

**MINUTES OF THE
JOINT MEETING OF THE ASSEMBLY COMMITTEE ON TRANSPORTATION
AND THE
SENATE COMMITTEE ON TRANSPORTATION AND HOMELAND SECURITY**

**Seventy-Third Session
February 22, 2005**

The Joint Meeting of the Assembly Committee on Transportation and the Senate Committee on Transportation and Homeland Security was called to order at 1:35 p.m., on Tuesday, February 22, 2005. Chairman John Oceguela presided in Room 1214 of the Legislative Building, Carson City, Nevada. [Exhibit A](#) is the Agenda. All exhibits are available and on file at the Research Library of the Legislative Counsel Bureau.

ASSEMBLY COMMITTEE MEMBERS PRESENT:

Mr. John Oceguela, Chairman
Ms. Genie Ohrenschall, Vice Chairwoman
Mr. Kelvin Atkinson
Mr. Jerry Claborn
Ms. Susan Gerhardt
Mr. Pete Goicoechea
Mr. Joseph Hogan
Mr. Mark Manendo

SENATE COMMITTEE MEMBERS PRESENT:

Senator Dennis Nolan, Chairman
Senator Joe Heck, Vice Chairman
Senator Mark Amodei
Senator Maggie Carlton
Senator Steven Horsford
Senator Michael Schneider

COMMITTEE MEMBERS ABSENT:

Mr. John Carpenter (excused)
Mr. Chad Christensen (excused)
Mr. Rod Sherer (excused)
Senator Maurice Washington (excused)

GUEST LEGISLATORS PRESENT:

None

STAFF MEMBERS PRESENT:

Marjorie Paslov Thomas, Committee Policy Analyst
J. Randall Stephenson, Committee Counsel
Linda Ronnow, Committee Attaché

OTHERS PRESENT:

Randall H. Walker, Director of Aviation, McCarran International Airport

Chairman Oceguera:

[Meeting called to order. Roll called.]

I would like to make a few comments on Thursday's hearing on Assembly Bill 52 and Senate Bill 60, the two graduated driver's license bills. I was disappointed by the remarks made by the Senate sponsor who attempted to make a very important and very emotional issue—political. Instead of trying to work cooperatively with both Houses and both parties to find the best answer to keeping our children safe, Senator Cegavske instead chose to point fingers, lay blame, and complain about past failures. I think that is the wrong approach, I think it's a disservice to the parents who are asking for meaningful legislation, and I think it shows a total disrespect for her colleagues and this legislative process. I don't believe that there is one legislator here, now or in past sessions who is not totally committed to keeping our young people safe on our roads and highways. There is simply a disagreement on how best to do that. Sadly, the legislation we discussed in the Committee would not have prevented the deaths of those teenagers whose parents testified last week. In that tragic situation, the driver was in violation of laws already on the books. Before now, what has been missing in our discussion of that issue is a comprehensive approach that combines education with these further restrictions on teen drivers.

In our next hearing we will hear legislation requiring that driver's education once again be taught in our schools. Our young people need thorough training on rules of the road, on safety procedures, and on the consequences of reckless behavior. They need to be taught by professionals in a regulated setting with guarantees of instruction and driving time. I know everyone on this Committee

is committed to passing meaningful legislation that will really make a difference. I will urge Senator Cegavske to recognize that fact, and to work with us from this point forward, rather than further engaging in political bickering. I believe the young people that we are striving to protect and their families, as well as our constituents who drive every day, deserve no less.

The Director of Clark County Aviation, Mr. Walker, is here to give a presentation.

Randall Walker, Director of Aviation, McCarran International Airport:

I have distributed a booklet that has these slides in it ([Exhibit B](#)). We are in the process of selling several hundred million dollars worth of bonds for the airport expansion. A few interesting facts, I think, about McCarran is that we handle over 100,000 passengers a day on average. Through 2004, for that calendar year we were the sixth busiest airport in North America based on passenger volume. The most interesting statistic is that we are the second-busiest O & D in the world, just behind Los Angeles. An O & D passenger is an origin and destination passenger. Those are the people that come through the front door, either start and end their trip at your airport as opposed to a hubbing passenger who gets off one plane and transfers to another plane behind security. This has become increasingly more important to understand since 9/11 [September 11, 2001] with all the security rules, because the passengers that walk through the front door are the ones that have to go through the security process which creates congestion in the lines.

Our projective growth remains strong. We ended the year with fewer than 41.5 million total passengers through the airport. That exceeds our record year; before that was 2000 in which we did 36.8 million passengers. Every month in 2004 was a record month in the history of the airport for that month. In January 2005, it looks like about 9.8 percent growth for the airport.

Our philosophy at McCarran is real simple: we have a mission to provide excellence in customer service, airport facilities, and security. Applying technology to aviation is one of the areas where McCarran is recognized as a leader throughout the United States, and the world as well.

In security, one of the things that people don't realize is how many security lanes we had pre-9/11. We had 12 lanes scattered in 4 different checkpoints. Today we have 32 lanes in those same 4 checkpoints. We have also added our travel information pre screening series.

What are we doing in the future to take care of this growth that we are experiencing and anticipate that we will have in the future. We have a third leg of D under construction off Russell Road. It is scheduled to be open in April. It will be a net increase of 10 gates to the airport in the D gates. This is the third of the fourth leg of D gates at its ultimate build out.

[Randall Walker, continued.] The other quite massive project is the baggage screening system that we are putting in. The in-line screening system with the help of the TSA [U.S. Transportation Safety Administration] is a system that will get our ticket counter back to normal. Bags that are cleared automatically will be routed to the airline; those that do not clear will be routed to a TSA employee who will manually screen the bag. We are using radio frequency identification (RFID) tags, to route all the bags to various locations through the security node, and then back to the airlines. This \$125 million system is going to be in six different nodes. Three of the nodes should be complete sometime this summer, and the other three nodes are under construction and should be completed sometime next year.

