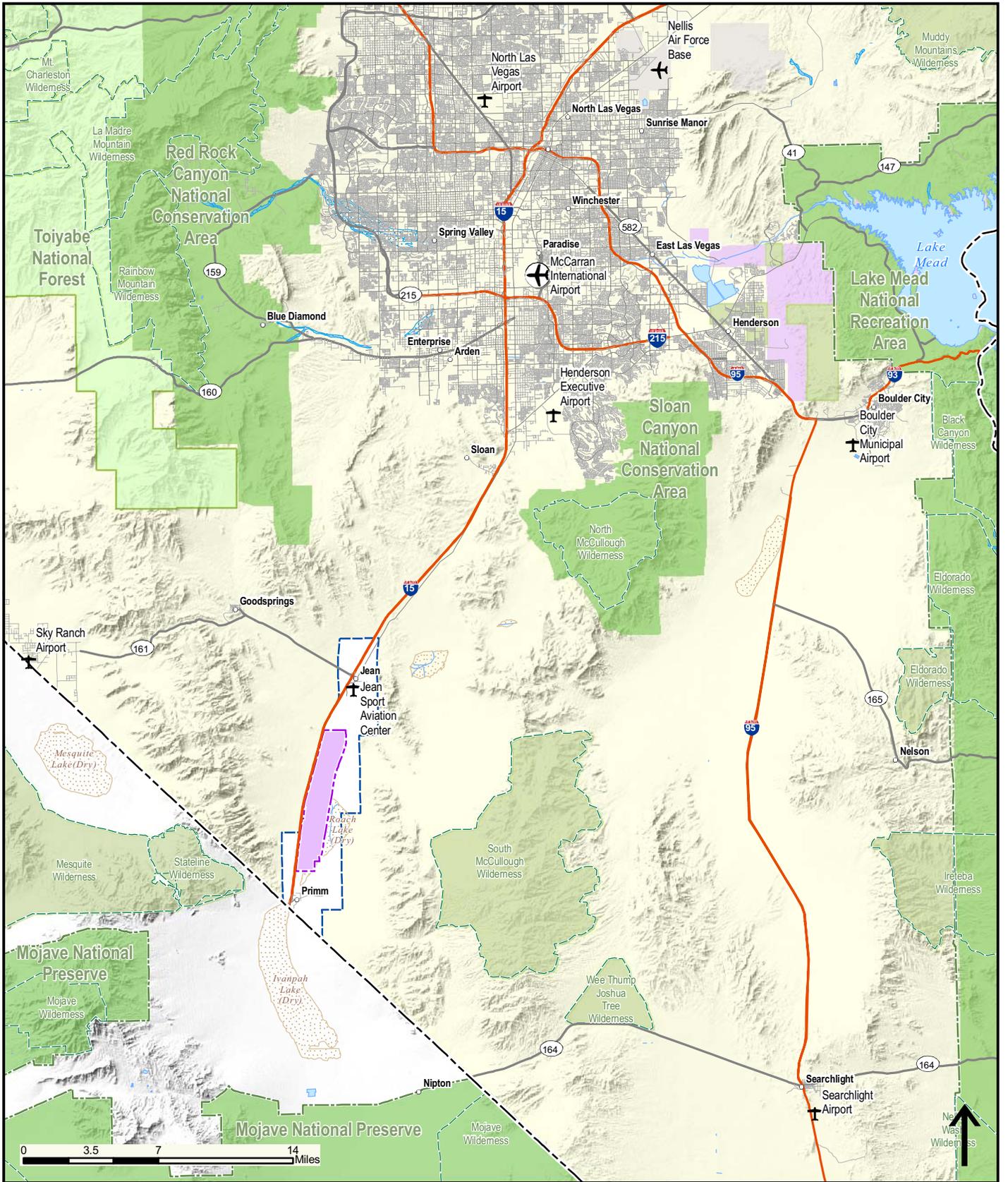
1.2 Proposed Action

The CCDOA is proposing to construct and operate a new supplemental commercial service airport on a 6,000-acre site (Proposed Ivanpah Airport Site) 30 miles south of the Las Vegas metropolitan area in the Ivanpah Valley (Figure 1-1) (Proposed Action).

CCDOA currently owns and operates McCarran International Airport, the primary commercial passenger and cargo airport for the Las Vegas metropolitan area and southern Nevada. Since 1995, the number of passengers and aircraft operations at McCarran International Airport has increased significantly. Forecasts predict aircraft operations will continue to grow at rates significantly exceeding the national average.

If action is not taken to address this growth, forecasts predict unacceptable levels of congestion and delay would occur on the airfield at McCarran International Airport within the next decade. Delays would also result in long wait times for passengers at security check points, concessions, taxi curbs, and elsewhere in the terminals; congestion in baggage and waiting areas; and deterioration of levels of service on the airport roadways to failing conditions. CCDOA has proposed to develop a supplemental airport to address these issues.

The SNSA EIS will address a reasonable range of alternatives that would meet the purpose and need for the Proposed Action. The preliminary purpose and need of the Proposed Action is to provide sufficient airfield capacity to accommodate long-term aviation passenger demand in the Las Vegas metropolitan area. This preliminary range of alternatives will include a No-Build Alternative (as NEPA regulations require), expanding McCarran International Airport, building a new airport at the Proposed Ivanpah Airport Site, and other reasonable and feasible alternatives identified during the scoping process.



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Legend

- SNSA Ivanpah Alternative Boundary
- Wilderness Areas
- SNSA Ivanpah Airport Noise Compatibility Area
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defence
- Forest Service
- Fish and Wildlife Service
- National Park Service
- Other



Figure I-1
Southern Nevada Supplemental Airport
Environmental Impact Statement
 Location of Proposed Ivanpah Valley Airport

Sources: Clark County Department of Aviation, Clark County Department of Transportation, BLM, National Atlas, ESRI



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1.3 Notice of Intent

On September 5, 2006, the FAA, as the administrative lead for the JLA, published a Notice of Intent to prepare an EIS in the Federal Register. The Notice of Intent, shown in Appendix A, described the preliminary Project purpose and need and provided the public with standard mail and electronic mail addresses to submit comments on the scope of the EIS. The Notice of Intent also included an announcement of the JLA's intent to conduct three public and one agency scoping meetings and provided dates, times, and locations of these meetings. Legal advertisements, containing the information in the Notice of Intent, were published in *The Las Vegas Review Journal* (Las Vegas, Nevada) on September 2 and 3, 2006.

1.4 Public Scoping Meetings

Three public scoping meetings addressing the SNSA EIS were held following publication of the Notice of Intent. These meetings were held at the following locations on the dates shown:

- Jean Airport in Jean, Nevada (October 3, 2006, 5 to 8 PM)
- Panos Hall at 5300 El Camino Road, Las Vegas, Nevada (October 4, 2006, 5 to 8 PM)
- Panos Hall at 5300 El Camino Road, Las Vegas, Nevada (October 5, 2006, 10 AM to 12 PM)

The public was notified of these meetings through the legal notice described in the section above as well as display advertisements published in the following newspapers:

- The Las Vegas Review Journal (Las Vegas, Nevada), September 18 and 28, 2006
- The Las Vegas Business Press (Las Vegas, Nevada), September 18, 2006
- The NEWS (Five zones cover Henderson, Boulder City, Green Valley, South Valley, and Silverado, Nevada), September 21 and 28, 2006

Public Service Announcements were also faxed to the following newspapers, television stations and radio stations, on September 19, 2006:

- The Las Vegas Review Journal
- The Las Vegas Informer
- The NEWS
- El Mundo
- Las Vegas Asian Journal
- Las Vegas Business Press, City Life, Prime Magazine
- Las Vegas Sentinel
- Nellis Air Force Base Bullseye
- Nevada Senior World/Senior Times
- SW Aviation Report



- NV Business Journal
- Senior Spectrum
- Las Vegas Tribune
- Pahrump Valley Times
- KLAS Channel 8
- KTNV Channel 13
- KVBC Channel 3
- CCTV Channel 4
- KVVU Fox Channel 5
- KLBR Channel 39 (Spanish)
- KINC-TV Channel 15 (Spanish)
- UNLV TV
- LV ONE
- KLVX Channel 10/PBS
- KTV Las Vegas/Cable 42/TV 63
- KCEP 88.1
- KDOL 1280
- KDWN 720
- KEYV 93.1
- KFMS 101.9
- KRMS 1410
- KHWY 98.9
- KLAV 1230
- KLUC 98.5
- KXNO 1140
- KMZQ 100.5
- KNPR 89.5
- KNUU 970
- KREC 98.1
- KSTJ-Star 105.5
- KSNE 106.5
- KXNT 840
- KWNR 95.5
- KMXZ 94.1
- KRLV 1340 AM
- KJUL 104.3

Notices of the public scoping meetings were also mailed to all individuals on the Project mailing list and to community centers and public distribution areas that are listed in Appendix A. Federal, state and local agencies with offices or regulatory interests in the study area were sent letters identifying the public and agency meeting locations and times and requesting comments on the scope of the EIS. These agencies are listed in Appendix A.

