



NYE COUNTY REGIONAL TRANSPORTATION COMMISSION

MINUTES

May 19, 2021

9:00 A.M.

MEMBERS PRESENT: Commissioner Blundo
Commissioner Jabbour
Mr. Dan Schinhofen

PUBLIC WORKS STAFF: Mr. Tom Bolling
Mr. Tim Dahl
Ms. Lynnette Atkinson

Commissioner Blundo called the meeting to order at 9:00 a.m.

PLEDGE OF ALLEGIANCE:

GENERAL PUBLIC COMMENT:

Bill Stremmel spoke about the environmental impact and recreational benefit of adding a uni-flow two lane by-pass when the I-11 comes through Pahrump. (attached)

COMMISSIONER/MEMBER COMMENTS:

Mr. Schinhofen stated that Yucca Mountain is not dead its just on hold and the I-11 by-pass is part of that. He would like to see it happen.

Mr. Dahl gave an update on the property tax that was removed from the tax bills and stated that Lorina Delinger is doing some research on why that took place. Mr. Dahl is going to prepare an agenda item for the BoCC to consider the Diesel Tax Fuel to be .05 cents per gallon. Mr. Dahl stated that Madam Chair Strickland asked about looking into some of the Solar developments coming in to Front Site area. He spoke to the BLM and they will keep us in the loop on any requirements needed. Tim stated that Mr. Schinhofen asked that we reverse the funds for the Transportation Department on this year's RTC budget. Mr. Dahl spoke to Savannah Rucker, and it has been determined that if this is to happen it will need to go to the Board of County Commissioners for consideration and approval. Tim stated that the Budget that we are voting on today has not been changed. The Transportation monies will still come out of 10208 unless this Board would like to have it changed to 10207 but then will need to go before the BoCC.

Mr. Dahl stated that we were asked to provide support letters from this board to various legislative representatives to ask for support for the NFLAP Bell Vista Project and that has been done.

Mr. Dahl also stated that we were asked if we could open up the Mt. Falls Development Agreement to see if we could get them to help with improvements. Mr. Dahl stated that Mr. Waggoner does not see that happening since it would have needed to be agreed upon by both parties back when the development first started in 1998 or 1999. Commissioner Blundo asked that the Public Works Director and/or the Assistant Public Works Director send a weekly update to this board.

APPROVAL OF THE MINUTES FROM 4/21/2021 MEETINGS:

Mr. Schinhofen motioned to approve. Commissioner Jabbour second. Approved.

FOR POSSIBLE ACTION DISCUSSION AND DELIBERATION- Discussion and Deliberation regarding the FY 21/22 RTC Budget:

Mr. Schinhofen made a motion to approve it as presented. Commissioner Blundo would like to see in the future that this budget be augmented so that we can accomplish getting more roads maintained. He is not sure what can be done but we need to find more options for funding. Commissioner Jabbour second. Approved.

ACTION: set time and Date for next Meeting:

Commissioner Blundo stated that he would like this Board to meet monthly the day after the Pahrump BoCC Meeting at 9 a.m. Mr. Dahl asked the Board to consider going back to the schedule prior to this current Board which was meeting quarterly. That gives us time to provide adequate information to the public and this Board.

Mr. Schinhofen stated that when he served on this Board many years ago they met quarterly and the Policy and Procedures Manual states that we meet quarterly so he doesn't have a problem with it.

Mr. Schinhofen motioned to meet on July 21st at 9:00 am. Commissioner Jabbour second. Approved.

Commissioner Blundo stated that he would like to have some sort of uniform dates and times for his Board to meet.

Mr. Schinhofen stated that at the next meeting he would like an update on the projects that are taking place.

Mr. Dahl stated that there are a lot of projects on his plate, and he is struggling to find the time and manpower. The BoCC just approved his budget to hire more road staff and that will help.

