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TAXICAB AUTHORITY

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BEFORE THE STATE OF NEVADA TAXICAB AUTHORITY
BOARD MEETING AND PUBLIC HEARING MINUTES

November 19, 2015

The Board Meeting and Public Hearing of the State of Nevada Taxicab Authority was held on Thursday, November 19th, 2015. The meeting was held in the Taxicab Authority Boardroom at 2080 E. Flamingo Road, Suite 114, Las Vegas, Nevada 89119. The meeting began at approximately 9:40 A.M.

Present were: Chairman Ileana Drobkin, Member Dennis Nolan, Member Dean Collins, Member Bruce Aguilera and Member James Campos. Others present: Ronald Grogan, Administrator, Gary Mathews, Deputy Attorney General, Legal Counsel for the Taxicab Authority; Ruben Aquino, Chief Investigator; Christine Guerri-Nyhus, Deputy Attorney General, Legal Counsel for the Board and Recording Secretary, Barbara A. Webb.

1. Meeting was called to order at approximately 9:40 A.M.

2. Pledge of Allegiance to the Flag.

Pledge of Allegiance to the Flag was led by Member Aguilera.

3. Compliance with Open Meeting Law.

Administrator Ronald Grogan said we were in Compliance with the Open Meeting Law.

4. Public Comment.

Stephanie Edelman, A NLV driver, stated that she feels sad about changes going on with regard to drivers and medallion restrictions being lifted and that there would be no further allocations, but 20 more cabs were allocated. Now, today, Lucky is requesting 30 more cabs. She feels that more cabs is not the answer, moving toward technology as the industry is competing technology that we cannot come close to. Every company is using a different type of app which will confuse the public, therefore, she feels that every company should unite and use the same type of app. She feels that tools are needed to do their job the best that they can. She stated that she cannot pick up at the front door of a hotel, but the competition can. Everyone has to be on the same playing field. There is no room, nor drivers for additional cabs. She realizes the issues at the LVCVA and the reason is the road construction, one way in and one way out, therefore, the drivers have problems.

Chair Drobkin stated that she is working on behalf of the Board for those issues.

Sam Moffitt, driver for Yellow/Checker/Star and member of ITPE Union. He spoke that the request for more cabs without justification is absurd. He feels the reason they are being asked for is to stockpile until the first of the year when companies can lease. Since blown shifts have been removed from the monthly statistics, you cannot track the number of cabs on the road daily. He doesn't understand why any driver would lease and have to pay up front to go out where there is so much competition rather than getting a percentage of what they book. He said he's anxious to see what the lease price is going to be. He also commented that Lucky Cab is requesting a new type of insurance which covers vehicles, passengers, other vehicles, property damage, everything but the driver. The companies now have many benefits for their drivers, but once the driver leases a cab, he does not receive any of these benefits. He feels the companies are looking for ways to make more money. He's asking the Board to give serious consideration to these issues.

Chair Drobkin stated that the Legislature allows the leasing.

Richard Gray, Henderson driver, stated he's been driving for 22 years and has watched all the changes in the industry and with all these additional cabs being requested, long hauling will be a major factor in order to survive. The legislature is going to do what they want. He said he represents a lot of the drivers who will not come to the meetings because they don't feel anyone really cares about them. Now with an additional 480 cabs, especially this being the slowest time of the year, makes companies cut their shifts. Thanked the Board for their time and the Chair thanked him for coming to the meeting.

Public Comment closed.

5. Approval of the October 22nd, 2015 Board Meeting Minutes.

Motion: To approve the October 22nd, 2015 Board Meeting Minutes
By: Member Collins
Seconded: Member Aguilera
Vote: Passed unanimously

6. Discussion with Maria Soto, Traffic Manager for LVCVA, regarding recent taxicab service.

Maria Soto spoke regarding the following conventions.

SEMA - She said that the bronze lot was opened Friday for drivers to come by for lunch, given by SEMA, between 11 AM and 2 PM. In front of Silver Drive was closed to all traffic from October 30th through November 8th.

Tuesday, November 3rd, FAST was contacted to help with the left hand turns at Sierra Vista and Swenson as well as Metro. Wait times were 10-15 minutes and everything was clear by 6:30. She commented that Bell provided 8 mini shuttles for the show close each day.

Wednesday, November 4th, due to weather conditions, waits at show close were 10-25 minutes which made it very challenging; 16 Bell shuttles were loaded. ADA wait time was 1-1/2 to 2 hours in the rain.

Thursday, November 5th, the lines started at 2 PM with wait times up to 20 minutes. Again, Bell sent 16 shuttles.

Friday, November 6th, there was very heavy cab service until 4 PM and then there was a challenge. Again Bell sent shuttles.



She thanked Frias, YCS, Whittlesea and Desert for their supervisors help.

NBAA scheduled from November 17th through November 19th. This is a very heavy limos, TNCs as well as taxi service, due to attendees scheduled for many meetings, dinners and travel throughout the city.

Tuesday, November 17 – 15 minute wait time; cleared by 7:30 with late events prior. There were 200 in line at show close; 81 rides shared due to long lines.

Wednesday, November 18 – again 200 in line at close of show at 7:15 with 25 minutes wait time; 88 rides shared due to long lines.

Thursday, November 19 – they are expecting heavy need for service starting at 2 PM today with more cabs needed Friday, November 20 due to exhibitors moving out.

CES – is a business traveler show scheduled for January 6th through January 9th. They travel throughout the city due to many business meetings. They employ a lot of charter limos with taxi service needed at the South and North halls. They hope by that time, there will be a designated area for the TNCs in the Gold lot.