A total of 98 people attended the public scoping meetings. Attendees were primarily from Las Vegas, Jean, Goodsprings, Henderson, and Sandy Valley, and Nellis Air Force Base, Nevada. There were also attendees from



Mountain Pass and Joshua Tree, California and from Avondale, Flagstaff, Kingman, Peach Springs and Phoenix, Arizona.

Staff representing members of Congress from Nevada attended the scoping meetings. These included representatives of:

- U.S. Senator Harry Reid's Office
- Congressman Jon Porter's Office
- Congressman Jim Gibbons' Office

During the public scoping meetings, attendees were encouraged to register at the entrance to the meeting room. At each meeting, a brief video presentation provided all attendees an introduction to the Proposed Action and the EIS process. Upon completion of the orientation video, the public was presented with an opportunity to provide oral comments to a JLA panel. The meeting rooms also contained poster displays and information about the Proposed Action and the EIS process, including purpose and need, alternatives screening, and potential environmental issues known at that time. JLA representatives and their consultants were available to discuss specific concerns or questions with attendees. Throughout each scoping meeting, a registered court reporter was available to record individual oral comments and an area was set up for members of the public to write comments.

Thirty-three people attended the October 3, 2006 public scoping meeting held at Jean Airport in Jean, Nevada; one person provided oral comments. Thirty-one people attended the October 4, 2006 public scoping meeting at Panos Hall in Las Vegas, Nevada; seven people provided oral comments. Thirty-four people attended the October 5, 2006 public scoping meeting at Panos Hall in Las Vegas, Nevada; two people provided oral comments. In addition to those oral comments received at the three public scoping meetings, 30 members of the general public and non-governmental organizations provided formal comments via e-mail, Project website, and U.S. Mail.

1.5 Information Provided to the Public

Information on the preliminary purpose of and need for the Proposed Action, along with information on the types of alternatives to be considered, topics to be considered in the EIS, and the EIS process, was provided to the public in a Scoping Information Document (see Appendix B). This information was also available to the public on a Project website that included a comment form that could be downloaded to facilitate submitting comments electronically (www.snvairste.com) and a method to email comments directly to the JLA (snvairste@vhb.com). This website will continue to be updated and available throughout development of the EIS.

The Scoping Information Document, which included the web site address and email address for additional information, was mailed to 192 Federal, state and local agencies, elected officials, and Native American Tribal representatives. Copies were also available for public distribution at each of the three Public Scoping Meetings.



1.6 Agency Scoping Meeting

An agency scoping meeting was held on October 5, 2006 at the Panos Hall in Las Vegas, Nevada. Twenty-six Federal, state, regional and local agency representatives from ten agencies attended the meeting. At the meeting, the JLA provided an introduction and slide show of the SNSA EIS, and answered questions on purpose and need, reasonable and feasible alternatives, and other issues. Before and after the meeting, agency representatives were invited to view the Project posters provided around the meeting room. A total of nine agency representatives provided oral comments that were recorded by a court reporter. In addition to those oral comments received at the agency scoping meeting, 11 agencies provided formal comments via e-mail, Project website, and U.S. Mail.

1.7 Tribal Scoping Meetings

Two Tribal scoping meetings were held on September 26, 2006 at the Texas Station in Las Vegas, Nevada and on October 10, 2006 in Lake Havasu City, Arizona. The meetings were attended by BLM, FAA, the consultant team, CCDOA, and representatives from seven different Tribes. The Las Vegas Paiute Tribe; the Paiute Indian Tribe of Utah; Cedar Band; and Kaibab Band of Paiute Indians were represented at the meeting on September 26, 2006, and the Hualapai Tribe; Fort Mojave Indian Tribe; and Chemehuevi Tribe were represented at the meeting on October 10, 2006. At the meetings, the JLA provided an introduction to the SNSA EIS and a schedule for the completion of the EIS. The JLA then opened the floor for comments, input, and questions, which were provided on a variety of topics including the EIS process, the alternatives, purpose and need, and future consultation with the Tribes. Informal oral comments were received from Tribal representatives during the Tribal Scoping Meeting. No additional comments were received through other forms of communication.



2

Summary of Comments and How Issues will be Addressed

2.1 Introduction

A total of 380 comments were submitted by 59 parties, including businesses; environmental organizations; and individuals; and 19 Federal, state, regional, and local agencies. Additional comments were made at informal meetings with the Native American Tribal representatives. A list of the commenters is provided in Appendix C.

Comments were submitted orally at the scoping meetings (recorded in transcripts by the Registered Court Reporter), written and submitted at the scoping meetings, and received by regular or electronic mail or through the Project website. All of these comments were reviewed by the JLA and will guide the FAA and the BLM in development of the scope of the EIS. The comments were entered into a database and sorted by topic. They are summarized in the sections below. This section briefly describes how JLA will consider these concerns in the Draft EIS. Table 2-1 provides a breakdown of the comments received by frequency and topic.

Comments will be addressed in compliance with the requirements of the NEPA (42 USC § 4321 et seq.); the *CEQ Regulations for Implementing NEPA (40 Code of Federal Regulations 1500-1508)*; the requirements of the *Airport Environmental Handbook (FAA Order 5050.4B)*; *Environmental Impacts: Policies and Procedures (FAA Order 1050.1E)*; the *FAA Guide to the Best Practices for EIS Management (July 2001; and January 2002 update)*; the *Department of Interior, Departmental Manual Part 516 (NEPA of 1969)*; and *BLM Handbook H-1790-1 (NEPA Handbook)*. They will also be addressed in compliance with applicable executive orders and other relevant Federal and state requirements including, but not limited to Section 4(f) of the Department of Transportation (DOT) Act of 1966; the Clean Water Act; the Federal Clean Air Act (CAA); and the Endangered Species Act and any amendments to these requirements, acts and orders.



Table 2-1 Frequency of Comments by Topic

Topic	Number of Comments
Surface Transportation	41
Air Quality	33
Fish, Wildlife and Plants	27
Noise	27
Alternatives Analysis	27
Mitigation	23*
Water Resources	23
Airspace	21
Secondary (induced) Impacts	18
Native American cultural concerns	17
Recreation	16
Department of Transportation Section 4(f) Resources	14
Floodplains	13
National Environmental Policy Act (NEPA) Process	10
Purpose and Need	9
Historical Archeological and Cultural Resources	8
Light Emissions (Dark Night Sky)	8
Construction Impacts	6
Socioeconomic Impacts	5
Connected Actions	4
Visual Resources	4
Agency Coordination	3
Cumulative Impacts	3
Mining	3
Natural Resources and Energy	3
Sustainability	3
Wilderness Areas	3
Areas of Critical Environmental Concern	1
Rangeland Management	1
Miscellaneous (funding, quality of life and safety concerns, general Project support/opposition and non-Project related comments)	29
TOTAL	380

* Comments about mitigation measures address specific topic areas and are counted by topic, therefore, this number is not included in total.



2.2 Agency Coordination

Three comments were related to agency coordination. Commenters asked which specific agencies, if any, would be included as Cooperating Agencies. Only one comment included a specific request from an agency to become a Cooperating Agency.

Following guidance provided by CEQ, the JLA determined that the following agencies will be invited to be Cooperating Agencies:

Tribal Governments

- Cedar Band, Paiute Indian Tribe of Utah
- Chemehuevi Indian Tribe
- Cocopah Indian Tribe
- Colorado River Indian Tribes
- Fort Mojave Indian Tribe
- Fort Yuma-Quechan Tribe
- Hopi Tribe
- Hualapai Tribe
- Indian Peaks Band, Paiute Indian Tribes of Utah
- Kaibab Paiute Tribe
- Kanosh Band, Paiute Indian Tribes of Utah
- Koosharem Band, Paiute Indian Tribes of Utah
- Las Vegas Paiute Tribe
- Moapa Band of Paiutes
- Pahrump Paiute Tribe
- Paiute Indian Tribe of Utah
- Shivwits Band, Paiute Indian Tribes of Utah
- Timbisha Shoshone Tribe
- Torres-Martinez Desert Cahuilla Indians Tribe
- Twenty-Nine Palms Band of Mission Indians
- Yavapai-Prescott Tribe

Federal Agencies

- Federal Highway Administration
- Federal Transit Administration



- National Park Service – Mojave National Preserve
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Forest Service

State Agencies

- Nevada Department of Environmental Protection
- Nevada Department of Transportation
- Nevada Department of Wildlife

Other agencies may be added if it is determined that they have jurisdiction by law or special expertise related to environmental impact.

