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BEFORE THE STATE OF NEVADA TAXICAB AUTHORITY

REPORTER'S TRANSCRIPT OF

BOARD MEETING AND PUBLIC HEARING

At the Taxicab Authority  
1785 East Sahara Avenue, Suite 200  
Las Vegas, Nevada

On Tuesday, October 8, 2013  
At 9:36 a.m.

Reported by: Jane V. Efaw, CCR #601, RPR

1 Board Members Present:

- 2 ILEANA DROBKIN, Chairman
- 3 DENNIS NOLAN, Member
- 4 JOE HARDY, Member
- 5 DEAN COLLINS, Member

6  
7 Board Member Not Present:

- 8
- 9 JOSH MILLER, Member

10

11 Others Present:

- 12 RYAN SUNGA, Legal Counsel
- 13 KIMBERLY ARGUELLO, Legal Counsel
- 14 CHARLES D. HARVEY, Administrator
- 15 RUBEN AQUINO, Chief Investigator
- 16 KELLY KUZIK, Management Analyst
- 17 BARBARA WEBB, Legal Secretary

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1                   Tuesday, October 8, 2013; Las Vegas, Nevada

2                                   P R O C E E D I N G S

3                                   \* \* \* \* \*

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5                   CHAIR DROBKIN: Good morning, everyone. I'm  
6 calling this meeting to order at 9:38. Member Hardy,  
7 would you like to do the pledge.

8                                   (Pledge.)

9                   CHAIR DROBKIN: Administrator Harvey, are we  
10 in compliance with the open meeting law?

11                   ADMINISTRATOR HARVEY: Yes, Madam Chairman,  
12 we are in compliance.

13                   CHAIR DROBKIN: Public comment. Anyone like  
14 to speak? Please come up. Three minutes.

15                   MS. WEBB: Sign your name on the sheet.

16                   MR. YOUNG: Hello. I'm a cab driver,  
17 obviously. I work for Yellow.

18                   MS. WEBB: I need your name.

19                   MR. YOUNG: Charles Young. And I work for  
20 Yellow. This is for new medallions. Right?

21                   CHAIR DROBKIN: It's an annual review.

22                   MR. YOUNG: Well, the new medallion law is  
23 really what I'm worried about. It said at the bottom  
24 of the little announcement that it has to do only  
25 with customer service.

1           It doesn't matter where you go. There's 25  
2           cabs in line. Some places have maybe 200 people in  
3           line. But the only reason they're there is the  
4           doormen are idiots. You never go anywhere on the  
5           weekend or a weekday where there's not 20 cabs. You  
6           can't even get in line because there's so many cabs.

7           My year-to-date paycheck is \$14,000. I  
8           don't ever low book, and I make \$80 a shift. There's  
9           no reason to have more medallions out there. There's  
10          25 cabs out there on every cab stand all the time.  
11          If there's three cabs or 50 cabs in line, what's the  
12          difference? If there's always a cab there, that's  
13          all that should make any difference. Thank you.

14          CHAIR DROBKIN: Thank you, sir. Anyone else  
15          who would like to speak? Please remember to state  
16          your name for the record.

17          MR. SARDENAS: Do you want me to write it as  
18          well?

19          MS. WEBB: Yes.

20          MR. SARDENAS: Alfredo Sardenas. It's  
21          regarding the petition that Desert Cab requests more  
22          medallions for the weekend. Unless airport  
23          management say we're not servicing the airport  
24          properly, they cannot request more medallions. They  
25          only service the airport. Even their blue

1 medallions, they tape their banners on the side and  
2 service the airport because of the pressure the  
3 company puts on their drivers. Thank you.

4 CHAIR DROBKIN: Anybody else who would like  
5 to come up?

6 Okay. Thank you. I'm going to take a  
7 couple items out of order. Mr. Gordon, would you  
8 like to come up and take 12 and 13 together? I'm  
9 sorry. Mr. Silver. I apologize.

10 Item Number 12. Discussion and possible  
11 decision regarding the application of Larry E. Bell,  
12 Jr. for authority to transfer voting shares of  
13 Henderson Taxi, a Nevada corporation, to The Larry E.  
14 Bell, Jr. Trust, dated June 24, 2013.

15 Item Number 13. Discussion and possible  
16 decision regarding the application of Larry E. Bell,  
17 Jr. for authority to transfer voting shares of  
18 Whittlesea-Bell, a Nevada corporation, to The Larry  
19 E. Bell, Jr. Trust, dated June 24th, 2013.

20 MR. SILVER: Madam Chairman and Members of  
21 the Authority, my name is Jeff Silver from the Gordon  
22 Silver law firm. And I'm called Gordon Silver every  
23 day. I represent the applicant in these two  
24 applications.

25 This is simply a transfer from the

1 individual Larry E. Bell to his own personal trust.  
2 These shares came from his dad to him personally.  
3 And now the estate planning lawyers want to move it  
4 from him personally into his trust, which he is the  
5 sole trustee. Essentially there is no control  
6 changes. It is just in another vehicle.

7 CHAIR DROBKIN: Okay. And like always,  
8 there's no change in structure? There's no change in  
9 operation?

10 MR. SILVER: No, none whatsoever.

11 MEMBER NOLAN: I move to approve.

12 CHAIR DROBKIN: Do you want to make a  
13 motion?

14 MEMBER NOLAN: I move that we approve the  
15 request.

16 CHAIR DROBKIN: Of Items 12 and 13?

17 MEMBER NOLAN: Of Items 12 and 13.

18 MEMBER HARDY: Second.

19 CHAIR DROBKIN: Any discussion? All in  
20 favor? Motion passes.

21 MR. SILVER: Thank you. And thank you for  
22 taking me out of order.

23 CHAIR DROBKIN: No problem. Item Number 5.  
24 Approval of the August board meeting minutes. Do I  
25 have a motion for approval?

1 MEMBER COLLINS: I make a motion.

2 MEMBER NOLAN: Second.

3 CHAIR DROBKIN: All in favor? Motion  
4 passes.

5 Item Number 6. Discussion with Maria Soto,  
6 Traffic Manager for LVCVA, regarding recent taxicab  
7 service.

8 MS. SOTO: Good morning. The last two major  
9 events that we held at the convention center on day  
10 one, which was Monday, the wait time was in excess of  
11 30 to 40 minutes.

12 MEMBER HARDY: What event was this?

13 MS. SOTO: Pack Expo. We had 26 attendees  
14 on property, and there was an approximate hour wait  
15 to get transportation. 9/27 and 9/28 we had 9,000  
16 attendees, and we experienced steady cab service all  
17 day every day and had no issues with that.

18 Upcoming events that we do have of note  
19 would be Lowrider Magazine Event, Cashman Center,  
20 with 10,000 people coming in this weekend on Sunday.  
21 ABC Kids Expo coming in from 10/15 to 10/18, about  
22 14,000 attendees for that at the center.

23 And then 32,000 people coming in on  
24 October 22nd through the 24th with the Business  
25 Aviation Association. And we expect to have heavy

1 taxicab service there as well.

2 CHAIR DROBKIN: Can I ask a question?

3 MS. SOTO: Yes, ma'am.

4 CHAIR DROBKIN: These smaller conventions  
5 that we don't allocate for, is there communications  
6 with the company that you have a convention going?

7 MS. SOTO: We fax them out. Right now we're  
8 working on instituting a texting program. We're  
9 having a cab field supervisor meeting coming up in  
10 November, and we had a cab driver meeting a few  
11 months ago.

12 We're going to hold one in December and ask  
13 them if they want to be involved in this cab texting  
14 program so we can send out to the field supervisors  
15 in advance that these are the events and these are  
16 the working hours.

17 And if they provide us with the cell phone  
18 number for the field supervisors, we'd be happy to  
19 put them in this new program we're working on.

20 CHAIR DROBKIN: For all the operators out  
21 there, they'll buy in.

22 MS. SOTO: So we're hoping that that will  
23 assist us in getting the information out to them and  
24 update it as needed.

25 CHAIR DROBKIN: The Taxi Authority, do we



1 get notified?

2 MS. SOTO: We can add you to that texting  
3 program as well. We're working on it right now. We  
4 have to collect all the phone numbers.

5 CHAIR DROBKIN: That would be great. The  
6 more people know, the more they can reach out and  
7 help.

8 MS. SOTO: Absolutely.

9 CHAIR DROBKIN: Okay. Thank you.

10 MS. SOTO: Then the only other thing I have  
11 is the letter that was addressed to the Board from  
12 CES's Vice President, Laurie Lutz. She could not be  
13 here today but requested that her letter be read on  
14 her behalf.

15 "Dear Ms. Drobkin,

16 "The 2014 International CES will return to  
17 Las Vegas with official show dates Tuesday, January 7  
18 through Friday, January 10, 2014. Last Year, CES  
19 welcomed 152,759 industry professionals from more  
20 than 150 countries to the city of Las Vegas. This  
21 year, numbers are tracking on par with last year, and  
22 we expect to once again welcome over 150,000 people.

23 "CES exhibitor move-in begins at the Las  
24 Vegas Convention Center on Friday, December 27th and  
25 continues through January 13. Exhibitor activity at

1 the Venetian will begin on January 3 through January  
2 11. Show hours at the LVCC, LVH and Venetian are as  
3 follows each day:

4 "Tuesday, January 7, 10:00 a.m. through 8:00  
5 p.m.; Wednesday, January 8, 9:00 a.m. to 6:00 p.m.;  
6 Thursday, January 9, 9:00 a.m. to 6:00 p.m.; Friday,  
7 January 10, 9:00 a.m. to 4:00 p.m.

8 "New last year, CES also hosts an array of  
9 press events at the Mandalay Bay Convention Center.  
10 On Sunday, January 5, we will host CES Unveiled from  
11 4:00 through 7:00 p.m. for 2000 members of the press  
12 with heavy outbound traffic expected at the break.  
13 On Monday, January 6, CES exhibitors will host press  
14 conferences from 8:00 a.m. to 5:00 p.m. with up to  
15 5,000 members of the press expected throughout the  
16 day.

17 "Thank you to the Nevada Taxicab Authority  
18 for your continued support of the International CES  
19 and all of your past efforts to provide the best  
20 service possible to CES participants. As always, we  
21 would like your helping in ensuring there are as many  
22 taxis on the road as possible during our show,  
23 especially at peak hours as specific herein.