We have provided free wireless Internet access at our airport. We have a rental car center that is currently being constructed. We will have a common shuttle bus. We have ten rental car companies located there.

The ultimate build-out for McCarran is about 53 million passengers. The limiting factor is our runway system. This is all we can get into McCarran. What we will need to do to accommodate the ultimate capacity of the airfield is to build the fourth leg of D, and we also need to build Terminal 3. Once this facility is built out, it will have 14 gates itself, it will also feed from the D gates, approximately 30 of the 44 ultimate gates to Terminal 3, which will help spread our traffic out between Terminal 1 and Terminal 3 to get rid of some of the congestion. The scheduled open date for Terminal 3 is mid-2010.

What happens beyond 53 million passengers, if Las Vegas continues to grow and we reach our capacity at McCarran, and we can't grow there any longer? If the community wants to grow beyond 53 million then we need a second airport, not a replacement, but in addition to McCarran. We have tentatively selected a site in the Ivanpah Valley. We have started into the environmental process, which we anticipate will take about five years to determine whether environmentally we can build such an airport. Our time frame shows that we would be able to open a second airport in 2017.

Senator Nolan:

What about mass transit with McCarran Airport? At one time we were hoping that the Monorail was going to extend to the airport.

Randall Walker:

We certainly have no objections of the Monorail coming to the airport. We have a tentative location where it could have a station next to the baggage claim. The problem that I think we have with the Monorail coming to the airport is that most of our passengers are tourists. The average tourists have 2.3 bags. The problem is, are you going to carry your bags 100 yards to get on the Monorail to go to the back door of the casino, to carry your bags through the casino to the front desk, when a cab ride is only \$20?

Senator Nolan:

I want to compliment you for the improvements that you have made in security working with TSA opening up a number of lanes. They are working very efficiently now. The parking situation during the summer: do you have any plans to build an additional parking facility?

Randall Walker:

We don't have a location within the confines of the recirculation roads to build more structure parking that would be a level of customer service that would be appropriate. Our long-term goal is to have a garage integrated with Terminal 3.

Senator Carlton:

At one time there was a whole section of parking that was blocked off that we were no longer able to use because of 9/11 and security concerns. Is that still true?

Randall Walker:

That is correct. The silver garage that was integrated into the terminal is very difficult for us to use. The only way we could use that garage is by hand-searching every vehicle that comes into the garage, which is very expensive for us and very intrusive for our customers. In cooperation with the TSA, we converted that garage to those people that have been prescreened, which are mostly tenants, employees of the airlines, those that work at the airport who have gone through the FBI check and are cleared with security badges. I don't see that changing anytime soon because of the continual threat that the TSA keeps telling us about, and that is explosives. That garage is integrated right into the terminal, and if we were to have any kind of explosive device in that garage we would basically shut the terminal down.

Senator Carlton:

Is that being fully utilized by those people using that garage?

Randall Walker:

The space is being utilized and is generally full all the time.

Senator Carlton:

There was a debate and decision in southern Nevada over the parking fee increases; could you share some of the discussion points on that?

Randall Walker:

I will tell you that the rate was \$6 a day, then we raised it. Each time we have raised the rates we have seen the number of transactions in the garage fall. There is an economic impact to the number of people that park. In most large airports the convenient long-term parking is very expensive, and the remote is less expensive. The theory there, is that a lot of people will go directly to the economy lot.

Chairman Oceguera:

The airport is in my district. One of the biggest complaints that I get is about the helicopter noise. Can you give us an update of where we are at on that?

Randall Walker:

We actually have a plan to create a nonurban regional heliport to try to relocate the tour operator helicopters. We do own one of the sites, referred to as the go-cart site. That is a location where we could put a heliport.

Assemblyman Hogan:

I represent a district very close to the airport. I have letters from residents who live in a manufactured housing park. The airport purchased the land that two parks were located on. That property was swapped, and the complaints in the letters are that there seems to be a campaign on the part of the person who received the property to essentially drive them out. Can my constituents meet with someone from the airport to see if the terms under which the transfer or the swap was made are being observed?

Randall Walker:

I would be very happy to meet with anybody that you recommend. We are aware of the issue. We did build that mobile home park as a way to relocate the people that were in the two parks that you refer to. There was a rent guarantee for 42 months for those people when we relocated them, and that rent guarantee has expired.

Assemblyman Goicoechea:

You said that you had approximately a 10 percent error rate. Under this new system what kind percentage are you looking at there?

Randall Walker:

It is about a 99.7 percent accuracy rate.

Senator Nolan:

There has been a lot of press attention toward the land acquisitions by McCarran, and the sale of land. Can you give us a simplified version of how the Airport Authority goes about purchasing land?

Randall Walker:

The land that you are talking about we did not purchase. This is land that we got deeded to us by the federal government. The principal goal of the legislation was to have all of the land in that area developed in a compatible nature at the airport so we avoid the compatibility issues that we have in large metropolitan areas where, when they try to expand, they have a lot of pushback from the residents who live under the flight path.

Chairman Oceguera:

Are there any further questions from the Committee? Thank you very much Mr. Walker. There being no further business, the meeting is adjourned [at 2:12 p.m.]

RESPECTFULLY SUBMITTED:

Linda Ronnow
Committee Attaché

APPROVED BY:

Assemblyman John Oceguera, Chairman

DATE: _____

Senator Dennis Nolan, Chairman

DATE: _____

EXHIBITS

Committee Name: Transportation Joint Meeting with Senate

Date: Feb 22, 2005 Time of Meeting: 1:30 p.m.

[illegible]