2.3 Air Quality

Thirty-three comments were received relating to air quality. Nearly all of the comments on air quality came from the USEPA and they provided information on the current attainment status for pollutants in the Las Vegas and Ivanpah Valleys, significant current sources of emissions and guidance for the analysis of potential impacts, including emissions, general conformity, transportation conformity, and hazardous air pollutants. USEPA provided guidance on measures to reduce emissions and identified the Federal Highway Administration (FHWA), Federal Transit Administration, Nevada DOT, Regional Transportation Commission of Southern Nevada, and the Clark County Department of Air Quality and Environmental Management as agencies that the JLA should work with on air quality issues.

Commenters other than USEPA were concerned with additional pollutants introduced into the area, as well as cumulative air quality effects of the Proposed Action, development in the Ivanpah Valley, and vehicular traffic associated with the Proposed Action on humans and wildlife. Another commenter asked that the cumulative effects of the Proposed Action and several power plants that are under development in the area, existing power plants and vehicular traffic on the Mojave National Preserve and local wilderness areas be addressed. Concern was also expressed regarding the effects of the Proposed Action on the Mojave National Preserve's plans to seek a Class I designation under the CAA. There were also questions about aircraft fuel dumping and the use of low emissions shuttle buses.

Air quality will be addressed following FAA and BLM guidelines for assessing air quality impacts under NEPA. These guidelines call for the identification of all air pollutant sources associated with the Proposed Action or reasonable and feasible alternatives and the quantification of their emissions during both the construction and operational phases. In addition, the assessment will address the current non-attainment designations for the Las Vegas area as well as the requirements of General and Transportation Conformity Rules of the CAA.

Air quality impacts from changes to surface transportation patterns will be addressed through determination of motor vehicle emission factors (using USEPA's MOBILE6.2 Motor Vehicle Emissions Factor Model) and based on regional vehicle fleet mix, regional inspection and maintenance programs, roadway speeds, and network



configurations (vehicle miles traveled). Changes in air quality impacts would be assessed for consistency with the Regional Transportation Plan.

Cumulative impacts, including potential impacts from power plants, and potential impacts to Class I areas will be discussed. Coordination with USEPA, FHWA, Nevada DOT, the Regional Council of Governments, and the Clark County Department of Air Quality and Environmental Management will likewise be conducted.

Because the assessment of hazardous air pollutants associated with airports is an evolving process, these emissions will be assessed in accordance with the most current FAA and BLM guidelines that are in place at the time the Draft EIS is prepared. The use of low-emitting vehicles and mitigation measures will be analyzed and discussed in the EIS.

One commenter was concerned with fuel dumping over homes. The only time the FAA would allow an aircraft to dump fuel would be during an emergency condition. In order to land safely, a plane in distress may have to release some fuel. When this happens, the pilot is directed by the Air Traffic Control Tower to fly at high altitudes over a secluded, non-populated area where the fuel can be released safely, allowing the fuel to evaporate before it would even reach the ground. The FAA noted that military planes also do this in emergencies but it is not a regularly occurring situation and will not be addressed further in the EIS.

2.4 Airspace

Twenty-one comments were received relating to airspace. Comments on airspace came primarily from the Department of Defense, the NPS and park supporters, Tribal representatives, and the City of Las Vegas.

The Department of Defense commented on the potential conflict of commercial flight routes for the Proposed Action with existing military flight routes and requested that the EIS address changes in the quantity and pattern of commercial flights. Native American Tribes commented about potential noise and visual impacts from flights over the Grand Canyon. One commenter questioned if the Proposed Action would result in reduced military airspace over California, resulting in shifting of flight patterns to the Mojave National Preserve. The NPS had specific questions about flight paths and altitudes from the Proposed Action over the Mojave National Preserve and Lake Mead National Recreation Area and about the airspace management plan required in the Ivanpah Valley Public Lands Transfer Act of 2000. The City of Las Vegas commented that the Proposed Action will result in increased aircraft congestion over Las Vegas Valley. One commenter requested additional public involvement as part of the EIS development as it relates to airspace.

The environmental effects of airspace changes associated with the Proposed Action or reasonable and feasible alternatives will be addressed in a variety of sections of the EIS, including sections on noise, visual impacts, impacts to Section 4(f) resources and Native American cultural concerns.

Any proposed project that has the potential to impact airspace in southern Nevada must be carefully considered. The airspace in southern Nevada is intensively utilized by civilian and military aircraft operators and is complicated by the high terrain that exists in southern Nevada. Other than the no-action alternative, alternatives that meet the purpose and need for the Project may require airspace modification. These



modifications will be thoroughly analyzed and any associated impacts to the surrounding environment will be documented.

2.5 Alternatives Analysis

Twenty-seven comments were received concerning alternatives analysis. Comments related to the alternatives analysis came from a variety of agencies and individuals. Commenters suggested considering other airports or locations such as Nellis Air Force Base (most often suggested), Mesquite Airport, Pahrump Airport, Boulder City Airport, and Henderson Airport or a site near Apex, Nevada and documenting the findings in the EIS.

Other commenters suggested considering surface transportation alternatives other than automobile for the Proposed Action, given the distance to Las Vegas or suggested airport locations closer to Las Vegas or to the northeast, where they felt there is better surface transportation infrastructure. One commenter was concerned that automobiles would be the only mode of transportation considered as transport to the Proposed Ivanpah Valley Airport site. Commenters also suggested that the criteria used for selecting alternatives should include avoiding impacts to Mojave Desert Preserve.

Comments from the public demonstrated a concern regarding how the Proposed Action would impact recreational opportunities, wilderness and parks, and the Mojave National Preserve. Some commenters suggested that the alternatives analysis should consider areas or existing airports closer to Las Vegas that may be more convenient or less costly due to existing infrastructure and shorter travel times. Commenters suggested using topography, soil conditions, surface water characteristics, or wind conditions as criteria for evaluating alternatives that avoid impacts to Mojave.

The EIS will consider a broad range of alternatives. The JLA will consider all alternatives raised in the scoping process, will take a fresh look at the alternatives raised and eliminated by the Project Sponsor (Clark County), and will conduct an analysis to determine if there are other reasonable alternatives that achieve the purpose and need.

The JLA will, through an extensive screening process, evaluate each alternative's ability to achieve the Project's purpose and need and determine if the alternative is reasonable. According to NEPA, reasonable alternatives are practical or feasible from a technical and economic standpoint and using common sense. Alternatives that are capable of achieving the purpose and need and that are reasonable would be moved forward and their environmental consequences would be evaluated in detail in the Draft EIS. Agencies and the public will be provided with an opportunity to comment on the alternatives screening process.

2.6 Areas of Critical Environmental Concern

One commenter was concerned generally about potential impacts to BLM-designated Areas of Critical Environmental Concern (ACECs).



The EIS will identify and describe ACECs that potentially could be affected by development and/or operation of the Proposed Action or reasonable and feasible alternatives. The JLA will assess potential impacts to ACECs in accordance with BLM requirements.

2.7 Connected Actions

Four comments were received regarding connected actions. The USEPA requested that all connected actions be fully evaluated, including the transfer from the BLM to Clark County of the 17,000-acre noise compatibility area, and the establishment of the one-half mile wide transportation and utility corridor from the Las Vegas Valley to the Proposed Ivanpah Airport Site, (both of which actions are required by Title V of the Clark County Conservation of Public Lands and Natural Resources Act [Pub. L. 107-282]), as well as any activity that occurs in these areas, including excavation of fill material from any borrow sites and soil transport. USEPA requested that all transportation system improvements specifically associated with the Proposed Action be included as elements of the build alternative.

The EIS will identify and fully evaluate all potential impacts of connected actions to the Proposed Action or its reasonable alternatives. Connected actions are those that would not occur but for the Proposed Action (or reasonable and feasible alternatives). Such actions may include, but are not limited to, the transfer from the BLM to Clark County of the 17,000-acre noise compatibility area associated with the Proposed Ivanpah Valley Airport Site, development of navigational aids and/or radar sites, establishment of a transportation utility corridor, highway improvements related to Interstate 15 or other state and Federal highways, or the development of borrow sites and transportation of soils between the borrow sites and the Proposed Ivanpah Valley Airport Site. The noise compatibility area surrounding the Proposed Ivanpah Valley Airport Site will have restrictions on how the area will be used; proposed uses must be compatible with the Proposed Action and South County land use plans. The transportation utility corridor extends along the eastern border of the Interstate 15 highway from as far north as the Saint Rose Parkway to the northern boundary of the 6,000-acre proposed Ivanpah Valley Airport Site. This corridor would include utilities and potentially designated highway lanes that would lead directly to the Proposed Ivanpah Valley Airport Site.

2.8 Construction Impacts

Six comments were received related to construction impacts. Comments on potential construction impacts were primarily about the impacts of removing and replacing a large quantity of soil on the Proposed Ivanpah Valley Airport Site. Commenters requested that the total quantity of material to be removed and replaced be reported, that transportation and both temporary and permanent storage methods be fully described, and the potential impacts assessed. Potential impacts, such as noise, dust, and construction equipment emissions were also raised. One commenter was specifically concerned about potential increases in noise, illegal dumping, and other potential impacts to the Mojave National Preserve during construction. Another wanted to know how the sand and silt of the Proposed Ivanpah Valley Airport Site would be brought to construction grade and where the material would come from. Others were concerned about housing for construction workers and whether the



borrow pit from which material is taken for fill on the Proposed Ivanpah Valley Airport Site would be backfilled.