24 "If we can provide any further information  
25 or schedules, I can be reached at 703-907-7984 or

1 llutz@CE.org, or you can visit [www.CESweb.org](http://www.CESweb.org) for the  
2 latest news about the show. Please let me know if  
3 you or any of your colleagues would like to visit the  
4 show, and I will be happy to provide badges.

5 "Best regards. Laurie Lutz, Vice President,  
6 CES Operations, Consumer Electronics Association."

7 And that's it.

8 CHAIR DROBKIN: Thank you. Item Number 7.  
9 Discussion with Chris Anderson, Transportation  
10 Manager, McCarran International Airport. No  
11 Mr. Anderson.

12 Item Number 8. Discussion with Larry  
13 Montoya, Security Manager, Sands Expo, regarding  
14 recent taxicab service. Welcome, Mr. Montoya.

15 MR. MONTOYA: I kind of have the same  
16 comments she did from the Las Vegas Convention  
17 Center.

18 During September 25th through the 27th,  
19 Global Gaming was here. I had absolutely no cabs.  
20 And I can bring video footage of what was happening  
21 for two hours at a time.

22 200 to 300 people in the line waiting for  
23 cabs and nobody would show up. And it's on video  
24 because I focused my camera, instead of on the  
25 parking lot, on the actual taxicab lane. Nobody in

1 line. I had to call in limos, which I would rather  
2 not call because they're a little bit more expensive.

3 CHAIR DROBKIN: Did you call the taxicab  
4 companies?

5 MR. MONTROYA: I did. They said they had a  
6 20-minute wait time. Nobody showed up. We still  
7 need cabs after the show ends because guests are  
8 staying in the hotels and they want to go from the  
9 hotel to other facilities. So we're having kind of a  
10 problem with that right now for Global Gaming.

11 The next show right after that, Vision,  
12 which is a large show also, we had plenty of cabs. I  
13 don't know what the difference was between the two,  
14 especially with Global Gaming dealing with all the  
15 people from all the casinos having to go to the show.  
16 They just weren't there. So it's kind of a hit or  
17 miss with us right now.

18 What I've reached out to Barbara is getting  
19 an e-mail to them. We came together and created a  
20 task committee where we're getting together and  
21 trying to figure out where we can have the cabs come  
22 to our facilities a little bit better.

23 So we created a flyer that has the  
24 questionnaire for all the cab owners and cab drivers  
25 to fill out. We really don't want to go to the

1 drivers because they're parked. But if they get a  
2 push notification, they'll know we need them.

3 We want this letter to go out to the cab  
4 drivers and the cab owners so they can fill it out so  
5 we can figure out what we need to do to help them to  
6 service our properties.

7 We have two large things coming up right  
8 now. IMEX is coming up the 11th through the 18th.  
9 There will be a lot of people here. Hopefully the  
10 government is still not on strike because it will  
11 create an issue here because this is all  
12 international people coming for the convention. And  
13 then Apex is coming.

14 I was listening to one of the cab drivers  
15 speak earlier saying there's enough medallions. I  
16 agree. You can go to the Hard Rock and other  
17 casinos, and there's 25 cabs in line. But when you  
18 go to the convention center, there are no cabs.

19 I am also going to e-mail the questionnaire  
20 to all the cab owners so they can pass it out to all  
21 their drivers and see if we can get any kind of  
22 response from that.

23 MEMBER NOLAN: When we have an event that's  
24 happening, like was mentioned with the PACK  
25 Conference and on the early days, the 23rd and 24th,

1 we had no service. But for them to contact the  
2 companies, "Hey, listen. We have this event. And  
3 then on the third day, we have no problem getting  
4 cabs."

5 It sounds like we have the availability.  
6 But, one, it's a communication issue, as you've  
7 identified, and they're trying to flag cabs down.

8 Another thing is, sometimes we get a report  
9 of what shows are available and coming up in Vegas.  
10 With some rare exception with the real large events,  
11 like Daisy Carnival, we don't get a report from Metro  
12 Events Division or Las Vegas Events because you look  
13 at these dates, and it defies logic that the cab  
14 drivers won't be where there's a demand.

15 At the time, you know, there's a demand, the  
16 cab drivers are notifying cab drivers, and we just  
17 don't have the available cabs. Maybe we can reach  
18 out to Metro's Special Events Division and try to get  
19 a little bit more communication on when they're  
20 expecting large events.

21 This might have been a situation where we  
22 have multiple things going on at the same time. We  
23 just didn't realize there was going to be a demand  
24 for cabs.

25 MR. MONTROYA: When the PACK show was going

1 on, so was Global Gaming. They weren't getting cabs,  
2 nor were we getting cabs. I don't understand why  
3 there weren't cabs arriving at either venue.

4 The reason why is, we thought they were  
5 probably going to the PACK show. Like I said, I have  
6 video footage of it from the whole day.

7 I think one of the biggest things is when  
8 the shows break is when they're doing a shift change.  
9 And when it breaks, you've got 200 people in line.  
10 And they do see cabs drive by on the street. But  
11 they don't realize the cab lights are off and they  
12 have a fare. So we take a little bit of a beating  
13 for that from the customers.

14 And sometimes the show manager wants to  
15 think, Well, maybe this isn't the best place to have  
16 the show. Maybe we'll go to another city. We do get  
17 cabs some days where there's a line, a long queue.  
18 And that's usually in the mornings when they're  
19 dropping off. And it's like taxis galore. But when  
20 the show ends, it's the opposite. They don't have  
21 any at all at the end of the show.

22 MEMBER COLLINS: Sir, you mentioned earlier  
23 that you contacted some of the operators. What type  
24 of feedback were you getting?

25 MR. MONTROYA: They said they would pass it

1 on. If I'm in need of a handicap taxi, that's like  
2 an hour, hour-and-a-half wait just to get a  
3 handicapped taxi for somebody that's in a wheelchair.

4 We had one in a scooter. So the handicapped  
5 vehicle showed up, and the scooter wouldn't fit in  
6 there. So she had to wait another hour and a half to  
7 get one, unfortunately.

8 But once I start making contact with people  
9 after Barbara gives me the e-mail addresses and phone  
10 numbers, I personally will be forwarding our list of  
11 events and when we need you. I'm forwarding that in  
12 an e-mail and making phone contact so they know this  
13 is coming up and we're going to need your guys's  
14 assistance.

15 CHAIR DROBKIN: When you make the calls,  
16 you're making it to dispatch?

17 MR. MONTOYA: When we call the cab, I'm  
18 making it to the dispatcher.

19 CHAIR DROBKIN: When you're in a crisis?

20 MR. MONTOYA: It's the dispatchers.

21 CHAIR DROBKIN: So maybe we can get you  
22 together with these nice folks who are really  
23 effective with their jobs. Again, it goes back to  
24 the communication issue.

25 MR. MONTOYA: If you can get me your



1 information, that would be awesome. Because when you  
2 call the dispatcher and ask them, Can you pass me on  
3 to the next person," they don't know who to pass me  
4 on to.

5 CHAIR DROBKIN: The e-mails were great for  
6 preparing up to that. But when you're in a crisis,  
7 you need to get ahold of these people. They will  
8 help you.

9 MR. MONTOYA: I know there's some issues  
10 between some of the cab drivers and our security  
11 officers that are at the facilities. We're working  
12 on them to be more customer-service oriented.

13 Unfortunately, sometimes the security that  
14 they're dealing with isn't our security. It's show  
15 security that's hired for the event.

16 CHAIR DROBKIN: I can honestly tell you  
17 we're working on that. The Board is working on that.  
18 So we have some things we're working on with the  
19 top-level folks. So that is a work in progress. But  
20 with your immediate needs we can help in setting you up  
21 with the right people.

22 Anyone else have anything? Okay. Thank you  
23 so much. Just hang out after the meeting. Okay?

24 MR. MONTOYA: I will.

25 CHAIR DROBKIN: Okay. We're on Item Number

1 9. Discussion of possible decision regarding the  
2 annual review of medallions. Mr. Kuzik, are you  
3 ready?

4 MR. KUZIK: Good morning, Madam Chair,  
5 Members of the Board. Kelly Kuzik, Nevada Taxicab  
6 Authority. Annual review of medallions.

7 In the interventions, I did see the one from  
8 Desert, and I spoke to Mr. Balaban. I won't speak  
9 for him, but we had a discussion about it. He was  
10 going to request a new type of medallion just for  
11 Fridays and Saturdays. And I'll let him speak to  
12 that more when he gets up for his intervention.

13 But just generally based on the information  
14 that we have and the data that we've analyzed, 12  
15 out of the last 13 months, trips have been down for  
16 the same month the previous year. And that is on  
17 page 2 of your medallion evidence packet that I put  
18 together. And blown shifts are still problematic.  
19 That's page 3.

20 And obviously March and April we're not  
21 really reviewing because of the labor dispute. We  
22 know there are going to be a lot of blown shifts  
23 there, but the rest of the numbers remain relatively  
24 high.

25 So the argument is, they're not utilizing

1 everything that they have at this point. And, again,  
2 with Desert's request, I only saw data from Desert  
3 Cab and not for the entire industry. So it would be  
4 difficult to make a determination without information  
5 from all of the companies for that time.

6 And at this point the trips per shift are at  
7 about 18.8, which is about what it was the year  
8 before. It's about even. So at this point, it  
9 doesn't appear that the data supports any additional  
10 permanent allocations. And I can field any requests  
11 that anyone may have.

12 CHAIR DROBKIN: Anybody have any questions?  
13 You did a great job in compiling all the information,  
14 and we appreciate your efforts very much.

15 MR. KUZIK: Are the evidence packets to your  
16 liking? Is that what you were looking for?

17 MEMBER NOLAN: Yes.

18 MEMBER COLLINS: Yes.

19 MR. KUZIK: Do you want me to clear out?

20 CHAIR DROBKIN: Yes. We're going to accept  
21 the interventions. And if anyone has any questions,  
22 you can come back up.

23 MR. NADY: Of course, I have a better  
24 solution, and I would like you to consider it when  
25 you hear the person before me.

