

CITY COUNCIL MEETING OF
January 3, 2007
VERBATIM TRANSCRIPT ITEMS 47 and 48

Item 47 Abeyance Item Discussion and possible action to retain legal services of Chevalier, Allen and Lichman to represent the City of Las Vegas in an appeal of the FAA record of decision regarding the proposed right turn at McCarran International Airport

Item 48 Discussion and possible action to award Contract No. 070128 for Aviation Consultant Services Department of Government and Community Affairs Award recommend to: WILLIAMS AVIATION CONSULTANTS, INC.

Appearance List:

OSCAR GOODMAN, Mayor

BRAD JERBIC, City Attorney

DR. BARBARA LICHMAN, Costa Mesa, California

STEVE WOLFSON, Councilman

LARRY BROWN, Councilman

LOIS TARKANIAN, Councilwoman

GARY REESE, Councilman

STEVEN D. ROSS, Councilman

32 minutes

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MAYOR GOODMAN

Item 47. I'll read this in conjunction with 47 and 48. Forty-seven is discussion and possible action to retain legal services of Chevalier, Allen and Lichman to represent the City of Las Vegas in an appeal of the FAA record of decision regarding the proposed right turn at McCarran International Airport.

Forty-eight is discussion and possible action to award Contract Number 070128 for Aviation Consultant Services, Department of Government and Community Affairs. Award recommended to Williams Aviation Consultants, Inc. These pertain to all the wards. Mr. Jerbic.

BRAD JERBIC

Thank you, Your Honor, and members of the Council and Happy New Year to everyone. You asked that we hold this item for a couple of weeks after Christmas so that I could call Barbara Lichman and have her present today to answer any questions the Council has regarding any potential litigation you wish to have read to you, challenge you and the proposed right hand turn at McCarran International Airport. The other item, just for the record, is Item 46 which I asked earlier to be stricken has been replaced with Item number 48 which is an actual contract with Williams Aviation. As you can see, we had originally recommended a \$100,000 set aside for Williams Aviation. It came down to \$57,000 as a result of us in contract negotiations, that's \$42,000 in contract costs and up to \$15,000 in reimbursable expenses for Williams Aviation. That's on Item number 48. And with that, Your Honor, I will introduce you to Dr. Barbara Lichman, who will be glad to answer any discussions regarding all information

MAYOR GOODMAN

Very good. Dr. Lichman, would you like to make some preliminary observations to us?

DR. BARBARA LICHMAN

Thank you, Mr. Mayor, members of the Council and thank you, City Attorney Mr. Jerbic. My name is Barbara Lichman. I am from Costa Mesa. My office is in Costa Mesa, California and we specialize in issues involving airport development. There are many communities in your position. That position is located off the end of a runway of a large and expanding airport. The impact of that size and the span to Carlton visited upon residential communities under flight path. In this case, our understanding is that there will be a change in the operation clause phases, not a necessarily, it's not a physical expansion issue. change in operations which will take a turn for the aircraft once we parted the end of the runway. Instead of going, turning to the left or south, they will turn to the right or north about 35 percent of the time. Our further understanding is that there are new communities located to the north and east of the airport which were not there back in 2001 when this procedure was originally recommended. It was rejected by the FAA at that time, but now it's been reinstated for the alleged reason of increasing efficiency at the airport by not forcing all the aircraft to go over the same fixes, and therefore requiring some distance, increased distance between (inaudible) of stuff. The bottom line is that right turn may have some substantial noise impact over communities to the north of the airport. There is also another very important issue that has been given short thrift in the analysis provided by the airport and the FAA and that is air quality impacts. They were not analyzed, and as you know, this region is in serious (inaudible) on various pollutants, criteria pollutants that the EPA looks at to being important including carbon monoxide and particulate matter. And it is the view of our consultants so far, and it is preliminary, that the proposed right turn will cause increased air quality impacts by, and this is directly contrary to what is being said in this environmental report, by causing increased taxitocs (sic) by forcing aircrafts to sit at the end of the runway while waiting for coordination from Nellis Airforce (inaudible). Now, the issue of noise is going to be relatively confined, relatively I said. But the issue of air quality is going to be region wide and it's something with which not only the City of Las Vegas but the County, Clark County, and the United States of America is very concerned.