The EIS will evaluate the impacts of construction activities, including potential construction noise, dust and traffic, disposal of construction debris, and potential air and water pollution that may occur as a result of construction.

2.9 Cumulative Impacts

Three comments were received relating to cumulative impacts. The USEPA requested that the identifiable present effects of past actions be included in the cumulative impact assessment and that reasonably foreseeable projects assessed include both transportation and non-transportation projects. The USEPA requested that potential large landscape-level impacts be assessed and provided guidance for assessing potential cumulative impacts. The NPS asked if the cumulative impacts assessment will consider potential impacts from additional flights over parks and recreation areas.

The EIS will include an evaluation of the potential impacts of the Proposed Action and reasonable and feasible alternatives in the context of other past, present and reasonably foreseeable actions, in accordance with guidance provided by the CEQ. The cumulative impacts analysis will consider those impacts within the spatial (place) and temporal (time) boundaries applicable to various resources.

2.10 Department of Transportation Section 4(f) Resources

Fourteen comments were received pertaining to DOT Section 4 (f) resources. Section 4(f) of the Department of Transportation Act (49 U.S.C. 303c) provides that the Secretary of Transportation may only approve a transportation program or project requiring use of publicly owned parks, recreation areas, wildlife or waterfowl refuges, and historic sites of national, state, or local significance, if there is no "prudent and feasible alternative" to using that land.

Comments regarding potential impacts to Section 4(f)/303c resources came from a number of agencies, individuals, and environmental organizations, including the NPS. They urged a comprehensive, thorough Section 4(f)/303c analysis and close coordination with the NPS, U.S. Forest Service, U.S. Fish and Wildlife Service and Native American Tribes. Comments focused primarily on the potential for increased visitation and its effects on resources in Mojave National Preserve, including traffic, trash, vandalism, and general overuse. Also of concern was the effect of aircraft noise on the Mojave Preserve and other Section 4(f) resources, and the light emissions from the airport, airport-related development, and potential induced development. One commenter asked if the Proposed Action might affect the NPS future acquisition of inholdings.

In consultation with agencies having jurisdiction over 4(f) resources, the EIS will address Section 4(f), including identifying all publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, state, or local significance that may potentially be affected by the Proposed Action, connected actions,



or reasonable and feasible, or prudent, alternatives. The EIS will address not only land acquisition, but also where the normal activity, or aesthetic value of a Section 4(f) resource would be affected. Depending on the Section 4(f) resource, effects to be evaluated include natural quiet, dark night skies, solitude and other attributes and resources provided for in the legislation or general management plan of the Section 4(f) resource.

2.11 Fish, Wildlife and Plants

Twenty-seven comments were received relating to fish, wildlife and plants. Several comments on these natural resources came from the USEPA, the Nevada Division of Forestry and a number of individuals. Comments focused on concern for the desert tortoise translocation area, wildlife movement and habitat connectivity, invasive species control, and potential impacts to native soils habitat, as well as potential impacts to state-listed endangered species. Native American Tribal representatives recommended that the EIS assess plants at the Proposed Ivanpah Valley Airport Site to understand the traditional cultural importance of these species to the Tribes.

Other comments were received by members of the public, specifically regarding the potential effects of construction of the Proposed Action, aircraft noise, induced development and increased human activity generally on fish, wildlife, and plants. Specific species identified included white-margined penstemon, Riverside fairy shrimp, desert tortoise, desert big horn sheep, wild jack rabbit, mule deer, coyote, raptors, American bald eagles, bats, bees and other insects. Habitat areas potentially affected include the Ivanpah Valley; the Spring, Lucy Gray, and McCullough mountain ranges; the Mojave National Preserve; the Clark and New York Mountains; and Devil Canyon. Commenters specifically mentioned the Federally-protected desert tortoise and state and local species of concern such as white-margined penstemon and desert big horn sheep. A number of commenters were concerned about the sustainability of the desert tortoise translocation area. Commenters expressed concern that by eliminating recreational use and access on the Proposed Ivanpah Valley Airport Site, there would be impacts to plants and wildlife in Sloan Canyon, Hidden Valley, and the McCullough mountains from displaced recreational use. Another commenter was concerned about tortoise loss due to increased traffic in the area.

The JLA will consult Federal, state and local agencies including the USFWS and the Nevada Division of Wildlife, concerning native vegetation communities and wildlife, threatened and endangered species, and critical habitats potentially present within the study area. Unique habitat, such as springs and seeps, that could be affected by the Proposed Action or reasonable and feasible alternatives will be identified and characterized in accordance with their type of use by wildlife (feeding, breeding, etc.). Federally-listed threatened and endangered species, species that are candidates for Federal-listing as either threatened or endangered, BLM-listed species, and state-listed species that are known to occur within Clark County will be identified. Initial evaluations will be carried out to identify those species that are likely to be present within the Project area. Additional analyses will be carried out for those species that could be impacted by construction and/or operation of the Proposed Action or reasonable and feasible alternatives. Potential direct impacts to individuals and habitat as well as indirect impacts associated with construction and operational activities, such as habitat fragmentation and noise, will be addressed in this EIS.



Desert big horn sheep and wild horse and burro herds, if any, will be identified using available data. Avian migratory species, covered under the Migratory Bird Treaty Act will be identified. Impacts of the Proposed Action, and other reasonable and feasible alternatives, to vegetative communities, wildlife and unique habitats will be assessed in consultation with relevant agencies and, if necessary, mitigation measures will be identified. State and agency listed noxious weeds will be identified and mitigation measures will be proposed to limit their spread.

2.12 Floodplains

Thirteen comments were received relating to floodplains. Comments on floodplains came primarily from the Federal Emergency Management Agency, which provided guidance regarding building requirements and special flood hazard areas, and recommended the JLA coordinate with the local community's floodplain manager for additional Project requirements. The USEPA comments suggested analysis focus on stormwater and flood management in the basin. USEPA was also concerned with the effect of proposing flood control and how flood control would affect the surrounding natural environment.

Commenters were concerned about potential impacts to the surrounding native plants and animals, and methods of water resource retention on the Proposed Ivanpah Valley Airport Site, as well as the effects of major changes in the floodplain on natural systems habitats and the built environment. One commenter suggested methods for studying floodplain conditions and patterns.

The Las Vegas basin is an open hydrologic basin because its surface waters eventually flow into the Colorado River. The Roach Lake basin, which contains the location of the Proposed Action, is a closed drainage system. Its surface waters do not connect with other basins and are limited to ephemeral drainages and may include springs or seeps. The EIS will identify and describe floodplains and drainage in the study area and will evaluate the effect of the Proposed Action and reasonable and feasible alternatives on surrounding native plant and animal species in accordance with FAA and BLM requirements and other related requirements and executive orders. This will involve a detailed analysis of proposed drainage plans for the Proposed Action and any reasonable and feasible alternatives and their effect on existing drainage patterns. The JLA will coordinate with appropriate Federal, state and local agencies in conducting these analyses.

2.13 Historical, Archaeological and Cultural Resources

Eight comments were received relating to historical, archaeological and cultural resources. Comments, including those received from the NPS and USEPA, provided information regarding the presence of historical, archaeological, and cultural resources on the Proposed Ivanpah Valley Airport Site. The USEPA suggested investigating the presence of historic resources. Members of the public requested consideration of potential impacts to sensitive archaeological resources from further exploration/recreation traffic in the area. Commenters were also concerned about the potential presence of archaeological resources at Sloan Canyon and Hidden Valley.



In accordance with Section 106 of the National Historic Preservation Act of 1966 and related acts and executive orders, the JLA will identify and determine the potential effects to historical, archaeological and Native American cultural resources of each reasonable and feasible alternative. Noise and other potential Project-related impacts will be factors in defining the Area of Potential Effect (APE). The JLA will define the APE in consultation with Nevada SHPO, Native American Tribal representatives, and others. Measures to mitigate for unavoidable impacts to historical, archaeological and cultural resources will be developed and discussed in the EIS.

2.14 Light Emissions (Dark Night Sky)

Eight comments pertaining to light emissions were received. Comments regarding light emissions came from the NPS and the public. The NPS is concerned about light emissions and glare, how they may impact recreational enjoyment at particular locations in the Mojave National Preserve. Comments focused on the potential impact to dark night sky (increase in light pollution) due to new development surrounding the Proposed Action and increase in overflights over sensitive parks and wilderness areas. Commenters were also concerned with potential impacts of light emissions on nocturnal wildlife in the Mojave National Preserve and levels of visitation to parks and wilderness areas if a loss of dark night sky occurs. One commenter provided guidance for minimizing light emissions.