1 MS. WEBB: Identify yourself.

2 MR. NADY: My name is Jay Nady, and I'm the  
3 owner of A-Cab Company.

4 Mr. Montoya came in and said that A-Cab can  
5 help. You may not have heard the same thing, but  
6 A-Cab is your answer. We are restricted from doing  
7 what he asked us to do.

8 Do we need more taxicabs on the Strip? Yes.  
9 Over on the west side and Las Vegas, no. I'd like to  
10 refer to my man who was in the seat just a minute  
11 ago.

12 We blow shifts intentionally. Every Tuesday  
13 afternoon, Wednesday both shifts, and Thursday  
14 morning. We don't even book them. We don't even try  
15 to line them up. We have taken them out of  
16 service because there isn't enough business out  
17 there. At least on the west side. I can't speak to  
18 the rest of it.

19 So when you say that we blow shifts, it's a  
20 pure choice of nomenclature. We don't blow the  
21 shifts. We don't schedule them. I'm trying to make  
22 money. I'm not trying to lose money as a cab  
23 company.

24 Do we want more cabs out? No, we don't want  
25 any more cabs out. We would like to take the ones

1 that are restricted on the west side and put them on  
2 the east side.

3 CHAIR DROBKIN: Desert?

4 MR. BALABAN: Good morning. George Balaban,  
5 Desert Cab Company.

6 In our intervention Desert Cab Company asked  
7 about weekend medallions just for Fridays and  
8 Saturday nights. The compilation of statistics you  
9 get from the staff is just statistics we give them,  
10 which is just monthly statistics. So in order to  
11 look at specific days, that's lumping slow Tuesdays  
12 or Monday mornings.

13 Again, those monthly statistics, the monthly  
14 trips per shift, the monthly revenue per shift,  
15 that's just that. It's an average for the whole  
16 month. It's not just about Friday and Saturday  
17 nights.

18 Right now I don't have any support on this,  
19 and we're going to basically leave it at that. But I  
20 want to tell you what I was thinking. The fact is on  
21 Friday and Saturday nights, while the industry is  
22 still blowing shifts, they're not blowing 12:00 to  
23 12:00 shifts. And if they are blowing 12:00 to 12:00  
24 shifts, they're not blowing Friday and Saturday 12:00  
25 to 12:00 shifts. So on Friday and Saturday night,

1 all the cabs are on the street.

2           So to talk about we're blowing shifts,  
3 they're right. Tuesday and Wednesday and Thursday  
4 we're not putting them out. On Fridays and  
5 Saturdays, the companies want them out, and we have a  
6 full complement of cars on Friday and Saturday  
7 nights. The averages are very high.

8           So if we were going to allocate taxicabs,  
9 that would be a pinpoint way to do it. Most of the  
10 companies don't really want a medallion that can only  
11 work two shifts. But the reality is, again, we have  
12 drivers. We have the cars. They're spare cars.

13           So to get them out for 12 hours on a Friday  
14 night and 12 hours on Saturday night, when I look at  
15 my averages for those Fridays and Saturdays for 2013,  
16 every Friday 12:00 to 12:00 and every Saturday 12:00  
17 to 12:00 for the whole year up until -- I didn't do  
18 it this last weekend. But up until last weekend  
19 there were only three shifts for that entire time  
20 that the average was under \$400.

21           The average number of trips that we're doing  
22 on Fridays and Saturday nights on 12:00 to 12:00  
23 shifts is in the mid 30s. We have people doing 40  
24 trips on Fridays and Saturday nights. It's that busy  
25 out there. Not every Friday and Saturday, but on

1 average it is. On average for the entire year, the  
2 average number of trips is over 30 on Friday and  
3 Saturdays, while it's 18 when you look at the monthly  
4 statistics. That's the difference. It's that big of  
5 a difference.

6 So, again, there's no other companies that  
7 are asking for anything. So at this point right now,  
8 I'm not either. I just want to inform you that we as  
9 an industry need to get you much more detailed and  
10 specific statistics rather than monthly statistics in  
11 order to present a case. But I just kind of wanted  
12 to --

13 CHAIR DROBKIN: The breakdown on the blown  
14 shifts would be nice to see. So for us to see when  
15 the blown shifts were actually being blown would be  
16 helpful when we look to possibly restructure later  
17 on.

18 MR. BALABAN: Kelly doesn't say which day of  
19 the week, but it does say what type of medallion is  
20 blown. And if you look at those, very few are 12:00  
21 to 12:00's. But you're right. We're making a  
22 presentation to say of those 12:00 to 12:00's, it's  
23 not Friday or Saturday night.

24 CHAIR DROBKIN: Whittlesea?

25 MS. KNAPP: Good morning. Cheryl Knapp,

1 General Manager, Whittlesea Blue Cab and Henderson  
2 Taxi.

3 While I agree with George that the weekends  
4 are also a busier time even at our companies, we're  
5 going to make more revenue on Friday and Saturday  
6 nights than any other point during the week.

7 At this point in time, however, I don't  
8 believe my numbers would be sufficient to ask for any  
9 allocation. So at this point in time, I'm going to  
10 agree with staff in asking that there be no  
11 additional allocation at this point.

12 However, I would like to reserve the right  
13 to bring in information and stats before this board  
14 if we see that things change, and we would like to  
15 get some medallions at that point. Thank you.

16 CHAIR DROBKIN: Thank you. Frias?

17 MR. HICKMAN: Good morning. John Hickman,  
18 Chief Operating Officer for the Frias Companies.

19 Frias as well at this particular time is not  
20 requesting any additional permanent allocation.  
21 However, we would reserve the right, as mentioned by  
22 Cheryl, to come back in a short period of time if  
23 necessary with detailed information with regard to  
24 possible allocation of specific-type medallions.

25 CHAIR DROBKIN: Okay. Thank you. Nellis?



1                   MR. PINO: Jamie Pino with Nellis Cab. I  
2                   don't want to be repetitive. So I will support  
3                   Whittlesea.

4                   CHAIR DROBKIN: Thank you. I appreciate  
5                   that. ITPE?

6                   MR. MOFFITT: Sam Moffitt. I'm filling in  
7                   for Ruthie Jones. She's out of town this week. The  
8                   ITPE agrees with staff. We feel there should be no  
9                   more allocations.

10                  A couple things I would like to talk in  
11                  detail about is that the month of August was the  
12                  first month that we actually had an increase from the  
13                  previous year in trips. At the same time, since May,  
14                  the shifts blown over the course of May was 5300;  
15                  June, 4600; July, 4400; and August, 1900.

16                  Until all these cabs are on the street, we  
17                  feel there's absolutely no need for allocation for a  
18                  permit or temporary medallions. That's our position.  
19                  Thank you.

20                  CHAIR DROBKIN: Thank you, Sam. Lucky?

21                  MS. DANTE: Hi. Desiree Dante from Lucky  
22                  Cab. We too at this time are not asking for any  
23                  permanent medallions.

24                  However, we also have numbers that could  
25                  possibly support a 12:00 to 12:00, Friday and

1 Saturday medallion, which I think should be revisited  
2 in the next few months.

3 CHAIR DROBKIN: Thank you. Western?

4 MS. MORAN: Marilyn Moran. At this time  
5 we're not asking for any permanent medallions as  
6 well.

7 CHAIR DROBKIN: Thank you. Let's start the  
8 discussion or make a motion.

9 MEMBER NOLAN: Do we need a motion?

10 MEMBER COLLINS: I'll make a motion to  
11 accept no additional allocations of medallions.

12 CHAIR DROBKIN: Any discussion on the floor?  
13 I'm sorry. YCS?

14 MR. SHRANKO: Bill Shranko, Chief Operating  
15 Officer, Yellow Checker Star. I'll absolutely  
16 support staff's figures and representations.

17 But let me just speak for a second on the  
18 Sands Expo. That's very important. And we have  
19 supplied them with our field operations people where  
20 they could get them the telephone numbers directly to  
21 our field supervisors. It will definitely be taken  
22 care of.

23 Another thing is, there's an access problem  
24 with Sands. And a lot of times with that Spring  
25 Mountain corridor, there's difficulty getting in.

1 And I think we can iron out those problems because we  
2 were able to iron them out after that. Thank you.

3 CHAIR DROBKIN: And I apologize for skipping  
4 you.

5 We have a motion. Do you want to repeat the  
6 motion?

7 MEMBER COLLINS: Motion to approve no  
8 additional allocations of medallions supported by  
9 staff.

10 CHAIR DROBKIN: We have a second from Member  
11 Nolan. Any discussion on the motion? All in favor?  
12 Motion passes. Thank you.

13 Item Number 10. Discussion and possible  
14 decision regarding the annual review of rates.  
15 Charges and fares. Mr. Kuzik?

16 MR. KUZIK: Madam Chairman, Members of the  
17 Board. Kelly Kuzik, Nevada Taxicab Authority.

18 As it relates to the annual review of rates,  
19 at this point for any general rate increases or fare  
20 increases, we don't have any data that would support  
21 an increase in the rates at this point.

22 The average fare right now is about \$14.68.  
23 And that's from January to August of 2013, which is  
24 almost identical to what it was for the same period  
25 last year. I think it was \$14.61 then. So it's

1 about the same as what it was.

2 The only part of the fare that we would like  
3 to address briefly is the fuel surcharge. Since it's  
4 a review of rates and that's part of the rate, we'd  
5 like to address some of that.

6 The one thing that we had been asked to do a  
7 while back -- and it was Member Nolan that asked us  
8 to review which part of the EIA, which is Energy  
9 Information Agency, which is part of DOE, Department  
10 of Energy. And currently what we're using is, it's  
11 called Petroleum Administration Defense District,  
12 PADD, which is an old cold-water acronym. But  
13 currently we're using PADD 5, which is Alaska,  
14 Arizona, California, Hawaii, Nevada, Oregon and  
15 Washington.

16 And what we had been asked to do -- and  
17 unfortunately when we did bring it up a while back,  
18 the members that requested it weren't at the meeting.  
19 So it was tabled.

20 What we're requesting is that we shift  
21 from -- and I provided you with the e-mails that I  
22 got just yesterday. It's the yellow and blue that I  
23 got from them.

24 And what we're requesting is to go from  
25 PADD 5, which is West Coast, to PADD 5 Bravo, or 5B,

1       which is West Coast less California. It's not ideal,  
2       but it's certainly a little more in keeping with the  
3       fuel prices that are in Southern Nevada.