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And we believe that it requires further analysis before this procedure can go into effect. One more thing and then I'll (inaudible). There are some safety issues involved here, and those are conflicts with Nellis and with North Las Vegas, and our consultant with whom we have worked, our firm has worked on every project over the last ten years. He is quite convinced that there will be these conflicts. He, by the way, you'll be looking at his contract, he was the Air Space Manager for the Western Pacific Region of the FAA. He was Tower Manager for Chicago O'Hare, he was also Tower Manager at LAX. I mean, he has background to know these things, and he is convinced that there will be increased safety issues. And those are preliminary comments. I'll give you more when I have more but they become quite obvious on review.

MAYOR GOODMAN

Okay, I appreciate that. I think it's important that the public understands where the Council will be coming from assuming they support the retention of your firm and Mr. Williams' firm. I was, the issue that struck me the most when I read Mr. Williams' comments was the safety issue. I think that we, as a City Council, owe this community the obligation as part of our position of trust to do everything we can to make sure that the health and well-being of our constituents is protected. And the emphasis was, on that particular aspect as far as my feelings on the retention. The first time that I really have been advised of the separate issue of attainment under air quality is today. That has not necessarily been emphasized in any of the briefings that have taken place and I know how important that is because if we are not within attainment, all the federal dollars that come into this area for roads and for improvements and those things that do sustain our quality of life were terminated. We've been through this not only with particular matter but ozone and carbon monoxide and we've always been on the cusp, so to speak, of being within attainment, going out of attainment and whatever. The fact that you say that this is not just Las Vegas' problem at this point in time but the County's problem should open up their eyes, and they should begin to think in terms of their constituents as well and the community in general because they will be sorely affected if, in fact, we fall out of attainment due to the right hand turn. I'm going to propose and, of course, my colleagues are gonna be heard on this matter. I'm going to propose that the retention take place but conditionally. Not to show any weakness, of course, but to make sure that we as the stewards of the tax payer monies are able to do our job knowledgably and being use, being able to use prudence in our decision making. I'm going to put as a requirement, after the motion is made, that you report to us on a monthly basis. And certainly not to the detriment of a lawsuit or to your legal action, if necessary, you can brief us individually if you feel that a public briefing is not appropriate and justify whatever fees are being billed on an hourly basis to the City during that briefing. And if, in fact, at any time we feel that we're either not going to prevail or that the fight is a futile fight, then we have to bring it back for further discussion on a public basis to make sure that the public is kept aware as to exactly what we're doing. It's important to me that the folks who live in this Valley understand that, at least in my opinion, this is not just Las Vegas' problem. This is the community's problem. If, God forbid, there be an accident caused as a result of the congestion and the issues that you point out on the right hand turn from McCarran, taking into consideration North Las Vegas or Nellis, that will have a devastating affect not only on the folks who are in the plane and under the plane but also on our economy because we have a tourist-based economy. It's a very sensitive economy. People elect to come here. If there's any kind of an inference that the public could draw that there is a safety issue when you fly into or out of Las Vegas, that would have a debilitating effect on the community as we know it today. So, I want the folks who have written to my office that they know that this is not a rich man, poor man issue, this is not a Summerlin versus Ward 3 issue. This is an issue that pertains to all of us in the City here and you have made it into an issue today that pertains to all of us in the Valley here, and I hope that the County is listening because this isn't just, it's not gonna be a freebee form. But this is I think this is a very important matter based on the information that I received, and I think we would be derelict in our duty not to pursue it. That's my position. I'm happy to hear from my colleagues.

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COUNCILMAN WOLFSON
Mayor Goodman.

MAYOR GOODMAN
Councilman Wolfson.

COUNCILMAN WOLFSON
Thank you. First of all, you've been referred to as Doctor. Are you a doctor?

DR. BARBARA LICHMAN
Yes. Not a medical doctor. I have a PhD in urban and regional planning from, forgive me, the University of Southern California.

COUNCILMAN WOLFSON
Okay. Well, Dr., thank you for coming today. I do have a series of questions and I'd ask the Council for their indulgence. And I fully recognize that I don't wanna tip our hand. This is a public setting here, we're being recorded and, for all I know, the FAA is listening and taking notes. So, I certainly don't want to show our hand. You've done an anissle (sic), an initial case assessment, I'm sure. Without going into detail, do you think we have a case that can be won?

DR. BARBARA LICHMAN
As we, we spoke earlier.

COUNCILMAN WOLFSON
Mm-hm.