The EIS will identify potential light emissions and glare impacts of the Proposed Action, its connection actions and secondary/induced impacts with an emphasis on the Mojave National Preserve and other Section 4(f) properties in the study area that are noted and enjoyed for their dark night skies.

2.15 Mining

Three comments relating to mining were received. These comments included a concern for loss of potential mines in the vicinity of the Proposed Action and the potential for increased demand of mining in the vicinity of the Mojave National Preserve. One commenter was concerned that an increase in mining related to the Proposed Action would lead to increase air pollution and mining accidents.

The EIS will identify mining claims within the study area using the Federal LR-2000 database and an evaluation will be made as to the potential effect of the Proposed Action and each reasonable and feasible alternative on mining operations.

2.16 Mitigation

Twenty-three comments on potential impacts suggested general or specific ways to reduce potential impacts of the Proposed Action and alternatives.



Where the results of the environmental analysis indicate that particular impacts resulting from an alternative warrant mitigation, the JLA and the Sponsor will develop a comprehensive mitigation strategy in accordance with applicable Federal requirements and in consideration of state and local guidelines and public concerns. The JLA, in coordination with relevant agencies with statutory oversight, will monitor the implementation of any mitigation measures as necessary to assure they are carried out as Project commitments.

2.17 Native American Cultural Concerns

Seventeen comments relating to Native American cultural concerns were received. These were received from the USEPA, the Nevada SHPO, and Tribal representatives. These comments suggested continued Tribal involvement with the Project, consideration of Tribal concerns for the spiritual significance of the landscape, and burial protection. Specifically, the Native Americans view the Proposed Ivanpah Valley Airport Site as a cultural landscape with which they have a spiritual relationship. Commenters also recommended involving other Tribes or knowledgeable persons for their input and comments. The Tribes were also concerned with potential impacts to specific locations on and around the Proposed Ivanpah Valley Airport Site and with how the CCDOA would handle unanticipated Native American discoveries.

The JLA have entered into discussion with 21 Native American Tribes concerning the Proposed Action. To date, Tribal representatives have participated in four scoping and informational meetings. Additional coordination, field visits and meetings are planned to occur periodically throughout the EIS process. Simultaneously, the JLA have begun the formal consultation process with the Tribes who have indicated their interest in the Proposed Action. In order to address issues resulting from Project impacts, the Project ethnographer is engaged in a series of meetings and field surveys with Tribal representatives. The documentation of the Native American landscape and associated resources forms part of a suite of cultural resource reports addressing issues related to potential Project impacts and mitigation responses.

Section 2.2 provides a list of Tribal governments that have been invited to become Cooperating Agencies.

2.18 Natural Resources and Energy

Three comments regarding natural resources and energy were provided by members of the public. These comments suggested the consideration of other modes of transportation and consideration of alternative energy sources for air travel.

If the Proposed Action or reasonable and feasible alternatives exceed thresholds for criteria pollutants, all viable methods of reducing air quality emissions will be considered; however, consideration of alternative energy sources for air travel is outside the scope of this Proposed Action.

Existing transmission lines crossing Ivanpah Valley (on the Proposed Ivanpah Valley Airport Site, noise compatibility area, and transportation and utility corridor) and around McCarran International Airport will be



mapped and described. Structure and conductor heights will be reported with the intent of determining if structures and/or conductors would penetrate air space. Utilities include: Nevada Power, Valley Electric Association, Los Angeles Department of Water and Power, and Southern California Edison. Lines being proposed for construction in the area (Reliant Energy and Nevada Power Company) will be identified and described. Existing communications lines (such as fiber optics communications lines) and pipelines (such as CalNev Pipelines) will be identified and mapped. Water wells and water lines in the Ivanpah Valley will be identified.

2.19 NEPA Process

There were ten comments about the NEPA process including a request to address airport development beyond the 20-year planning horizon and a request to evaluate impacts to Section 4(f) resources by comparing the effects of each alternative to existing conditions. Members of the public suggested the JLA coordinate with California state agencies and communities. One commenter suggested holding public information meetings in California and providing local governments and elected officials opportunities to participate in scoping. In addition, a commenter asked who approves the Proposed Action.

NEPA directs Federal agencies not to evaluate alternatives that are remote or speculative. Effects to Section 4(f) resources will be evaluated in accordance with the requirements of Section 4(f) of the Department of Transportation Act of 1966. Several Federal actions and approvals are required by both the FAA and the BLM, and may be required by other Federal agencies.

Although not initially notified of scoping meetings, relevant California state agencies, including Caltrans and the Mojave Desert Air Quality Management District, were notified by the JLA during the formal scoping period and invited to provide comments. Scoping notice was provided in the Federal Register and scoping was conducted in accordance with the requirements of CEQ, FAA, and BLM. Three residents of California and six residents of Arizona attended the scoping meetings held in Nevada, including a representative of the National Parks Conservation Association.

The official scoping comment period started September 5, 2006 and closed at midnight on November 6, 2006. The JLA did not extend the formal scoping comment period as requested by one commenter. This commenter provided all comments to the JLA prior to the close of the formal scoping comment period.

On February 15, 2006, CCDOA provided a brief Project presentation in Hesperia, California, a suburb of Victorville. This presentation was provided for representatives from San Bernardino and Inyo Counties. FAA and BLM contact information was provided by CCDOA to those representatives interested in being added to the Project mailing list.

The JLA are committed to producing documents for public review that provide technical information in a manner readily understandable to the general public. In addition to the Project website, the JLA will conduct an EIS public outreach program. The program will include multi-media notifications for meetings and availability of materials and will include notifications in accordance with the requirements of CEQ, FAA and BLM. Citizens will have an opportunity to review material and to comment at appropriate stages in the process. The EIS



process provides an opportunity for public agencies to participate in reviewing and commenting upon methodologies, analysis results and technical materials, as well as mitigation measures.

2.20 Noise

Twenty-seven comments were received regarding noise. Comments concerning noise came primarily from members of the public, the NPS and Native American Tribes. Native American Tribes were also interested in what land uses would occur in the 17,000-acre noise compatibility area.

Commenters were concerned with disturbance of wildlife habitats, and the enjoyment and accessibility of parks and recreational areas including Mojave National Preserve, Lake Mead National Recreation Area, Grand Canyon-Parashant National Monument and Zion National Park by campers, hikers, and other users. Commenters suggested parameters for noise modeling and analysis, additional noise metrics to measure sound levels, model validity testing, and methods for measuring ambient sound levels and presenting impacts. These included ensuring that specific characteristics of the desert and local terrain are considered, and that the specific resources and values identified in the General Management Plans of the Mojave National Preserve and other NPS units and wilderness areas are addressed. In addition, it was suggested that audibility analysis and specific supplemental noise metrics be used in the noise analysis. These include percent time above ambient levels and selected thresholds; percent time audible, number of events above selected thresholds, and other measures.

The EIS will provide an analysis of noise impacts resulting from the Proposed Action and reasonable and feasible alternatives, consistent with FAA and BLM directives. This analysis will include Proposed Action-caused changes in noise resulting from new and/or changed flight tracks and aircraft operations. Consistent with FAA policy, to determine if significant noise effects would occur, FAA will use the day night average noise levels (DNL). In addition, the FAA has developed guidance to evaluate potential aircraft noise impacts on national parks and other noise sensitive park environments. The EIS will follow an approach that includes early identification of all noise sensitive areas where changes in noise levels are expected because of the Proposed Action. These areas will be reviewed with the responsible agencies, including, but not limited to, NPS, BLM, and Tribes, as appropriate. The noise effects in these areas will be considered in light of the types of uses, management objectives and legislative mandates, if any. The noise sensitive areas will be candidates for further detailed analysis including, but not limited to, consideration of the use of supplemental metrics in the analysis encompassing these areas.

2.21 Purpose and Need

The NPS, USEPA, Native American tribes, and members of the public submitted nine comments on the purpose and need of the Project. The NPS was concerned with the type of operations that would occur at the Proposed SNSA and recommended revising the purpose and need to include an environmental protection element. The USEPA was concerned with the purpose and need and how it incorporates the phasing of the Project.



Commenters asked that the purpose and need be revised to incorporate environmental and quality of life considerations for established communities in Nevada, southern California, and Arizona, and the need to preserve public lands for future generations. One commenter suggested the purpose and need should include ground transportation alternatives. The comment also suggested the need include serving distant and regional travelers.

The JLA will identify the purpose and need for the Project during the NEPA process, after considering the statutory objectives of the proposed Federal actions and Congressional directives, as well as the Sponsor's goals and objectives. In accordance with the CEQ's Regulations for Implementing NEPA, the statement of purpose and need will specify the underlying purpose to which the agencies are responding in proposing alternatives, including the Proposed Action.

2.22 Rangeland Management

The U.S. Department of Agriculture provided the only comment related to rangeland management. The comment stated concern over the potential impact to growers and ranchers that occupy the Proposed Ivanpah Valley Airport Site.