4                Again, it still includes Hawaii and Alaska.  
5       It slightly inflates it a bit, but it's certainly  
6       closer to what we're paying in town than what it is  
7       with California added to it.

8                We would request that the matter be -- that  
9       we shift from 5 to 5 Bravo, which takes out  
10      California.

11              And then the other part of the fuel  
12      surcharge we have been asked about, currently it's 20  
13      cents per metered mile. And this is just the  
14      gasoline fleet. This is not YCS's propane. I have  
15      to segregate those out. And I have those charts in  
16      your packets also.

17              At 20 cents a mile, the fleet is currently  
18      averaging 14.74 miles per gallon, which comes up to  
19      \$2.95 per gallon of gasoline that is being paid for  
20      by the fuel charge. So 90 percent of the gas is  
21      being paid for by the current fuel charge.

22              And making any amendments and changes to it  
23      is certainly up to the Board, but I just wanted to  
24      bring up that point, and I can field any questions  
25      you might have.

1                   MEMBER COLLINS: So going from PADD 5 to  
2 PADD 5B and excluding California, is that because  
3 of -- will that help us for any volatility that may  
4 occur down the road since California is --

5                   MR. KUZIK: Well, at this point, sir, having  
6 California in there artificially inflates it. So we  
7 would almost never get to the \$3.25 trigger for 30  
8 days.

9                   By the time that number, with California,  
10 PADD 5, would get to that \$3.25 for more than 30  
11 days, gas in Las Vegas will probably be \$2.75 or  
12 less.

13                   So that's why we were asking to go to  
14 5 Bravo, which brings it down a little closer. And  
15 that way when we get to those triggers, we're going  
16 to get to it in a way that's going to be closer to  
17 what we're doing in the current local market.

18                   MEMBER COLLINS: That makes sense. Okay.

19                   CHAIR DROBKIN: Thank you for being brief  
20 and thorough and not adding commentary. I appreciate  
21 that.

22                   Do you want to lead the discussion?

23                   MEMBER NOLAN: I think he answered my  
24 questions with regards to what the net effect of  
25 making that shift is. It makes sense to me.

1           So if there is discussion to be had, we can  
2 do it. Otherwise, I'll make a motion.

3           CHAIR DROBKIN: We have to make two motions  
4 on this. We have to address no additional rates and  
5 then address the fuel. Right?

6           MEMBER NOLAN: I'm reading the staff's  
7 summary of the various operations' positions with  
8 regards to rates. And I don't know, Madam Chair, if  
9 it's your intention to call them all up to make a  
10 formal statement.

11          CHAIR DROBKIN: Yeah. I apologize jumping  
12 in on that.

13          MEMBER NOLAN: So I'll hold my comments.

14          CHAIR DROBKIN: A-Cab?

15          MR. NADY: My first question is, if I look  
16 at the motion for discussion, which I can't because  
17 I'm not wearing my glasses because I forgot. But did  
18 the Board notice us that they may change the method  
19 in which they calculate fuel surcharge? I don't  
20 believe so. Or did they simply notify us that they  
21 may change the rates?

22                 As I read it, because I can't see it now, I  
23 think there's a huge difference. I don't know what  
24 effect that would have, and I certainly didn't  
25 consider it.

1           So before you vote on it, I think you might  
2           want to think about whether or not that was actually  
3           agendized to change the method in which they do it.

4           CHAIR DROBKIN: Can I respond to that? And  
5           then I'll allow counsel to respond to that.

6           The fuel surcharge is part of the rates. So  
7           technically it is agendized because it is a part of  
8           the rate process. So when we do an annual review of  
9           rates, everything is thrown into that as far as the  
10          fuel surcharge and whatever is on the meter.

11          MR. SUNGA: The question is whether people  
12          will be on adequate notice of what will be discussed  
13          here. And based on the comments, you felt that it  
14          was. And that's reasonable.

15          MR. NADY: Being of average intelligence, I  
16          didn't even consider you would change the method in  
17          which you are calculating it. So I think the average  
18          person would not have considered that. And thus I  
19          don't think it was agendized properly. With that  
20          being said, I give up.

21          MEMBER HARDY: Does that mean you're done?

22          MR. NADY: Basically, yeah. I don't have  
23          any idea how that would affect us. Also, would it  
24          take into consideration the history that we've  
25          already had? Would Kelly have to go back, then, and



1 interpolate the current method so we go back and look  
2 at the history what it meant before or show us how  
3 this would have been if he had been using those  
4 numbers in the past?

5 CHAIR DROBKIN: No, I don't think so. It  
6 would just be as we move forward.

7 MR. SUNGA: After.

8 CHAIR DROBKIN: It would just be moving  
9 forward from this point on.

10 MR. NADY: Okay. So to me that's kind of  
11 like expanding the strike zone. And when batters  
12 averages go down, they're being measured against  
13 something measured in the past when the strike zone  
14 was different. So I think we have a bit of a  
15 conflict. So, again, I'll stop there.

16 CHAIR DROBKIN: Thank you. YCS?

17 MR. SHRANKO: I'm delighted that you got me  
18 first. I promise not to be as passionate as Mark  
19 will be. I love that tie, and I'm going to use that  
20 tie, Chief, next time so I get recognized properly.

21 CHAIR DROBKIN: He's not going to live this  
22 one down.

23 MR. SHRANKO: This is kind of clear as a  
24 crystal ball in our minds at Yellow Checker Star.  
25 There should be no discussion on fuel surcharge.

1 When the fuel goes up, then we have our hearings. We  
2 go through the procedures, but it has nothing to do  
3 with the annual review of rates in our mind. And  
4 we'll want you to take that into consideration.

5 And while we're at the annual review of  
6 rates, we will again support our intervention that we  
7 don't feel there's any reason for an increase in  
8 rates at this time. I think I'll yield to Mark  
9 James' passion, and thank you very much.

10 MEMBER HARDY: Hold on.

11 MR. SHRANKO: Joe, you haven't done that  
12 with me for a long time. You like to get rid of me.

13 MEMBER HARDY: So you have the same issues  
14 as Mr. Nady?

15 MR. SHRANKO: I think he was terrific.  
16 That's it. Any other questions?

17 CHAIR DROBKIN: No.

18 Frias? Sorry. Mr. Balaban with Desert?

19 MR. BALABAN: We support the first two  
20 intervenors and are not asking for a rate increase  
21 but concerned about the agendizing of the fuel  
22 surcharge.

23 CHAIR DROBKIN: I got glasses for the first  
24 time, and my eyes have still not adjusted. So I  
25 really can't see.

1 MS. KNAPP: Cheryl Knapp again, Whittlesea  
2 Cab and Henderson.

3 I agree with everyone who has already come  
4 up here and spoken, that we have never addressed the  
5 fuel charge at the annual discussion of rates. It  
6 has always been a separate item when fuel has become  
7 an issue.

8 That order is right now in effect and  
9 addresses the actual method in which we determine the  
10 price of fuel. And that method is the one we are  
11 currently using, which includes the state of  
12 California.

13 I am not prepared to make any allegations --  
14 we are also not supporting any change to the rate  
15 structure at this time.

16 CHAIR DROBKIN: So, Mr. James, if you would  
17 like to come up. I apologize for the confusion.

18 MR. JAMES: I would like to come up.  
19 Mr. James, CEO of Frias.

20 I think this has already been well stated.  
21 But there is a qualitative difference between a  
22 review of whether rates should be raised, even if  
23 you're talking about the fuel surcharge, and a  
24 discussion of changing the methodology by which we  
25 calculate the rates.

1           And the reason we have this West Coast  
2 PADD 5 is because by previous order of this Board, it  
3 adopted that standard, which is the one that's  
4 codified by regulation of the NTA. So it's a pretty  
5 major thing to depart from this standard that we've  
6 had and that the other state agency that regulates  
7 for-hire vehicle transportation uses.

8           And so I think that should be something  
9 that's separately agendized and allow the industry to  
10 prepare and to do its own research and submit that to  
11 you.

12           And even if we were going to have this  
13 discussion today, we would have wanted to have  
14 whatever information that staff is relying on in  
15 making this recommendation to you so we can make a  
16 thorough analysis of it and respond to it.

17           And this is really the kind of thing I would  
18 suggest that would be the subject maybe of at least  
19 one workshop so that the people who are involved can  
20 work through this process.

21           And perhaps if this agency wants to adopt a  
22 regulation along these lines at some point, then that  
23 would give us more certainty that it wouldn't be  
24 changed unless there was a regulatory process. As to  
25 the rates, we at Frias are in agreement with

1 everybody else. We're not asking for a change in the  
2 taxi fares.

3 I would remind the Board that the Nevada  
4 legislature has approved two legislative sessions ago  
5 a new kind of taxi meter that allows for remote  
6 updating of the taxi meter and does not require the  
7 taxi meter to be unsealed and allows the change to be  
8 done on a computer.

9 This last session, you know that they passed  
10 another bill that is going to make an even easier  
11 type of a taxi meter. And that taxi meter, which is  
12 manufactured by FTI, is under consideration by the  
13 California Department of Agriculture, Division of  
14 Weights and Measurements for approval. And that's  
15 one of the leaders of the NTEP standards in the  
16 country.

17 So we'll report back to you. But we hope at  
18 that point in the future when you do your adoption of  
19 technology, that there will be a new methodology for  
20 setting meters and having meters available in cabs.

21 CHAIR DROBKIN: Thank you. Nellis?

22 MR. PINO: Jamie Pino with Nellis Cab. We  
23 are not asking for any rate increase. So I won't be  
24 repetitive. Again, I'll support all the other  
25 intervenors.

1 CHAIR DROBKIN: Thank you. ITPE?

2 MR. MOFFITT: Apparently, ITPE is the only  
3 one that wasn't surprised by this being a review on  
4 rates, charges and fees. I don't know if everybody  
5 else got the word. We did.

6 Our feelings are this. One of the main  
7 rules of the Taxicab Authority is for the welfare and  
8 convenience of the riding public. My question is  
9 this. Would it be to the best interest of the riding  
10 public if the rates were taken out of California and  
11 taken off this agenda for the simple reason that it  
12 would make them lower?