DR. BARBARA LICHMAN
And that would depend on the definition of winning. The answer is, of course, we're not going to proceed in a case that we feel is a dead bang loser. It doesn't pay us and it doesn't pay you. Losing is not a good recommendation for a law firm. So, to take a loosing case would be like bidding hara-kiri; however, in cases of this nature the Federal Government, unlike in a normal court case, the Federal Government gets extreme deference from the courts for its decisions. Therefore, the burden of proof is on us to show that the decision was not based on substantial evidence. We believe, based on a preliminary evaluation, that on the issuance of, for example, air quality, potentially cumulative impact, which goes with the safety issue, and, of course, the derivative issue of alternatives, we can do that. But we like to use quantitative methods that our consultants provide us, our air-quality consultants, to show that the way that the analysis was conducted was flawed. The courts respond very favorable to that. So the answer to your question, yes, we think we can win this case, we think based on a preliminary evaluation, but with a monthly report. And if, at any time, we feel that our consult for instance, if our consultant comes back and says, no, they were right, their numbers are good, in that case, I would recommend to this Council that the case be abandoned and whatever amount of money has been spent up to that time would be spent. But I think it would be a much attenuative (?) sum.

COUNCILMAN WOLFSON
And you are the lawyer who will be the primary lawyer working on this case?

DR. BARBARA LICHMAN
Yes.

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COUNCILMAN WOLFSON

I've been asked by a number of constituents if we can file for injunctive relief, because it's my understanding that the proposed right turn is scheduled to begin some time in mid March. That's a couple months away. Is there a chance where we could ask and attain some sort of court order prohibiting them from instituting the right turn.

DR. BARBARA LICHMAN

It's unlikely but not impossible, and my explanation is as follows: Because the standard of review for injunctive relief is, one of them, one of the elements is irreparable injury as the lawyers on this Council know. You have to demonstrate irreparable injury. If this procedure were to start and then be stopped at some later date, it would be hard to show that there was some sort of a irreparable injury except potentially if the air quality analysis is so flawed that it would somehow deeply impact the compliance with the state implementation plan. Even in a preliminary, even if it began, then maybe we could get it. But I think on the irreparable injury, the probability of prevailing, maybe. Irreparable injury, probably not. It's not like a construction project where they put up that building it's not coming down. You have irreparable injury.

COUNCILMAN WOLFSON

One of the things I'm a little concerned with is that if the right turn goes into effect in mid March and we began our appellate process, if you will, in the next couple of weeks. This litigation could take how long? Six months? Twelve months? Eighteen months? How long?

DR. BARBARA LICHMAN

It depends on if the Ninth Circuit sends us, this is going to the Court of Appeals, the Federal Court of Appeals. That's required by the Airport and Airway Development Act. If the court sends us into mediation, it will take longer. But there are very firm prescribed schedules and, of course, as soon as we file within a week or two, we'll send a schedule for the provision. The Justice Department will provide the administrative record within a certain period of time. We will negotiate that to be as speedy as possible. We will have to review the administrative record to see a basis for their decision making if any, and then the briefing schedule will be worked out. Could be nine months. If there's mediation, it could be longer but mediation could help us and attenuate this suit tremendously. Because if we are correct on the numbers, the mediation will provide the forum in which we can negotiate a relief from this matter. Because, for them, if we're right on the air quality numbers, they'll have to stop dead in their tracks because of the conformity rule. So, there will be a basis for negotiation at that point. I'd say we'd go three months before we determine that. Three months to four months before we determine that.

COUNCILMAN WOLFSON

One of the things I'm concerned about is that if they start their right turn in mid March, knowing that we are challenging and fighting that decision, and that this fight could well go into spring, summer, fall, winter of 07, can they adjust the number of flights that are gonna be making this right turn, the manner of the flights, the number of the flights, etcetera, to have a lesser impact, knowing that if they schedule flights as they originally proposed, it would have a greater impact? In other words, can they do that to try to appease the City of Las Vegas residents while this litigation is pending?

DR. BARBARA LICHMAN

Oh, yes. They have flexibility as to when to use that right hand turn. That's what this whole thing's really about, to give them the flexibility to change the direction of the turn when they need it to accommodate capacity overload.

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COUNCILMAN WOLFSON

Okay. But my point is, will we be monitoring this right turn when it goes into effect in March during the litigation so as to gage whether or not they're playing with their number of planes and the type of planes and the path of the airplanes? You know, if all of a sudden it's April or May, and we're not hearing much and all of a sudden my constituents say, "Well, it's not as noisy as I thought," are we gonna be able to monitor whether or not they're playing games with us?