Presently, the BLM does not manage rangelands in the Ivanpah Valley. If rangelands are present on or near the Proposed Ivanpah Valley Airport Site or in the vicinity of reasonable and feasible alternatives or facilities associated with the Proposed Action, the EIS will describe the rangelands and will assess potential impacts to them.

2.23 Recreation

Most of the 16 comments received that relate to recreation in the Las Vegas Valley came from members of the public and local businesses. Members of the public were primarily concerned that the Proposed Action would block public access to on-site and adjacent recreational areas used for active and passive recreation. Commenters were also concerned with the potential loss of Jean Airport for sport aviation uses, the loss of Roach Lake for recreational purposes, and of access to the surrounding area for off-road vehicles, land, sailing, and other pursuits on BLM-owned land. Other concerns include lost revenue to organizations and Las Vegas Valley due to blocked access to properties in Ivanpah Valley, Hidden Valley, and the McCullough Mountain Range. Commenters requested new facilities or recreational opportunities be identified to replace those that are lost. Commenters were also concerned with increased noise and opportunities for solitude in recreational areas in the vicinity of the Proposed Action.

The EIS will document effects of the Proposed Action and other reasonable and feasible alternatives on recreational areas and activities. The JLA will refer to the BLM's Las Vegas Resource Management Plan to identify existing BLM-permitted and other recreational activities located in the study area. The JLA will also review other available sources of information on area recreational uses and will consider secondary or indirect impacts, such as the displacement of recreational uses.



2.24 Secondary (Induced) Impacts

Eighteen comments related to secondary (induced) impacts were received from the USEPA and others. The USEPA suggested that the analysis of induced development be an open process, that local experts be consulted, and that the result of the analyses be used in other aspects of the EIS.

Public comments discussed concerns with the construction of a new airport at the Proposed Ivanpah Valley Airport Site and its beneficial and adverse effects on communities in southern Nevada. Comments highlighted that there may be potential impacts due to improved access and infrastructure in the area. Members of the public were concerned with the type of development that would be generated by and surround the Proposed Action, induced growth and its effect on land use planning, energy consumption, emergency response providers, and induced community development. Other concerns include the potential displacement of small businesses, pressure to release BLM land for development, and expansion of Interstate 15 and indirect development that would occur as the result of such infrastructure improvements.

The EIS will address the potential for the Proposed Action or reasonable and feasible alternatives to induce shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity. The JLA will be taking a detailed look at the potential for induced impacts. The EIS will address all potential impacts of development, if any, in the 17,000-acre noise compatibility area associated with the Proposed Ivanpah Valley Airport Site.

2.25 Socioeconomic Impacts

Five comments related to social, community and economic impacts were received from the NPS, Clark County Comprehensive Planning Department and members of business and recreational groups. Commenters were concerned with the potential loss of revenue from restricting areas used for recreational activities such as off-road vehicles and events. Off-road enthusiasts noted lost revenue from the discontinuation of their events on the 6,000-acres now owned by CCDOA. One business group was concerned with the shrinking supply of suitable land in the Las Vegas Valley for the development of warehousing and suggested integrated intermodal distribution facilities and asked that these be considered in the alternatives analysis. One business group asked what uses would be allowed in the 17,000-acre noise-compatibility zone around the Proposed Ivanpah Valley Airport Site. Another commenter was concerned that the cost of upgrading infrastructure in the area would fall on local governments.

The NPS expressed concern over using appropriate population forecasts for analysis of potential impacts. Clark County's Comprehensive Planning Department provided information on economic and population forecasts and modeling developed by the Southern Nevada Regional Planning Coalition and requested that it be used in the EIS.



The EIS will include an analysis on the social, economic, recreation and land use impacts in the area affected by the Proposed Action and reasonable and feasible alternatives that meet the purpose and need. If appropriate, the potential for development in the 17,000-acre noise compatibility area and its impacts will be addressed in the EIS. Population forecasts developed by the Southern Nevada Regional Planning Coalition will be used in the EIS.

2.26 Surface Transportation

Forty-one comments were received relating to surface transportation. Surface transportation received the most comments of any category. These comments were submitted from Federal and state agencies as well as members of the public. Many of these comments expressed concern for an increase in traffic congestion on regional roads and highways, including impacts in California. California's DOT was concerned with impacts to traffic on Interstate 15. The USEPA suggested JLA coordination with the Federal Transit Administration, Nevada DOT and California DOT regarding transit opportunities from the Proposed Action to Las Vegas. USEPA also requested close coordination with rail projects (California-Nevada Interstate High Speed Rail Corridor Programmatic EIS and Victorville, California high speed train EIS) proposed in the Interstate 15 transportation corridor right-of-way, and the potential incorporation of a rail station at the Proposed Action. The agency also provided guidance on methodology and analysis of transit options and effects on air quality. Organizations, institutions and businesses expressed concern about the need for interchanges on Interstate 15, cumulative effects on vehicle transportation, noise effects of vehicular traffic on Kelso Dunes, emergency transportation planning, and the safety and security of infrastructure at the airport and in Nevada and California.

Members of the public were primarily concerned with the capacity of existing highways and roads in the area and the effect of the Proposed Action on already congested roadways, particularly Interstate 15. Several commenters suggested evaluating other modes of surface transportation, including high-speed rail for passengers and cargo and the construction of a mass transit system in order to reduce vehicular traffic congestion. Additional comments concerned homeland security costs associated with increased traffic and impacts to emergency response/safety. One commenter suggested the impact and cumulative impacts analysis should also consider impacts on local road congestion. Some commenters focused on the transportation and utility corridor and suggested analysis related to its use, alignment, and transition zones. One commenter was concerned with who would own the proposed transportation and utility corridor and how it would be funded and managed.

The EIS will evaluate effects of the Proposed Action and reasonable and feasible alternatives on surface transportation resources, including Interstate 15, Las Vegas Boulevard, and other roads in the study area. The effects to be evaluated include changes in level of service, traffic volumes and traffic patterns. Surface transportation capacity, circulation, safety, travel times, and demand at key intersections, effects on roadway, and curbfront levels of service, travel patterns and changes in vehicle miles traveled will all be evaluated.



2.27 Sustainability

The EPA provided three comments concerning sustainable development recommendations for the Proposed Action. They suggested the Proposed Action be designed and obtain Leadership in Energy and Environmental Design (LEED) Certification. The agency provided guidance related to LEED, environmentally friendly design features, and Environmental Management Systems.

The EIS will discuss the irreversible and irretrievable commitments of natural resources and energy requirements of each reasonable and feasible alternative. The JLA will analyze any Project-caused depletion of materials in short supply or substantial, irreversible changes to the natural or cultural environment the reasonable alternative would cause. The JLA recognize the unique opportunity posed by the Proposed Action and will encourage CCDOA to incorporate sustainability and green design in designing, procuring construction materials, construction techniques, operation and maintenance of the Proposed Action, should it be approved.

2.28 Visual Resources

Four comments were submitted relating to visual resources. Comments regarding visual resources suggested identifying and assessing the impacts of visible aircraft, flight paths, and jet contrails on park and wilderness landscapes, visitor experience in nearby recreational areas, and visual quality of the area.

Potential aircraft and contrail visual impacts, if any, will be addressed in the EIS within the context of impacts to Section 4(f) resources. Visual Resource Management class areas in and around the Ivanpah Valley and Las Vegas Valley will be identified from the BLM Resource Management Plan for the Proposed Action and reasonable and feasible alternatives. Key Observation Points (KOPs) will be selected as viewpoints from which existing conditions can be described. The KOPs will be used to describe impacts associated with the Proposed Action. All visual resources analyses will be in compliance with BLM Manual Handbook 8431-1 guidelines.

2.29 Water Resources

Twenty-three comments were received regarding water resources, including those related to groundwater and wetlands. These comments came primarily from Federal and state agencies and the public. The USEPA was concerned about potential water resource impacts associated with jurisdictional waters and increased stormwater runoff. The agency provided guidance on data collection and analysis of potential direct, indirect and cumulative impacts on stormwater and groundwater resources. The USEPA also suggested coordinating with the Nevada Department of Environmental Protection, Bureau of Water Pollution Control, the U.S. Army Corps of Engineers, and the State Engineer's Office. The U.S. Army Corps of Engineers was concerned about identifying "major waters" and jurisdictional waters of the U.S. located on the Proposed Ivanpah Valley Airport Site and between the Proposed Ivanpah Valley Airport Site and Las Vegas. The Nevada Division of Water Resources expressed concern about water use at the Proposed Ivanpah Valley Airport Site, while the Clark



County Department of Air Quality and Environmental Management was generally concerned with stormwater, wastewater, and reuse issues.

Native American Tribes, NPS, and others were concerned with the amount of water to be used at the Proposed Ivanpah Valley Airport Site and inquired about the source of the water. Concern was expressed about the ability of regional water companies to supply sufficient water for the Proposed Action and the potential impact of development of the Proposed Action on the local water table.