13 If it would be lower and the rates went down  
14 in the state of Nevada, that would mean that there  
15 wouldn't be a fuel surcharge, which would be for the  
16 welfare and convenience of the riding public.

17 CHAIR DROBKIN: I just want to make a  
18 comment back to that. The way fuel is right now, it  
19 wouldn't be low enough to take off the surcharge.  
20 But I do understand your point. Lucky?

21 MS. DANTE: We agree with all the other cab  
22 owners.

23 MS. MORAN: Marilyn Moran, Western Cab  
24 Company. At this time we're not asking for a rate  
25 increase.

1           CHAIR DROBKIN: I would kind of like to lead  
2 this off. Because there was so much confusion, I  
3 would like to put the fuel surcharge issue on the  
4 next agenda, whatever future agenda it is, to give  
5 everyone adequate notice on all sides. I would like  
6 to make that the first part of -- does there have to  
7 be a motion or no?

8           MR. SUNGA: No, I don't think there would  
9 have to be.

10          CHAIR DROBKIN: So we don't need to deal  
11 with that. Is everyone okay with that up here?

12          MEMBER COLLINS: Yes.

13          MEMBER NOLAN: So up to the easy part  
14 because no one is asking for anything.

15          Madam Chair, if we could make some of the  
16 information that Kelly had compiled available to the  
17 companies for their review before we have that  
18 meeting.

19          And then also, the only thing I didn't  
20 hear -- and maybe the information is in here  
21 somewhere. I wanted to see what the net effect is.  
22 I think that's what everybody wants to know.  
23 Changing from 5 to 5B.

24          CHAIR DROBKIN: It wouldn't be low enough to  
25 trigger that floor yet.

1 MEMBER NOLAN: At this time.

2 CHAIR DROBKIN: So who knows if it will or  
3 when it will. But it wouldn't change anything as of  
4 right now. It would just be more reflective what  
5 we're actually paying for gas in Las Vegas.

6 MEMBER NOLAN: At the point we are going to  
7 have that discussion that we kind of know what that  
8 net effect is.

9 CHAIR DROBKIN: The information that we get,  
10 is that available to our intervenors?

11 ADMINISTRATOR HARVEY: Absolutely.

12 CHAIR DROBKIN: Thank you. Someone want to  
13 make a motion?

14 MEMBER NOLAN: Madam Chair, I would move  
15 that we accept the recommendations of the industry.  
16 And that under Agenda Item Number 10 with regards to  
17 the annual review of rates, charges and fares, that  
18 there is no increase.

19 CHAIR DROBKIN: Okay.

20 MEMBER NOLAN: Is that all you need for that  
21 motion?

22 CHAIR DROBKIN: Yes. Second?

23 MEMBER COLLINS: Second.

24 CHAIR DROBKIN: Any discussion on the  
25 motion? All in favor? Motion passes. Thank you.



1 UNIDENTIFIED SPEAKER: Can I make a comment  
2 on the rates?

3 CHAIR DROBKIN: Not right now. We're going  
4 to have public comment on a few items, and you can  
5 speak then.

6 Item Number 11. Discussion and possible  
7 decision regarding the issue of possible temporary  
8 allocation of medallions for the Automotive  
9 Aftermarket Industry Week being held at the Las Vegas  
10 Convention and Visitors Authority and the Sands Expo  
11 from Tuesday, November 5th, 2013 through Friday  
12 November 8th, 2013.

13 MR. KUZIK: Thank you, Madam Chair. Kelly  
14 Kuzik, Taxicab Authority.

15 And we did prepare a worksheet for SEMA last  
16 year. The Board allocated three and three for  
17 Tuesday, Wednesday and Thursday. This show was  
18 Tuesday through Friday. It's always Tuesday through  
19 Friday. And last year they gave them three and  
20 three. This year they're asking for four and four.

21 Based on the productivity reporting, we're  
22 neutral on this one. It didn't appear there was an  
23 over-allocation, but not allocating would likely have  
24 not had a tremendous negative effect either way. So  
25 we're open to whatever the Board decides based on the

1 testimony of the intervenors.

2 CHAIR DROBKIN: Thank you. Does anyone have  
3 any questions?

4 MEMBER NOLAN: Madam Chair, I kind of go  
5 back to my question earlier today that may contribute  
6 to the problem that we had. And that is, do we know  
7 what else is happening in town that weekend?

8 So I don't think we want to get caught like  
9 we did last month on any of these events.

10 MR. KUZIK: I have the entire calendar  
11 through 2015, and I did look. There's Apex and then  
12 SEMA, which is the aftermarket hot rod stuff. That's  
13 a hundred thousand.

14 But I looked to make sure there wasn't  
15 anything else that would contribute, and those are  
16 the largest events during that time.

17 And I do review the calendar all the time to  
18 make sure there are no overlaps or anything that  
19 would catch us by surprise.

20 MEMBER NOLAN: Would you contact Las Vegas  
21 Events and get their calendar as well? Sometimes  
22 they toss up things in there that you may not know  
23 about and doesn't end up on that calendar.

24 MR. KUZIK: Surprisingly, a lot of it does.  
25 But I'd be happy to reach out to them and get their

1 calendar and make sure I'm on their mailing list  
2 also.

3 MEMBER COLLINS: Kelly, do we have an  
4 accurate number? Because the convention center is  
5 showing 130,000 to the Automotive Aftermarket.

6 MR. KUZIK: Right. But they're showing zero  
7 at the Sands. It's 130 total. That was the same  
8 issue last year. It showed zero at one venue and  
9 then 130 at the other.

10 CHAIR DROBKIN: Thank you. I'll allow  
11 interventions at this time. A-Cab?

12 MR. NADY: Jay Nady with A-Cab Company. My  
13 question is with Kelly.

14 Kelly stated specifically that these were  
15 not the only two events going on during that period  
16 but the two largest ones. We know that. But, in  
17 fact, are there any others which are below 30,000  
18 people here, which we have not addressed, which I  
19 don't know? I'm just listening to his comments  
20 there.

21 And do I think we need more cabs? I told  
22 you earlier A-Cab holds back five cabs during the  
23 exact same times as these. Do we need them? I don't  
24 think so. Could I probably put them out? Yeah,  
25 because it's a really big deal. To us it would be

1 like adding ten cabs for our company, which would not  
2 pick up the convention centers.

3 MEMBER HARDY: Why is that?

4 MR. NADY: Because we are restricted. But I  
5 think we support three or four cabs.

6 CHAIR DROBKIN: YCS?

7 UNIDENTIFIED SPEAKER: He had to leave.

8 CHAIR DROBKIN: Desert?

9 MR. BALABAN: Good morning again. George  
10 Balaban, Desert Cab Company.

11 As stated in our intervention, Desert Cab is  
12 asking to have an allocation of extra cabs for this  
13 convention. The convention, as Kelly stated, runs  
14 midweek. And we've asked for the medallions to go  
15 out on Tuesday morning.

16 And that is because in the past we've  
17 expanded those weekend medallions so that we have  
18 cabs running into Monday afternoon. But they don't  
19 go back out on Tuesday morning. So the industry  
20 loses all those weekend cabs to service.

21 So on Tuesday morning when this show starts,  
22 last year we decided and presented to you and you  
23 agreed that we were going to be short cabs during  
24 that time. So we put overlapping cabs out on  
25 Monday -- I mean on Tuesday, on Wednesday, and we

1 didn't overlap them on Thursday because Thursday  
2 afternoon the weekend extra allocation starts. So we  
3 just put them out on Thursday morning. And that's  
4 what we requested.

5           So we're talking about five shifts: a  
6 Tuesday shift, a Wednesday night, a Wednesday day, a  
7 Wednesday night, and just a Thursday day shift.

8           In my intervention for the statistics for my  
9 cab company, I don't have them for the rest of the  
10 industry, but I think Kelly had them for his  
11 presentation.

12           Those extra shifts show in the high  
13 twenties, 30 trips per shift. When we have  
14 conventions in town, having those extra cabs for five  
15 shifts allows drivers to work on busy days. And it  
16 provides service. We're not risking putting a  
17 permanent medallion out when it's going to be slow.

18           I think even if you over-allocate it -- and  
19 I don't believe four or five is over-allocating. But  
20 if you did over-allocate, it's only for two or three  
21 days.

22           We anticipate that this show and just in  
23 Las Vegas in general is getting better every weekend  
24 and every month. So we would support four and four  
25 rather than three and three in overlap.

1           And the overlap, which again we've explained  
2           and argued to you and the representatives of the  
3           convention centers, have been up here. A lot of the  
4           cars don't stay out 24 hours. So we have the maximum  
5           number out there. Not as many in the morning. Not  
6           as many at night. But during the show break, we've  
7           got the concentration of them. So that's why we  
8           intentionally asked for them to be overlapping.

9           CHAIR DROBKIN: Whittlesea?

10          MS. KNAPP: I couldn't say it any better  
11          than George did. So I will concur.

12          CHAIR DROBKIN: Frias?

13          MR. HICKMAN: John Hickman, Chief Operating  
14          Officer for Frias.

15                 I would concur with everything George said  
16                 and to add testimony with regard to statistics for  
17                 the special shifts that we put out last year for this  
18                 event.

19                 The averages as far as trips are concerned  
20                 were from the mid to high thirties, and book averages  
21                 were higher than -- were healthy as well.

22                 So we would request the four and four  
23                 overlapping on Tuesday and Wednesday and four in the  
24                 morning on Thursday.

25          CHAIR DROBKIN: Thank you. Nellis?

1                   MR. PINO: I support George. Jamie Pino  
2 with Nellis.

3                   CHAIR DROBKIN: Thank you. ITPE?

4                   MR. MOFFITT: I know you're going to be  
5 shocked by this. Mr. Moffitt. We don't support any  
6 cabs, any extra medallions, until all the medallions  
7 are on the street and there's no more blown shifts.

8                   We don't know where they're going to get  
9 these drivers from. They're going to fill the shifts  
10 that you put extra medallions in. If they have  
11 enough drivers to do it, then why do they not have  
12 enough drivers to cover the shifts they already have?  
13 That's our position.