DR. BARBARA LICHMAN

Oh, yeah. It's on the internet. It's easy. I could do it today if you wanted to.

COUNCILMAN WOLFSON

And is that where Williams comes into play?

DR. BARBARA LICHMAN

Yes.

COUNCILMAN WOLFSON

Are they gonna be doing that?

DR. BARBARA LICHMAN

Yes. It's easy. You can call it up at any moment and you then you get

COUNCILMAN WOLFSON

And you

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DR. BARBARA LICHMAN

a 20-minute delay.

COUNCILMAN WOLFSON

You already answered my question. You've worked with this Williams Aviation expert on many cases over many years.

DR. BARBARA LICHMAN

That's right. Absolutely. He's a treasure. He's absolutely terrific.

COUNCILMAN WOLFSON

Well, thank you for coming and answering the questions. Mayor, I'm gonna certainly support your motion. I represent people that live out in the western area that are probably, on a sheer numbers basis, the most affected and the greatest affected. And in the last year or so that this issue has been on the forefront of people's minds, probably about 98 percent of the people that I represent want us to fight. I'm also mindful of spending taxpayer's money. We're talking about a lot of money here, but in my opinion when we talk about the air quality impacts, as the Mayor noticed, are Valley wide, if you will. Public safety is, not only Valley wide but state wide. God forbid something drastic or tragic would occur. It could affect our economy state wide and then in particular the noise impact for the people that I represent. And I've been elected to voice their feelings and their concerns and with very few dissention, they are all in favor of fighting this fight. Thank you, Mayor.

MAYOR GOODMAN

Thank you. Councilman Brown.

COUNCILMAN BROWN

Thank you, Your Honor. Dr., just a couple quick questions. One is, when it comes to the FAA, do they have the discretion or the ability to just change operations at an airport? Is that within their scope that they could

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DR. BARBARA LICHMAN

Well, it must be generally speaking, the airport asks for that change. They don't just walk in and say, you know, we've decided to make all these changes. Usually, the airport asks for it. Now, there are over arching changes, like the east coast, four four-corner post plan were instituted for a number of years. Those are long term. Many years that planned on with the cooperation of (inaudible) airport. So, the answer to your question is it's rarely done on the airport by airport basis without the request of the airport.

COUNCILMAN BROWN

And you jumped ahead to my second question.

DR. BARBARA LICHMAN

Sorry.

COUNCILMAN BROWN

There seems to no, it's perfect. I mean, you're out in front of me already. There seems to be a lack of a definitive answer to the question: Who initiated this? Was it, I've heard, at least, from either reporting or talking to different colleagues that the airlines asked for it, the FAA just thought it was a capacity issue, the County may have been involved. Is it possible in your preliminary work to find that out? Is it written somewhere or can someone answer that directly?

DR. BARBARA LICHMAN

I think I know already.

COUNCILMAN BROWN

Okay. And I'll, you don't have to answer that yet.

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DR. BARBARA LICHMAN

Oh, okay.

COUNCILMAN BROWN

I'll be surprised. And just so I understand, the final question is the, at least publicly, the justification or the reasoning behind this right hand turn has been increased efficiency at McCarran. Is that

DR. BARBARA LICHMAN

That is correct.

COUNCILMAN BROWN

Okay. Thank you. Likewise, Your Honor, I will be supporting your motion for many reasons but mostly because I think there's some, there are answers out there that we have not been given and the expertise that's before us today, I think, will provide the Council and our citizens those answers that they have demanded.

MAYOR GOODMAN

Thank you. Any other comments or questions?

COUNCILWOMAN TARKANIAN

Mr. Mayor.

MAYOR GOODMAN

Yes. Councilwoman.