Comments provided by the public focused on concern about potential impacts to stormwater management, and existing and proposed utility infrastructure (wastewater treatment plant, detention basins, and conveyance structures). Commenters were concerned about potential impacts to the Las Vegas Valley and California water supply.

The EIS will describe existing wetland, surface water, and groundwater resources in the study area, including springs and seepages associated with surrounding mountains. The EIS will address potential impacts of the Proposed Action and the reasonable and feasible alternatives on surface and groundwater resources, including changes to runoff volumes.

2.30 Wilderness Areas

Three comments related to wilderness areas were received from members of the public. Habitat fragmentation, the effects of increased traffic, and potential impacts to quiet were discussed regarding wilderness areas. One commenter recommended the JLA review BLM and NPS scoping comments received for the new Wilderness Management Plan for the Lake Mead National Recreation Area.

The EIS will describe Wilderness Management Areas and Wilderness Study Areas in the EIS study area, including those that could be affected by noise or by radar and navigational aid sites. The EIS will address potential impacts of the Proposed Action and the reasonable and feasible alternatives on these areas.

2.31 Miscellaneous

Twenty-nine comments were classified as miscellaneous. These comments included comments of general support or opposition for the Proposed Action, general quality of life and safety concerns, airport funding questions, and comments related to airports but not specific to the Proposed Action.

The EIS will address noise and air quality impacts and all other environmental consequences that BLM and FAA are required to address by their respective regulations for implementing NEPA. Commenters were concerned with the potential for aircraft crashes on approach or departure from the Proposed SNSA, and asked the JLA to evaluate potential risks to adjacent communities. Safety is the FAA's highest priority. The Proposed Action will be designed to strict specifications to meet all FAA safety standards and design criteria. As a result,



the EIS will not include an analysis of risks to communities resulting from airplane crashes in the vicinity of the Proposed SNSA.

Other commenters asked who would pay for the construction of the Proposed Action. Upon final approval and environmental clearance from the JLA, the construction of the Proposed Action would be primarily funded by Clark County with a portion funded by Federal grants from the FAA.

Other comments were related to proposed rental car and cargo facilities and landscaping at the Proposed SNSA. If proposed by the CCDOA to be sited on the airport property, the potential impact of these facilities will be addressed in the EIS as a part of the Proposed Action. If not proposed by the CCDOA to be sited on the airport property, the potential impact of such anticipated facilities will be addressed in the EIS as induced impacts.



Appendix A

Notice of Intent and Distribution List

Notice of Intent

The following Notice of Intent described the preliminary Project purpose and need and provided the public with standard mail and electronic mail addresses to submit comments on the scope of the EIS. The Notice of Intent also included an announcement of the JLA's intent to conduct three public and one agency scoping meetings and provided dates, times, and locations of these meetings.



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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

And

Bureau of Land Management

Notice of Intent to Prepare an Environmental Impact Statement for the Southern Nevada Supplemental Airport, Clark County, Nevada, and to Conduct Public Scoping Meetings.

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT), and Bureau of Land Management (BLM).

ACTION: Notice of Intent to Prepare an Environmental Impact Statement and to Conduct Public Scoping Meetings.

SUMMARY: The Federal Aviation Administration (FAA) and the Bureau of Land Management (BLM) are issuing this notice to the public that an Environmental Impact Statement (EIS) will be prepared to consider the construction and operation of a new supplemental commercial service airport in southern Nevada. In accordance with Public Law 106-362, titled: *"Ivanpah Valley Airport Public Lands Transfer Act"*, the FAA, representing the Department of Transportation (DOT), and the BLM, representing the Department of the Interior (DOI), will serve as joint lead Federal agencies for the preparation of this EIS.

The Clark County Department of Aviation (CCDOA), the sponsor of the project, has proposed to construct and operate a new supplemental commercial service airport (the Ivanpah Valley Airport) 30 miles south of the Las Vegas metropolitan area in the Ivanpah Valley (the Proposed Action) in order to ensure sufficient commercial service capacity for the metropolitan area. CCDOA propose that the new supplemental commercial service airport would be operational by the year 2017, and would supplement existing capacity at McCarran



International Airport (McCarran Airport). CCDOA's proposal to construct a supplemental airport requires approval by the FAA. Such Federal action is subject to the National Environmental Policy Act (NEPA) and requires preparation of an EIS, which will evaluate the environmental impacts of the proposed Ivanpah Valley Airport and other reasonable alternatives for meeting the aviation needs of southern Nevada.

CCDOA has proposed to construct and operate a new supplemental commercial service airport in response to the need for supplemental commercial service to the Las Vegas metropolitan area. McCarran Airport, which is owned and operated by Clark County, is currently the primary commercial passenger and cargo airport that serves as a gateway to the Las Vegas metropolitan area and southern Nevada. The number of commercial service operations has increased substantially at McCarran Airport over the past decade, largely as a result of the rapid growth in tourism, convention business, and service industries associated with the gaming and entertainment industry in Las Vegas, as well as an increase in population. Forecasts predict continued growth in aircraft operations at rates significantly exceeding the national average.

Although McCarran Airport will be able to accommodate passenger demand in the next few years with the planned expansion and development of new terminal facilities, parking lots, and roadways, FAA forecasts indicate that by the year 2015, activity at McCarran Airport will reach 706, 684 annual aircraft operations (takeoffs or landings), representing an approximate 15 percent increase over existing operations. Without additional airfield, roadway, and terminal capacity, this level of operations would result in unacceptable levels of congestion and delay. Therefore, additional airfield, roadway, and terminal facilities would be required to meet future operations and passenger demand in the region.

FOR FURTHER INFORMATION CONTACT: Andrew M. Richards, Manager, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010, Telephone: (650) 876-2778 and Jeffrey Steinmetz, Planning and Environmental Coordinator, Bureau of Land Management, Las Vegas Field Office, 4701 North Torrey Pines Drive, Las Vegas, NV 89130, Telephone: (702) 515-5097.



Comments on the scope of the EIS should be submitted to the addresses above and **must be postmarked no later than Monday, November 6, 2006.**

SUPPLEMENTARY INFORMATION: In the "*Ivanpah Valley Airport Public Lands Transfer Act*", Congress directed the Bureau of Land Management (BLM), acting on behalf of the Secretary of the DOI, to transfer property in Ivanpah Valley, Nevada to Clark County for the purpose of developing an airport facility and related infrastructure. That transfer has been completed. In accordance with the "*Ivanpah Valley Airport Public Lands Transfer Act*", should completion of the NEPA process lead to the determination that an airport should not be constructed at the site, it will be transferred back to BLM ownership.

The "*Ivanpah Valley Airport Public Lands Transfer Act*" also directed the Departments of Transportation and Interior to prepare a joint EIS "with respect to initial planning and construction" prior to construction of an airport facility and related infrastructure on the proposed Ivanpah site. The FAA and BLM will prepare an EIS for what is being called the Southern Nevada Supplemental Airport. The EIS will address a range of alternatives that achieve the purpose and need and that are reasonable. The range of alternatives identified during the scoping process may include alternatives other than the Proposed Action. The alternatives may include, but are not limited to, expansion of McCarran Airport and use of other existing airports. The alternatives will also include a no-action scenario as required by NEPA.

The FAA and BLM intend to use the preparation of this EIS to comply with applicable laws having public involvement requirements. Comments addressing your issues should be addressed to the listed contact persons and **must be postmarked no later than Monday, November 6, 2006.**

PUBLIC SCOPING MEETINGS: The FAA and BLM intend to conduct a scoping process to gather input from interested parties to help identify issues of concern associated with the Proposed Action. In addition to this notice, Federal, state, and local agencies, which have jurisdiction by law or have special expertise with respect



to any potential environmental impacts associated with the Proposed Action, will be notified by letter of an agency scoping meeting.

To notify the general public of the scoping process, a legal notice describing the Proposed Action will be placed in newspapers having general circulation in the project area. The newspaper notice will notify the public that scoping meetings will be held to gain their input concerning the Proposed Action, alternatives to be considered, and impacts to be evaluated. The public scoping meetings are scheduled for 5:00 to 8:00 PM on Tuesday, October 3, 2006 at Jean Airport Special Events Center, 23600 Las Vegas Boulevard South, Jean, NV; at 5:00 to 8:00 PM on Wednesday, October 4, 2006 at Panos Hall, 5300 South El Camino Road, Las Vegas, NV; and 10:00 AM to 12:00 PM on Thursday, October 5, 2006 at Panos Hall, 5300 South El Camino Road, Las Vegas, NV. An agency scoping meeting will be held specifically for governmental agencies on Thursday, October 5, 2006 at Panos Hall, 5300 South El Camino Road, Las Vegas, NV. The agency meeting will be held from 2:00 P.M. to 4:00 P.M.

Further information about the EIS and the Proposed Action will be posted when available at the following website: www.snvairporteis.com. Written and oral comments will be accepted at each of the meetings, or can be mailed to the BLM and FAA contact for inclusion into the record. The purpose of the scoping meetings is to receive input from the public regarding the scope and process related to the EIS.