COMMISSIONERS' MEMBERS COMMENTS: (second)

Commissioner Blundo asked that on the next agenda there is an update on where we are at with current projects and upcoming projects as well. He also asked for an update on the North and other areas. Mr. Blundo asked when we would be hearing from the Pahrump Valley Transportation. Mr. Dahl stated that we usually do not hear from them unless they need to use the funds allocated to them. Commissioner Blundo asked that we invite them to the quarterly meetings so that they can give updates.

Commissioner Blundo recognized Mr. Koenig in the audience and thanked him for being there. Commissioner Blundo asked for a breakdown on the Fuel Tax.

Mr. Schinhofen asked if Public Works has prepared a letter of support or a presentation for Diesel Tax to the BoCC. Mr. Dahl stated that he is open to whatever direction this Board wants to go.

Commissioner Blundo highly suggested that Mr. Dahl get together with each Commissioner and help them understand what we are asking of them for the Diesel Tax.

GENERAL PUBLIC COMMENT: (second)

Mr. Bill Stremmel stated that the Federal infrastructure funding B.U.I.L.D has been changed to R.A.I.S.E.

Mr. Joe LaBossier is here so that this board knows that they need roads done in Amargosa. He is there to support the Town.

ADJOURN:

Respectfully Submitted,

Lynnette Atkinson

TO: Nye County Regional Transportation Commission

May 19,2021

Commissioner-Leo Blundo

Commissioner- [vacant]

At-Large Representative- Dan Schinhofen

Pahrump 160-372 Bypass considering cost, environmental impact and recreational benefit

Yesterday I spoke during the BOCC meeting to focus on removing impediments to applying for monies out of the federal infrastructure program to widen the 160 and pave ancillary streets. That work must take precedence over what I am going to propose today, and indeed would have to be completed for staging equipment and moving materials of any other substantial roadway improvement in Pahrump.

Even four lanes are not adequate for increasing traffic on the principal arterial highways 160 and 372 through the center of town. More development in the outer areas will increasingly burden the main arteries with traffic which could use a bypass for trips to Las Vegas, Death Valley, Tecopa, Shoshone, or up north. A bypass could also incorporate storm water interception to provide much of the protection sought in a \$350 million project described by Commissioner Schinhofen in his PAHRUMP VALLEY TIMES column several years ago. This would prevent a Scotty's Castle-scale deluge (3 inches over 5 hours causing \$25 million in damage) from being such a catastrophe.

Inquiring about a bypass I was informed by long-time residents that it was envisioned to be funded as a federal infrastructure plum for Nevada hosting the Yucca Mountain repository. Presumably, federal largesse would finance a massive divided 4-lane freeway built to interstate standards with lots of amenities such as storm drainage and a parallel recreation trail for OHV's and non-motorized vehicles. Yucca's demise may not entirely foreclose federal funding if monies for at least planning could be sought from the infrastructure bill.

Acknowledging that a specific right-of-way may have already been designated, attached is a graphic illustrating how a uni-flow two-lane roadway adapts the "Reverse-Bifurcation" - NDOT's terminology for what I proposed for threading 1-11 through the intermediate towns- to a configuration that saves considerable\$ over what a fully divided highway would cost, making the right-of-way more flexible to minimize impacts on established residential communities and maximize access. Interchanges are greatly simplified with fewer conflicts between vehicles, non-motorized traffic, and pedestrians. West+ northbound runs west of the 160, while east and southbound runs east of the 160. Tour buses bound for Death Valley could take the western bypass on their way out. It would be more circuitous for them to exit Belle Vista and take the long way north to catch the eastern bypass, than to continue through town, dropping their people off for dinner and spending\$ in other ways to benefit local businesses. Placing all of the ramps on the inner side leaves the outer side available for parallel trails for OHV's and non-motorized vehicles without any conflicts at intersections with surface streets.

The route, accessible via this link: <https://iet.solutions/en/highways/160-372-bypass/> can easily be shifted in the underlying computer graphics if there is something that jumps off the page to you, having lived in Pahrump longer than I have and being more familiar with traffic patterns and the objections likely to-be raised in particular neighborhoods.