COUNCILWOMAN TARKANIAN

I agree with Councilman Brown on the fact that there are a lot of questions, and the same thing is coming to me from residents of the ward I represent and these questions need to be answered. I wanted to reemphasize, the Mayor started out by talking about "this is not a rich man/poor man"

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fight, and I would sort of like to close reemphasizing that. I represent a ward greatly affected by this from whom I've been receiving many, many comments of not wanting this to go through. We are adjacent to an area that just had two crashes recently from North Las Vase, Las Vegas Airport. We also have air quality problems. We went through a big thing with the high school in the ward I represent, a big thing with all of the new expansion of the freeways and this is not an affluent ward. This is not Summerlin that they, it seems the media has picked up that it's Summerlin and rich people. This is not what this is about and I wanted to reemphasize that from the Ward I represent. And my ward is adjacent to Mr., Councilman Weekly's ward and I know the same holds true for the residents that we're adjacent to. So I, I think I've emphasized from day one the safety factor, my concern about the North Las Vegas Airport, also we had such helicopter traffic from the hospital and from Metro in the areas. And again, these are not affluent areas. And I just hope that our being able to support you today will help us get the answers that, as Councilman Brown said, our constituents desire.

MAYOR GOODMAN

Thank you.

COUNCILWOMAN TARKANIAN

Thank you.

MAYOR GOODMAN

Any other comments? Mayor Pro Tem.

COUNCILMAN REESE

Thank you, Your Honor. Ma'am, I appreciate you being here. I've had, deal with the FAA for about ten years over the helicopter noise along the strip; the neighbors to the east. I find it very frustrating. I find that they just like catching a laugh. I think that the only thing I've accomplished is maybe that there's as many helicopters still flying in the area, they just fly maybe a little bit higher and I can't tell how, if they are flying any higher or not. I do have, the area that I represent it's not really gonna be affected by this too much, but I feel like that I've been elected to represent

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all the people, the City of Las Vegas, especially the people that elected me in my ward. I have had a few of them that have called me and expressed concerns over the amount of money that were gonna be spent. It seems like they don't call and talk about the money we spent on the new parks, you know, on the other side of town. And I really hope that those people that have called me look at this and listen to what I'm trying to say is that I am gonna support the motion. I really feel like that it can be, it has been, it will be, I don't know, and that's talking about detrimental to our economy. God forbid if we do have any type of an accident anywhere in the Valley or in the state. We depend upon the tourist coming here and yes, the airplanes have to take off and land over somewhere. I understand all that. That's what my, I'm just repeating what my constituents have told me. And I just feel like we have to make sure that all of us up at this dais support one another in those needs that we have. And I really feel like that it's important that we do at least explore the possibilities of maybe winning this suit. And I you got my support on, I hope we do win. And I just feel its important to state those on the record because like I said, I want those people that have elected me, that I do support them. I think its really necessary to spend this money to make sure that we do everything we can to make the City safe.

MAYOR GOODMAN

All right. Thank you, very much. Councilman Ross.

COUNCILMAN ROSS

Thank you, Your Honor. I feel like the lone gun here. I had many constituents in Ward 6 contact my office not wanting this money to be spent in this capacity. We are not affected by this right turn; however, as I've shared with Councilman Wolfson, if this was affecting my ward, I'd be carrying a flag and a torch as well. And that's what my constituents would want. That being said, we're faced with our own challenges in Ward 6 in the northwest along with Councilman Weekly and Councilman (sic) Tarkanian with this North Las Vegas Airport. So, I did a little homework, Councilwoman and Councilmen, if you you'll indulge me.

North Las Vegas Airport's the second busiest airport in the state of Nevada. In 1999, over 40 incidents reported to the FAA not resulting in crashes, but since 1983, there's been over 100. There's been over 50 crashes at the North Las Vegas Airport resulting in 17 deaths. This does not,

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this record does not include injuries and that's been reported by the National Transportation Safety Board. The Mianni family in 2004 was killed in a crash in the North Las Vegas Airport, and I believe Mrs. Mianni worked here at the City of Las Vegas. In 1999, an airplane crashed into a yard on Sysc Street about three blocks from my previous home in Ward 6. Two planes crashed within three days in this last year and last November with one plane crashing at Cheyenne and Clayton, another plane crashing at Jones and Rancho. North Las Vegas Airport has an average of 232 thousand take offs and landings per year, that's tremendous. I don't know what McCarran's numbers are. Since November 2006, North Las Vegas Airport had 37 percent of the traffic that McCarran had with an airport the fraction of the size. I previously did not support this initiative to fight this because I, at the current time, the consolidated tax has been flat for the past quarter. Spending a signi significant amount of the money has been a great interest to the residents of Ward 6 and, as I represent their interests, I also count Mayor Pro Tem represent the interest of this entire City. After doing my homework on the North Las Vegas Airport and public safety issues dealing with the North Las Vegas Airport, I've changed my mind and I want a, I'm not going to apologize to those residents in Ward 6 for joining the fight because I think it's prudent. It is our responsibility to not only protect, my responsibility, not only to protect the residents in Ward 6, but this entire City. And if that includes the County residents, Mayor, then so be it. It is our responsibility as well.