14                  CHAIR DROBKIN: Thank you, Mr. Moffitt.  
15 Lucky?

16                  MS. DANTE: We support the recommendation  
17 set by Desert Cab, and we're not blowing any shifts.

18                  CHAIR DROBKIN: Thank you. Western?

19                  MS. MORAN: We support Desert Cab.

20                  CHAIR DROBKIN: Thank you. Who wants to  
21 start the discussion?

22                  MEMBER COLLINS: Where do we start?

23                  CHAIR DROBKIN: Probably from the beginning.

24                  MEMBER COLLINS: I'll just make a few  
25 comments. I think George really said it best. I

1 like the idea of having Tuesday, Tuesday night,  
2 Wednesday day, Wednesday night, and a Thursday  
3 morning shift. That makes a lot of sense to me.  
4 This is a peak period. This is a pretty big show  
5 involving everything else that's probably going on in  
6 Las Vegas.

7 So that makes sense to me. I would support  
8 that motion.

9 MEMBER NOLAN: I concur.

10 CHAIR DROBKIN: Being that the numbers were  
11 really steady last year, with the addition I agree.  
12 Would somebody like to make a motion?

13 MEMBER HARDY: I would move to approve the  
14 request from Desert Cab of four temporary medallions  
15 on Tuesday, November 5th and Wednesday, November 6th  
16 from 7:00 a.m. to 7:00 p.m. and four medallions from  
17 noon to 2:00 a.m. in the 12-hour period, as well as  
18 Thursday, November 7, four medallions from 7:00 a.m.  
19 to 7:00 p.m.

20 CHAIR DROBKIN: Do we have a second?

21 MEMBER NOLAN: Second.

22 CHAIR DROBKIN: Any discussion? All in  
23 favor? Motion passes. Thank you.

24 Okay. Public comment. Who would like to  
25 come up and speak? Please identify yourself for the



1 record.

2 MR. SARDENAS: Alfredo Sardenas. There's  
3 not much I can say. But it's just the show break,  
4 the last two hours, is where there's a need of cabs,  
5 not the 24 hours.

6 I don't know when the Taxicab Authority  
7 makes us be bill collectors at the airport. There's  
8 a fee of \$2 that we have to collect from the drivers.  
9 It always goes on our tip.

10 Usually we take a ride from the airport to  
11 any destination on the Strip. Let's say it comes up  
12 to \$16.90. There's \$16.90 and \$2 on the side. He  
13 sees the \$2. Maybe he thinks it's the time of the  
14 day or the temperature, and he puts out \$20. That's  
15 probably a good tip on \$18. That guy doesn't reach  
16 out of his pocket and give it to us. So those two  
17 dollars is coming out of our tips.

18 Every day we make less and less money. More  
19 rides. More cabs. The companies are more into us.  
20 And that's something that should probably be taken  
21 into consideration. And this is probably the second  
22 time I requested it. And thank you very much.

23 CHAIR DROBKIN: Thank you for the  
24 information.

25 State your name for the record and three

1 minutes.

2 MS. BLAIR: Lisa A. Blair. I have a comment  
3 on when I listened to Venetian, Palazzo and Sands.  
4 They do not have enough staging area, either one.  
5 They have security to stop us from coming in. They  
6 hold up the line for the left-hand turn for us to get  
7 in there. Two people can go in. Two cars. And then  
8 to get in there to stage is only 15, 20.

9 So I don't understand what they're  
10 complaining about because they need to make a better  
11 staging area for the taxis. And it's also very  
12 accident prone in both areas.

13 CHAIR DROBKIN: I usually don't comment on  
14 that. But we are working on that. We are working  
15 with them. And if you can give us a few months,  
16 things should start being fixed there.

17 MS. BLAIR: They wave them off to get out of  
18 there. And I just thought that was inappropriate  
19 that they don't have cabs. There's a reason they  
20 don't have cabs.

21 CHAIR DROBKIN: We're working on it.

22 MS. BLAIR: Thank you.

23 CHAIR DROBKIN: Thank you for participating.  
24 I haven't seen you before.

25 Who else would like to come up?

1                   MR. VILLALVA: Omar Villalva, O-m-a-r,  
2                   V-i-l-l-a-l-v-a. I have a suggestion. Instead of  
3                   putting the extra medallions, why don't you just help  
4                   this man right here and make him pick up every else  
5                   on other events.

6                   CHAIR DROBKIN: Who else would like to come  
7                   up and speak?

8                   MR. GREMA: I am Achim Grema. For a while  
9                   I'm in the industry, and I understand the process.  
10                  Around the convention when it's breaking down the  
11                  convention, it's very hard to go to the convention.

12                  We go to pick up. We go to the Riviera.  
13                  The Taxicab Authority, they are not over there to  
14                  help us. The police is not over there to help us to  
15                  make the order. They are over there to write the  
16                  tickets for us.

17                  Mr. Balaban wants to put more cabs. What  
18                  are you doing for the driver who gets a ticket  
19                  because they're not allowed to park? What are you  
20                  doing for the driver when they get the tickets and  
21                  pays that amount of money?

22                  They make the money. The Taxicab Authority  
23                  makes the money. Everybody makes the money. The  
24                  driver, what are they? The modern slave. Why make  
25                  so much cabs for so many people who come here to work

1 in a place where they are and a place like Nevada  
2 that can't like where we live? The Authority and  
3 everybody, they are not helping us. Everybody is  
4 over us.

5 When there was the fight in MGM, there was  
6 only limo drivers. We want to help with all our  
7 heart, but for this we're out. Nobody give a damn  
8 for us. What can we do? We have a family. We have  
9 everything to support like everybody have between us.  
10 But for us we don't have the support. What can we  
11 do?

12 Many, many times, especially on Paradise  
13 Road, I don't know what kind of problem is between  
14 road working and the convention. Many people said  
15 because there was some big fighting for a long time,  
16 somebody can investigate about. It's only one line.

17 CHAIR DROBKIN: Your time is up. But I want  
18 to respond to you. And I want to respond by saying  
19 that this Board has been working on it. It's not  
20 really well communicated for a reason. We've been  
21 working on helping with staging and other ways to  
22 make it easier for you guys to pick up passengers.

23 We've been working on it. It's a  
24 complicated issue. It has a lot of problems. And  
25 we're taking it step by step for you to be able to

1 pick up the passengers safely and additional stages.  
2 I appreciate it.

3 MR. GREMA: And also restricted. We're not  
4 allowed on the south and the west.

5 CHAIR DROBKIN: You were allotted three  
6 minutes. I let you go a little bit over. I  
7 appreciate your comments.

8 MR. GUTIERREZ: Allesandro Gutierrez,  
9 G-u-t-i-e-r-r-e-z, Jose. I just want to comment.

10 It looks like you guys are going to look at  
11 our life the way we live. Work, go home, slave.  
12 Think about us. We need some support. Somebody look  
13 at us. We are glad to work for the people. That's  
14 fine. But we've got a lot of problem with them.

15 There's a lot of issues about us and about  
16 the Venetian. I worked there two years already.  
17 They let us in. We've got to get out. There's going  
18 to be an accident. The security guard right there,  
19 they think they are the owners of the Venetian  
20 yelling to the people.

21 You guys need to take a look at it, how we  
22 live out there. Just watching our life. We need  
23 somebody to see we are like a slave. It's not a  
24 problem. We're working fine. We do these things for  
25 a long time just fine.

1                   CHAIR DROBKIN: Anybody else would like to  
2 speak?

3                   MR. MENGSHA: M-e-n-g-s-h-a. First name,  
4 E-y-o-b. I've been driving since '97. The way they  
5 come up, the average \$400 on the weekend, I should be  
6 retired by now.

7                   The convention time, especially on the Sands  
8 Expo and certain hotels, you don't see me at all.  
9 The airport I don't work. The reason is most of the  
10 time the doormans (sic), they love to have the limos  
11 in there. The doormans, they got a connection with  
12 the limo. So they block the whole street. And we  
13 can't go in, and we can't go out.

14                   So we got in trouble. We're going to make  
15 an accident. We got really frustrated. So we're  
16 going to get a ticket for that. No one is going to  
17 give us an excuse. So please come and see the  
18 driver, what's the problem they have.

19                   And my suggestion is, I don't know how it  
20 works, but give them a medallion for the convention  
21 itself and let them deal with it. Restricted cabs,  
22 they don't work in the city. They work on the Strip.  
23 Let us work in the city and let them work on the  
24 Strip.

25                   CHAIR DROBKIN: Thank you, sir. Anyone else

1 would like to speak? Anybody else want to speak  
2 during public comment? Okay. Thank you.

3 Item Number 15. Staff report. I understand  
4 we're not doing the swearing-in ceremonies.

5 ADMINISTRATOR HARVEY: We are not. Madam  
6 Chair and Board Members, I have a couple updates for  
7 the Board and the industry. We're going to postpone  
8 the swearing in for our next meeting.

9 But I do want to introduce our Management  
10 Analyst, Annette Watson. She is here today. Welcome  
11 her to the industry.

12 The Taxicab Authority has ordered  
13 replacement medallions. We anticipate a release of  
14 the medallions.

15 We are in the process of recruiting for the  
16 seven new positions approved in the legislature.  
17 Those positions include deputy administrator, two  
18 administrative assistants, vehicle inspectors, a  
19 dispatcher, and compliance enforcement investigator.

20 We have ordered replacement vehicles, which  
21 we have also received funding. And we expect to have  
22 those at the end of the year. How many did we order?  
23 23?

24 CHIEF AQUINO: We ordered 12 inspector  
25 vehicles and nine other vehicles as well.

1           ADMINISTRATOR HARVEY: We identified a site  
2 and are working with State Buildings and Grounds to  
3 finalize a lease. If we are successful in signing a  
4 lease, it will be three to four months before we move.  
5 So I will have more information at the next meeting.

6           MR. KUZIK: Kelly Kuzik, Nevada Taxicab  
7 Authority. I have stats.

8           The numbers for August were essentially flat  
9 for the same August of last year, which is better  
10 than a decline.

11           And the only other thing that we have is, I  
12 handed out a schedule of upcoming events, larger  
13 ones. And the reason we did that this time is  
14 through April, all these events in previous years  
15 have come together. Some of them are not anymore.

16           So what we did is put the events. And if  
17 they're the same color code with white or gray, that  
18 means they're coming together or separately.

19           I put the dates, where the primary location  
20 is going to be for the event, the approximate  
21 attendance, and then whether staff believes it should  
22 be placed on the agenda. Most of them were neutral.  
23 World and another event used to be together, and now  
24 they're separately.