Issued in Lawndale, California on Tuesday August 29, 2006.

Brian Q. Armstrong
Acting Manager, Airports Division
Western-Pacific Region



Distribution List

The following lists all Federal, state and local officials and agencies that were sent letters identifying the public and agency meeting locations and times and requesting comments on the scope of the EIS:

United States Senate

Honorable John Ensign
Honorable Harry Reid

United States House of Representatives

Honorable Shelley Berkley
Honorable Jim Gibbons
Honorable Jon Porter

Federal Agencies

National Oceanic & Atmospheric Administration

Headquarters

U.S. Army Corps of Engineers

Headquarters

Sacramento District Office

U.S. Department of Agriculture, *Davis, California Regional Office*

Forest Service, Headquarters

U.S. Department of Commerce

Headquarters

U.S. Department of Defense

Nellis Air Force Base

U.S. Department of Homeland Security

Federal Emergency Management Agency

Headquarters

Pacific Area Office

Transportation Security Administration

Headquarters

U.S. Department of Housing and Urban Development

Headquarters

Las Vegas Office

U.S. Department of the Interior

Bureau of Land Management

*California State Office**

Headquarters

Red Rock and Sloan Canyon National Recreation Areas



*Barstow Field Office**

Bureau of Reclamation

Headquarters

National Park Service

Headquarters

Lake Mead National Recreation Area

Mojave National Preserve

*Grand Canyon National Park**

Pacific West Region

U.S. Bureau of Indian Affairs

Southern Paiute Field Office

Western Region

U.S. Fish and Wildlife Service

California/Nevada Operations Office

Headquarters

Nevada Fish and Wildlife Office

U.S. Geological Survey

Headquarters

U.S. Department of Transportation, *Headquarters*

Federal Highway Administration

California Division

Headquarters

Nevada Division

U.S. Environmental Protection Agency

Headquarters

Region 9

Federally Recognized Indian Tribal Entities

Chemehuevi Indian Tribe

Colorado River Indian Tribe

Fort Mojave Indian Tribe

Hualapai Tribal Council

Kaibab Paiute Tribe

Las Vegas Paiute Tribe

Moapa Band of Paiutes

Pahrump Paiute Tribe

Paiute Indian Tribe of Utah

Cedar Band

Indian Peaks Band

Kanosh Band

Koosharem Band

Shivwits Band

Torres-Martinez Cahuilla Indians

Twenty-Nine Palms Band of Mission Indians



State of Nevada - Elected Officials

Governor Kenny Quinn

State Senate

Senator Bob Beers
Senator Terry Care
Senator Barbara Cegavske
Senator Maggie Carlton
Senator Bob Coffin
Senator Warren Hardy
Senator Joe Heck
Senator Steven Horsford
Senator John Lee
Senator Dennis Nolan
Senator Michael Schneider
Senator Sandra Tiffany
Senator Dina Titus
Senator Valerie Wiener

State Representatives

Assemblywoman Francis Allen
Assemblyman Morse Arberry Jr.
Assemblyman Kelvin Atkinson
Assemblywoman Barbara Buckley
Assemblyman Chad Christensen
Assemblyman Jerry Claborn
Assemblyman Marcus Conklin
Assemblyman Mo Denis
Assemblywoman Susan Gerhardt
Assemblywoman Chris Giunchigliani
Assemblyman Joe Hardy
Assemblyman Joseph Hogan
Assemblyman William Horne
Assemblywoman Marilyn Kirkpatrick
Assemblywoman Ellen Koivisto
Assemblyman Garn Mabey
Assemblyman Mark Manendo
Assemblywoman Kathy McClain
Assemblyman Bob McCleary
Assemblyman Harry Mortenson
Assemblyman Harvey Munford
Assemblyman John Ocegüera
Assemblywoman Genie Ohrenschall
Assemblyman David Parks
Assemblyman Richard Perkins
Assemblywoman Peggy Pierce
Assemblyman Bob Seale



Assemblyman Scott Sibley
Assemblywoman Valerie Weber

State Agencies

Nevada Department of Agriculture
Nevada Department of Conservation and Natural Resources
Division of State Lands
Nevada Department of Cultural Affairs
State Historic Preservation Office
Nevada Department of Transportation
Nevada Department of Wildlife
Southern Region
Nevada Division of Forestry
Southwest Region
Nevada State Clearinghouse
Department of Administration
Nevada State Health Division
California Air Resources Board*
*Mojave Desert**
California Department of Transportation*
*District VIII Office**
*Air Quality Management District**

Regional Agencies

Las Vegas Valley Water District
Southern Nevada Water Authority

County Agencies

Clark County Administrative Services
Clark County Assessor
Clark County Assistant County Managers
Clark County Board of Commissioners
Clark County Business License
Clark County Department of Air Quality and Environmental Management
Clark County Department of Comprehensive Planning
Clark County Department of Public Communication
Clark County Development Services Department
Clark County Finance Department
Clark County Fire Department
Clark County Manager
Clark County Office of Diversity
Clark County Office of Emergency Management
Clark County Office of Intergovernmental Relations
Clark County Parks and Recreation Department
Clark County Public Works Department
Clark County Real Property Management Department
Clark County Redevelopment Agency



Clark County Regional Flood Control District
Clark County Regional Transportation Commission
Clark County Water Reclamation District
Metropolitan Police Department
Town and Liaison Services

Local Governments

Las Vegas, NV

Mayor Oscar Goodman
City Councilors
City Manager
Deputy City Managers

North Las Vegas, NV

Mayor Michael Montandon
City Councilors
City Manager
Assistant City Managers

Boulder City, NV

Mayor Robert Ferraro
City Councilors
City Manager

Henderson, NV

Mayor Jim Gibson
City Councilors
City Manager
Assistant City Managers

* Indicates Federal and state agencies not listed in the SNSA EIS *Scoping Information Document*.



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Appendix B

Scoping Information Document



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Appendix C

List of Scoping Commenters

Below is list of those Federal, state and local agencies, Native American Tribes and members of the general public who provided scoping comments for the SNSA EIS. Copies of all received comments, including public and agency meeting transcripts, are available on Project's public website at www.snvairporteis.com.

Name/Affiliation

Federal

Federal Emergency Management Agency, Region IX – Michael Shore
Federal Highway Administration – Sue Klekar
National Parks Service – Dennis Schramm
National Parks Service, Lake Mead – various representatives
United States Army Corps of Engineers – Steve Roberts
United States Department of Agriculture, Risk Management Agency – Nancy Beaumont
United States Department of Defense, Department of the Air Force – Eloisa Hopper
United States Department of Defense, Department of the Air Force, Nellis Air Force Base, Air Traffic Control – Bob Brabant
United States Department of Defense, Department of the Air Force, Nellis Air Force Base, Environmental Department – Tod Oppenborn
United States Environmental Protection Agency – Enrique Manzanilla/Connell Dunning

Federally Recognized Indian Tribal Entities

Chemehuevi Tribe – Charles Wood
Fort Mojave Indian Tribe – Linda Otero
Hualapai Tribe – Charles Vaughn

State

California Department of Transportation, District 8 – Michael Perovich
California-Nevada Super Speed Train Commission – Ken Kevorkian
Nevada Division of Forestry – John Jones
Nevada Division of Water Resources – Robert K. Martinez
Nevada State Historic Preservation Office – Rebecca Palmer

County/Municipal

City of Las Vegas, Office of the City Manager – Douglas A. Selby
Clark County Comprehensive Planning Department – Jon Wardlaw
Clark County Department of Air Quality and Environmental Management – Mark Silverstein
Clark County Department of Air Quality and Environmental Management – Rob Mrowka
Las Vegas Valley Water District – Joe Freeman
Regional Transportation Commission of Southern Nevada – Martyn James



Name/Affiliation

Organizations, Institutions, and Businesses

American Adventure Tours, Inc. – William R. Wyatt
Las Vegas Soaring Association – Bill Tisdale
National Association of Industrial and Office Properties (NAIOP) – Tony Dazzio, Ralph Murphy and Rick Myers
National Parks Conservation Association – Ron Sundergill (2)
Sierra Club – Jane Feldman
Southern Nevada Off-Road Enthusiasts – Ken Freeman
Southern Nevada Off-Road Enthusiasts – John Pellissier
Southern Nevada Off-Road Enthusiasts – Chris Wright

General Public

Rod Allison
Rick Anderson
Anonymous #1
Anonymous #2
Anonymous #3
Walter Ayers
George Caldwell
Matthew J. Christian Esq.
Laura Cunningham
S. R. Dvorchak
Don Egbert
Ann Egerter
Kevin Emmerich
Cecil Garee
Christine Henderson
Brad Herrick
John Hiatt
Dick Hingson
Dawn Hubbs
Rick Matzie
Alan Nakashima
Robert Nelson
Helen Newton
Wendy Schubert
R. Scott Weide
Steven Weisbrot
Michael Winston
Rick Wyatt