MAYOR GOODMAN

All right. Thank you, very much.

COUNCILMAN ROSS

Thank you.

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COUNCILMAN WOLFSON

Mayor Goodman, I'm sorry.

MAYOR GOODMAN

Yes.

COUNCILMAN WOLFSON

Just for clarification.

MAYOR GOODMAN

Certainly.

COUNCILMAN WOLFSON

I don't know if it's been said, but I want to make sure it is said. The figures that we're talking about right now which is \$57,000 for Williams Aviation and \$300,000, Dr. Lichman, for your firm.

Those are projected maximum amounts. We're not writing you a check today. We're not writing Williams Aviation a check today. These are projected possible maximum amounts. You will be billing us on a periodic basis so we may not spend those kinds of monies. Is that a fair statement?

DR. BARBARA LICHMAN

That's correct with one change. That's an estimate. It could be much less, it could be more, depending on this Council's decision. If this Council wishes to pursue something further, who knows. These things tend to get, I am very much in favor of this monthly report because these things tend to get out of hand, and we want to come back to the Council and talk to you about where you want to go each step of the way so that nobody comes back later and says, my constituents said you spent way too much money, didnt get the results. This is fine, but the answer, yes, be sure, estimate, pure estimate. It could be much less than that. It could be much less because we may decide to hold this open if our numbers dont work.

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COUNCILMAN WOLFSON

Well, periodically, we'll be able to assess that and we, as the Council, will make the decisions along the way.

DR. BARBARA LICHMAN

Absolutely.

COUNCILMAN WOLFSON

Thank you.

MAYOR GOODMAN

Very good, thank you. My experience on the Las Vegas Convention Visitors Authority Board has led me to the suggestion that we have these monthly reports because of when they were building the south portion of our convention center, there, the monthly reports were not made, and it was too late to stop everybody from going overboard. But now in our current construction, at every meeting, there's a report given to us so we're able to evaluate whether or not the money is being spent wisely. So, that's going to be part of my motion that **on a monthly basis, you report to this Council as to your progress and a justification of your billing even though we value, you know, your professional position. I am also going to, as part of my motion, direct the manager to advise the County that we expect them, as a matter of equity and fairness based on the air quality issue that has been brought to our attention today to evaluate that.** Several years ago, our participation, as far as air quality in this Valley was concerned, was taken away from us. Almost in a midnight raid- type manner. The health district, which we have two representatives, was responsible for air quality issues and it has been seeded to the County at this point in time. Now, it's being brought to our attention that this is a real issue and this is not a Valley that has lines in it. These are artificial boundaries that separate the cities from counties and alike. So, I expect them equitably to seriously evaluate this and join with us on the fight if for no other reason to protect their position with air quality because those particulates and the carbon monoxide, it doesn't say we're gonna drop in Las Vegas. It's right out there at McCarran and that's going to affect their air quality as well. So, that would be part of my motion and I would **move to**

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also approve the items in 47 and 48 on those conditions. That's my motion. Yes.

BRAD JERBIC

Sir before you vote, with all due respect and with your permission, I want to clarify this monthly report idea. It could be done in many different ways. Typically, what might happen is Dr. Lichman would send a letter to my office which I would share with the Councilmembers and if you want personal contact, we need to discuss that now. If you want

MAYOR GOODMAN

In the beginning my motion would include personal contact.

BRAD JERBIC

We could do that a couple different ways as well. Under the Open Meeting Law, I think we're allowed to have a closed session to discuss pending litigation and if that is also (inaudible), we could agenda this for a month, month and a half from now, have Dr. Lichman present, we could do it in the back room, and you could then ask any question you want. You couldn't take any action but you could collect reports.

MAYOR GOODMAN

That's fine. And then I could come out and tell the public what the status is. That's good. That'd be part of the motion as well. All right. That's as to Items 47 and 48. Please vote. Post. Motion carries **(UNANIMOUS)**. Thank you and thank you for being with us today.

DR. BARBARA LICHMAN

And thank you for having me.

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MAYOR GOODMAN

And good luck to you.

DR. BARBARA LICHMAN

To all of us.

MAYOR GOODMAN

Right.

(END OF DISCUSSION)

/yy;lc