25           So I wanted to present this to the Board to



1 give you the opportunity to decide which events you'd  
2 like to see agendized. And then we'll do the  
3 worksheets that I normally do for whichever events  
4 you feel should be put on the agenda. Any questions?

5 CHAIR DROBKIN: No, sir. Thank you. Report  
6 of Legal Counsel. Item Number 16.

7 MR. SUNGA: For the first time, there's  
8 nothing to report. It's probably a good thing.

9 CHAIR DROBKIN: I'd like to take a  
10 five-minute recess before we do the driver appeal.

11 (A brief recess was taken.)

12 CHAIR DROBKIN: We're back from our extended  
13 recess, and I apologize. Item Number 17. Driver  
14 Appeal, Achim Grema. Mr. Sunga?

15 MR. SUNGA: Appellant first.

16 MR. GREMA: Good morning. I appreciate you  
17 taking the time over here this morning. Before I  
18 start, I would like to apologize for my English.

19 Originally, I contest the citation. What  
20 the officer accused me of was false. I was pulled  
21 over by a TA officer who wrote me a citation. It was  
22 speculative. I was within my scope to pick up a  
23 passenger on the Mirage property.

24 As you can note by the case file, the judge  
25 that presided over my case unfairly considered three

1 charges that were not presented in the opening  
2 statement for my hearing. Two charges actually. I  
3 believe that was beyond the judge's rights to do so.

4 I ask that you take into consideration the  
5 court manuscript and understand that although I may  
6 not elaborate the English language, the officer  
7 charged me on unjust grounds. If possible, I would  
8 like to request that your board do an investigation  
9 of the location. Thank you for looking over my case.

10 MR. SUNGA: Deputy Attorney General Ryan  
11 Sunga for the case.

12 I was the prosecutor on this case. I  
13 believe it was back in June.

14 And if I could just at the outset, I would  
15 like to read the standard into the record. That  
16 petitions for appeal must set forth the ground or  
17 grounds on which the appellant considers the rule to  
18 be unreasonable, unlawful, erroneous or not in  
19 conformity with the law.

20 On the date in question, the investigator  
21 wrote Mr. Grema two citations with two different  
22 offenses on each citation, for a grand total of four  
23 offenses.

24 The investigator testified that he was  
25 traveling southbound. The investigator knew that he

1 was traveling southbound on Las Vegas Boulevard  
2 approaching the Mirage when he saw the appellant make  
3 a lane change from the Number 3 travel lane to the  
4 right to the Number 4 travel lane against the curb in  
5 order to load some passengers on Las Vegas Boulevard.

6 And so the investigator pulled over the  
7 driver at that point for a number of reasons. One,  
8 because cab drivers can't pick up on Las Vegas  
9 Boulevard. That's illegal. Two, for the unsafe lane  
10 change.

11 When the investigator made contact with the  
12 driver, he noticed one more thing. That is that his  
13 trip sheet wasn't filled out completely either. So  
14 there was another offense there.

15 So he had a grand total of four offenses  
16 that were written by the investigator. One was for  
17 loading on the Boulevard, which is illegal. Two, for  
18 jeopardizing the safety, comfort and convenience of  
19 passengers by loading them on the Boulevard because,  
20 as the investigator testified, there's a risk that  
21 you could get rear-ended because drivers aren't  
22 expecting a parked car to be right there on the  
23 Boulevard loading passengers into the car. And you  
24 run the risk of a rear-ender, jeopardizing the  
25 passengers that he's loading. As well as the trip

1 sheet, which is the third one. And then jetting over  
2 to pick up passengers on the Boulevard.

3 Now, at the time of the hearing, the  
4 investigator testified as to what he saw. And then  
5 Mr. Grema admitted that he bypassed the taxicab stand  
6 at the Mirage and loaded on the corner of Las Vegas  
7 Boulevard and Mirage Road. Now, that's in the  
8 transcript on page 29, line 15. That's where it  
9 starts.

10 And he goes on until page 30, line 12,  
11 admitting that he bypassed the taxicab stand all  
12 together and loaded there on the corner of Mirage  
13 Road and Las Vegas Boulevard.

14 What does that do? Well, that changes the  
15 facts a little bit because the charge was loading on  
16 the Boulevard, a violation of NRS 706.8845.9.

17 Now, since he admitted that he loaded albeit  
18 on Mirage Road, that's still a violation because if  
19 you are on a Strip property that has a taxicab stand,  
20 you have to go through the rotation of the stand and  
21 then pick up.

22 Well, he testified there on page 29 that he  
23 went into the Mirage, took a look at the stand.  
24 There was way too many cabs there. He said he didn't  
25 want to wait for it. Then he started exiting the

1 property and picked somebody up on his way out of the  
2 property.

3 I asked to amend the charge from a Boulevard  
4 pickup to an actual property rotation charge. And  
5 substantively what that did was, it changed the fine.  
6 It would have been a \$350 fine. It changed it down  
7 to an \$80 fine because it's a different subset of the  
8 fine schedule. So he admitted that he did that.

9 Now, it's still a roadway and, therefore,  
10 still an unsafe pickup. If anybody has been to the  
11 Mirage and you're leaving there to go to Las Vegas  
12 Boulevard, that Mirage Road is a busy roadway. And  
13 people aren't expecting people to suddenly stop to  
14 pick up passengers there.

15 Therefore, the safety, comfort and  
16 convenience statute still stood at that point. So I  
17 amended it, but it didn't change the facts too much.  
18 In fact, it changed them in his favor in terms of the  
19 fine.

20 Then with regard to the trip sheet, if you  
21 look at the transcript on page 30, lines 20 and 21,  
22 he admitted that his trip sheet wasn't filled out.  
23 You have to keep a complete and accurate trip sheet.  
24 And at this point, he had loaded these passengers and  
25 didn't notate it on his trip sheet.

1           And the investigator testified or he even  
2 testified -- they both testified that that's usually  
3 the case because when they're loading a roadway like  
4 that, they don't have time because you're blocking a  
5 roadway and you need to get out of there. So they  
6 usually don't fill out their trip sheets properly  
7 when they're making those illegal pickups.

8           So he admitted he did an illegal pickup and  
9 admitted that his trip sheet wasn't filled out. And  
10 then specifically on page 31, lines 12 through 20, he  
11 admits that he didn't fill out his trip sheet because  
12 he had loaded in the roadway. And like I said, based  
13 on his admissions, I amended the charge.

14           And then this hearing took a long time. It  
15 was probably the longest hearing that I've ever had  
16 at the Taxicab Authority and in my years of  
17 prosecuting these cases. There was some controversy  
18 at the hearing regarding some pictures -- and I  
19 believe they're in the transcript there -- that the  
20 driver brought to this hearing.

21           And if you'll notice, those pictures have  
22 some pen markings on them in the middle of one of the  
23 pictures. What the driver wanted to say at the  
24 hearing is that the officer fabricated this whole  
25 thing. "I wasn't even in that area. Here's a

1 picture of my car that night. I wasn't even in front  
2 of the Mirage. I was several blocks down at the  
3 MGM." I guess as a means to somehow implicate the  
4 investigator wasn't credible or something. I don't  
5 know why he did it.

6 But then as I looked at the pictures and as  
7 the investigator looked at the pictures, we noticed  
8 that these markings were actually made by this  
9 investigator at a previous hearing for a separate  
10 ticket. Now, this hearing took place months and  
11 months before this hearing did. So, in other words,  
12 the driver tried to take these pictures to implicate  
13 the investigator somehow.

14 But those pictures weren't even taken at  
15 this situation. These pictures were taken at a  
16 different location where he was cited on a different  
17 event that had already gone to hearing. And those  
18 markings were made by that investigator at that  
19 hearing. He was trying to pass them off at this  
20 hearing for this event, which it wasn't because the  
21 investigator's markings were on the old pictures, and  
22 he recycled them for this hearing.

23 Then the driver got into some -- although I  
24 didn't understand completely. He used the word  
25 "revenge" a lot. That this investigator somehow

1 wrote this ticket to get revenge on him for a  
2 previous citation, which he had been found to not  
3 have a violation on. In other words, there was a  
4 previous violation, and the hearing officer didn't  
5 find enough for the charge and dismissed that one.  
6 He was trying to say that was revenge for that one.

7 But then looking at the dates, I had the  
8 investigator look at the dates of the citations. And  
9 this citation was written before that other ticket  
10 even went to hearing. So it couldn't have been  
11 revenge for that hearing. It hadn't happened yet.  
12 You can take a look at that whole exchange. It's on  
13 page 40.

14 But in any event, it would be a real stretch  
15 to say that a hearing officer's decision was  
16 unreasonable, unlawful, erroneous or not in  
17 conformity with the law when the driver came in and  
18 admitted these offenses in the first place. You  
19 can't say that she's wrong when he came in and  
20 admitted that he did them.

21 He just for some reason felt that he  
22 shouldn't have been ticketed for them. And I'm not  
23 still all together sure what those reasons are. But  
24 at the end of the day, she found that he had violated  
25 NAC 706.543.3, rotation of the stand, which he



1 admitted that he did. He admitted that his trip  
2 sheet wasn't properly filled out because he had  
3 loaded in the roadway, a violation of 706.8844.3.

4 And then pursuant to the investigator's  
5 testimony, by loading in the roadway and having  
6 traffic stop, he endangered those passengers that he  
7 was loading because of the risk of a rear-ender. She  
8 found that he had violated NRS 706.8845.12, safety  
9 comfort, and convenience.

10 And then also she found that he made an  
11 unsafe lane change to get over to pick these  
12 passengers up, a violation of NRS 484B.223, for a  
13 grand total of four violations, the facts most of  
14 which he had admitted to anyways.

15 Now, with regard to the fines, this  
16 particular driver has an established pattern of  
17 conduct to where there was four offenses here, all of  
18 which were either his third or fourth offense within  
19 the last 12 months.

20 So there was an \$80 fine on the rotation  
21 charge because, like I said, I had amended that one.  
22 It was initially a 706.8845.9 charge that would have  
23 been \$350. And since I amended it, that went down to  
24 \$80. So she fined him for that.

25 For the safety, comfort and convenience

1 charge, the Taxicab Authority had recorded in their  
2 records that this was a fourth offense within the  
3 last 12 months for a \$350 fine on that.

4 With regard to the trip sheet, that was  
5 another fourth offense under the 8848 penalty phase  
6 for another \$350 fine.

7 And with regard to the unsafe lane change,  
8 this was another fourth offense for another \$350 fine  
9 under the 8848 penalty phase.

10 The Administrator has a fine schedule where  
11 he has the fines that he wishes meted out on first,  
12 second, third, fourth and fifth offenses. And that  
13 fine schedule is sort of loosely based on NRS  
14 706.8848, which sets forth the maximums which the  
15 Administrator can give on first, second, third, and  
16 fourth offenses. And this is the NRS 706.8848.

17 For the first offense, you can give either a  
18 warning notice or a fine of not more than a hundred  
19 dollars or both, a warning and a fine.

20 For a second offense, you can give one to  
21 three days suspension of a driver's permit or a fine  
22 of not more than \$200 or both suspension and fine.

23 On third offenses, four to six days  
24 suspension of a driver's permit or a fine of not more  
25 than \$300 or both a suspension and a fine.

1           And this is operative here because these  
2           were fourth offenses. Fourth offense, ten days  
3           suspension of a driver's permit or a fine of not more  
4           than \$500 or both suspension and fine.

5           And fifth offense is revocation.

6           So the fine schedule that the Administrator  
7           put out falls significantly below the maximums set  
8           forth in 706.8848. And these being fourth offenses,  
9           the Administrator could give in its discretion a  
10          ten-day suspension or a fine of \$500.

11          And the Administer chooses in these cases to  
12          forgo the suspensions. He feels that would be too  
13          punitive, taking him off the street and taking away  
14          their abilities to make a living for ten days, and  
15          imposes a flat fine of \$350, which is \$1850 below the  
16          maximum he can give out for these kinds of offenses.

17          So there was four finable offenses here.  
18          Three of the four were fourth offenses, which were  
19          \$350, which could have been fines and suspensions.  
20          And the other one I amended down for him from a \$350  
21          fine down to an \$80 fine at the hearing.

22          So it would be a stretch to say it was an  
23          error of the law when he admitted them. And as to  
24          these fines, they are proper. Given the latitude and  
25          the ability to give him suspension and a fine, the

1 judge chooses only to give a \$350 fine.

2 Like I said, the reason why these are fourth  
3 offenses is because this particular driver has an  
4 established pattern of conduct. He habitually avoids  
5 the cab stands. He doesn't like to wait in line in  
6 the cab stands and ends up picking up passengers away  
7 from the cab stands. Like in one, loading on  
8 Las Vegas Boulevard and blowing the cab stand all  
9 together by his own admission and blowing the cab  
10 stand rotation and looks for ways to do that. And  
11 that's where it's his fourth offense, and that's why  
12 the fines are what they are.

13 MEMBER HARDY: Before you go before the  
14 hearing judge, do you submit a brief? Or how does  
15 that work where you set forth, these are his first,  
16 second, third, or fourth offenses?

17 MR. SUNGA: In terms of the offenses, those  
18 are contained in the driver's file by the Taxicab  
19 Authority. And, yes, they're part of his driver's  
20 record.

21 MEMBER HARDY: Because we only did get the  
22 transcript.

23 MS. ARGUELLO: And the hearing officer  
24 doesn't know about his driving history until the  
25 hearing, whether he's guilty or not. So that doesn't

1       affect her ability to render a fair decision, if that  
2       makes sense.

3               MEMBER COLLINS: Yes, it does. Thank you.

4               MEMBER HARDY: That was it.

5               MR. SUNGA: That's all I have.

6               CHAIR DROBKIN: Sir, would you like to  
7       respond?

8               MR. GREMA: I find the only way I know to  
9       understand because I'm so guilty, ready to be killed  
10      for something that I'm exactly not doing. All the  
11      time I'm a member for the old people. I'm a member  
12      for the school. This nice young lawyer tries to put  
13      me so down to not believe what exactly is the truth.

14              The fabrication was by the officer. I give  
15      the picture. We'll start with this one. The officer  
16      was in this car and write me a ticket in this car.  
17      This picture I marked myself, which is the first time  
18      I made the contact with the officer. And down is  
19      where the officer asked me if I picked up on the  
20      Mirage property.

21              With the rotation of the stand, I do not  
22      rotate the stand. I want to go out from Mirage. I  
23      want to go out from Mirage property. It was 1:00  
24      o'clock in the morning or 1:00 something in the  
25      morning at night. It was nighttime. Not daytime.

1 It was nighttime. I want to go out from Mirage.

2 Three people came out from the door of  
3 Mirage facing Las Vegas Boulevard facing Harrah's.  
4 And they see me because another few cars in front of  
5 me was asking me if I can pick them up. I wasn't at  
6 the stand. At the end of my day, I said yes, and I  
7 pick up the passenger who was asking me if I want to  
8 give service to them. I said yes. I was by myself.

9 There was two cars in front of me or three  
10 cars in front of me, not cab. The officer maybe  
11 stays somewhere in the dark hunting us across the  
12 street. He made a U-turn.

13 Because I'm asking him for evidence for  
14 everything, and he can't offer to me the evidence.  
15 And I get a citation for everything that he's writing  
16 so nicely. And it's not even. The trip sheet, I  
17 don't even have time to write Mirage for customers.

18 Please. He's asking for a trip sheet. He's  
19 not asking for the trip sheet. My trip sheet was  
20 signed Mirage, three passenger, the time.

21 On my statement I give the receipt, how much  
22 it was, and the time that I pick up. The trip sheet  
23 it's not. Violation on the road it's not. If you  
24 want to consider it a violation on the private  
25 property on the Mirage and a safe place, not the

1 stage, because I go out from the stage. I'm not  
2 cheating nobody. I just pick up like everybody can  
3 do that. This is our job. This is what I said  
4 before.

5 Because if the people are working for a  
6 while, they know exactly what to do to go out if  
7 there's so many cabs staying in line. Because the  
8 people working for them know what they're doing.  
9 They go not to be involved on the traffic. We're  
10 working for the company, and the company gets the  
11 advantage. And on top of everything, the TA gets the  
12 advantage.

13 CHAIR DROBKIN: Mr. Grema, I'm going to  
14 interrupt you and remind everybody, and especially  
15 you, that we have a very narrow parameter for this  
16 appeal. We're not here to relitigate. Do you  
17 understand?

18 MR. GREMA: Yes, I understand. But  
19 everything is the fabrication of the officer.

20 CHAIR DROBKIN: I understand. But we have  
21 to look at what you presented and what was presented  
22 on the State's side as well. We have a very narrow  
23 scope right now, what we're tasked to do. Does that  
24 make sense?

25 MR. GREMA: Okay.

1           CHAIR DROBKIN: Do you have anything else to  
2 add that's on topic, related to your defense?

3           MR. GREMA: No. I picked up on the property  
4 of Mirage in a safe place.

5           CHAIR DROBKIN: Does anybody have any  
6 questions?

7           MEMBER COLLINS: I would just say a couple  
8 comments here, Mr. Grema.

9           The Board here is a very compassionate  
10 board. We like to be able to make the right  
11 decisions.

12           The issue that I have is, we're looking at  
13 fourth offenses here. So to me there's a pattern.  
14 And it looks like in some of the State's argument,  
15 these fourth offenses kind of sets precedence that  
16 some of this activity has been done over and over  
17 again.

18           So from a credibility standpoint, I have a  
19 hard time believing the overall story. I think in  
20 that respect, if it was a first offense, I think it  
21 would be a different issue. But we're talking about  
22 multiple offenses here on most of these charges.

23           MR. GREMA: Because the officer is the one  
24 who stays outside and terrorizes us.

25           CHAIR DROBKIN: The officers are doing their



1 job. I am sympathetic to the lack of infrastructure  
2 for you guys to do your job, but the officers are  
3 tasked with a very difficult job of having you guys  
4 follow statutes. They're understaffed, and I commend  
5 their efforts.

6 But I do understand your plight on how  
7 difficult it is to get passengers to be able to pick  
8 up, and we are working on that right now. We do have  
9 laws, and they have to be adhered to.

10 MEMBER HARDY: I would just note, I read  
11 through the entire transcript before the hearing  
12 judge, and we've heard your opening argument, the  
13 State's, and your other comments.

14 And to me, going back to our standard of  
15 review, as our Chair pointed out and as the State  
16 pointed out, our review is pretty limited. And  
17 nothing I've seen in the record indicates that the  
18 order below was unreasonable, not in conformity with  
19 the law, unlawful or erroneous. So I would move to  
20 uphold the hearing judge's decision in its entirety.

21 CHAIR DROBKIN: I'll second. Any discussion  
22 on the motion? All in favor? Thank you, sir, for  
23 participating. I appreciate it.

24 There's really no public to be left, but  
25 keeping with our agenda, public comments? Motion for

1 adjournment?

2 MEMBER HARDY: So moved.

3 MEMBER COLLINS: Second.

4 CHAIR DROBKIN: All those in favor? So

5 moved.

6 (Thereupon the proceedings

7 were concluded at 11:51 a.m.)

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1 CERTIFICATE OF REPORTER

2 STATE OF NEVADA )

3 SS:

4 COUNTY OF CLARK. )

5 I, Jane V. Efaw, certified shorthand  
6 reporter, do hereby certify that I took down in  
7 shorthand (Stenotype) all of the proceedings had in  
8 the before-entitled matter at the time and place  
9 indicated; and that thereafter said shorthand notes  
10 were transcribed into typewriting at and under my  
11 direction and supervision and the foregoing  
12 transcript constitutes a full, true and accurate  
13 record of the proceedings had.

14 IN WITNESS WHEREOF, I have hereunto affixed  
15 my hand this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

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Jane V. Efaw, CCR #601

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Board Meeting Minutes

October 8th, 2013

**\*\* NOTE:**

The Minutes from October 8, 2013 Board Meeting were recorded and transcribed by Jane V. Efaw, CCR #601.

Respectfully submitted by:

  
Barbara A. Webb, Recording Secretary 11-13-2013  
Date

Approved by:

  
Ileana Drobkin, Chairman 11-15-13  
Date

  
Charles D. Harvey, Administrator 11/13/13  
Date