She commented that she will be working with the county to determine where road work will be and when it is scheduled. Convention Center Drive has westbound lane restrictions currently. She will be speaking with the county and project manager to stop work during CES and the Homebuilders Conventions.

The Chair commented what an incredible job Maria is doing to getting everything organized. The Chair stated that she contacted all the companies trying to get as many cabs out as possible. She was more upset because the handicapped people could not get the service they needed. She wants to get with the Administrator to somehow recognize the Frias driver that worked so hard to help them which was above and beyond, and he is a great ambassador to our city, so she wants him recognized.

Member Collins questioned the cab challenges, was it not enough cabs or were there issues with roadwork.

Maria commented that a lot of attendees were leaving the cab lines to use shuttles. The City was very busy.

Chair commented that there were challenges throughout the City because it was a very busy time for Las Vegas and a lot going on. She commented that when Maria reaches out to her, there has to be a big problem. She was more upset about the handicap attendees waiting in the rain for 2 hours.

Member Aguilera asked about the meetings before and after the conventions as to whether they comment at all about the transportation of cabs. Member Aguilera said that there was a line of cabs at the Aria and Bellagio.

Maria said sometimes they do. If it goes beyond the 20 minute wait time, that's when calls are made to the companies. She said it was explained to the convention management why there is such a wait especially if it is the same time as the shows get out.

7. Discussion with Freddie Kirtley, Assistant Director, Landside Operations, McCarran International Airport.

No one was present.



8. Discussion with Jeff White, Security Manager, Sands Expo, regarding recent taxicab service.

Mr. White discussed APEX/SEMA stating that it is a very large show for them with 70,000 attendees which was very successful. He commented about the congestion on Sands Avenue creating a problem for cabs to get in and out and cabs would not go there. Since then, they have been working on it and it's been successful; fixed what was under their control. With APEX there was a lot of increased traffic on Sands going to SEMA and airport, but not too many problems. At show break is when there was congestion on Sands Avenue due to rush hour and every type of vehicle at the same time. No gridlock this year. The only challenges were when cab lines were long with 45 minutes to an hour wait due to traffic.

They hosted the American Academy of Orthopedics with 32,000 – not too many challenges during the day. Around 5 PM it's difficult to get cabs.

Rock 'n Roll Marathon overlapped so Las Vegas Boulevard was closed and created another challenge, but not too bad.

He does have ADA issues at times to get the right type of vehicle.

He commented that Country Christmas is coming in December, CES in January, then the SHOT Show which are all high volume events for them. He also commented that the supervisors from the companies are a huge help for him. Frias, YCS are regular, even Western.

The Chair thanked him.

9. Discussion and possible action concerning the proposed language to be added to NAC 706 regarding the leasing of taxicabs.

Attorney Janette Reyes-Speer talked about the regulation changes. She stated that a draft of the proposed language was done to cover the leasing of cabs, what should be in the lease by the companies to drivers, the background that is required and what the companies have to do as well. A copy was provided under Section 2 which is the new section of language as well what was added to certain definitions for independent contractors and what it means about ownership and regular business hours.

The Chair thanked her. She then asked DAG Guerci-Nyhus to explain the Board and everyone the process.

DAG Guerci-Nyhus explained that what the Board is looking at now is the 1st draft of the regulations, copies available for the audience, explaining that today's task is just to start the ball rolling. Looking at the preliminary language, what the Board needs to do today is have a motion to direct the Administrator to hold a workshop. So as you go through this, there are statutory requirements. The first requirement is a workshop that needs an impact statement that needs to be created and that would be distributed to the public. The Board does not need to participate in the workshop that is something that Administrator can do. If you want to attend you may, but it is not required. Once the workshop is held, the language then goes to LCB. They then review the language to make sure it meets their intent and then also given the numbering and then is sent back. LCB is supposed to have it back within 30 days, typically it's longer. Once the language comes back from LCB that is when the Board gets involved. The Board will be provided with the language, the Administrator will follow that with a Notice of Adoption because the Board will conduct the adoption hearing. There's a 30-day requirement after it comes back from LCB and at the adoption hearing you can make some changes in the language, if you think there will be



significant changes or you have a problem with a specific section, let us know ahead of time because we may need to do another workshop if the language isn't working for everybody. If it is, the adoption hearing will be done, specifically be right at 9:30 before the start of the board meeting. That is when any small changes will be done, adopt it and then it goes to the LCB and once they approve it then it gets codified. This will be a month-long process, so this will be probably January or February after the Administrator is able to hold his workshop and after LCB sees it. If there are any questions in this process let her know, but today's motion is to direct the Administrator to hold a workshop and to send the language to LCB. DAG Guerri-Nyhus asked the Administrator if it would work for him to hold the workshop within 30 days. DAG Guerri-Nyhus stated she thought it was a 20 or 15 day notice.

Administrator Grogan stated it should be fine; his only concern is the upcoming holidays and participation.

Intervenors were A Cab, LLC, Desert Cab, Lucky Cab, Deluxe, Nellis Cab, Whittlesea Blue/Henderson Taxi, Yellow/Checker/Star Cabs, United Steelworkers, Frias Management, Western Cab and ITPE Union.

NO INTERVENORS WERE CALLED BY THE CHAIRMAN.

Chair Drobkin: Asked for a motion.

Motion: To authorize the Director to hold workshops within the 45-day period from today's date and the second half of that is to send it to the LCB with the language that appears before us

DAG Guerri-Nyhus commented to make the language easy to either send the language now or after the workshop depending on his discretion.

Amended Motion: to include his instruction
By: Member Nolan
Second: Member Aguilera
Vote: Passed unanimously

Chair Drobkin stated that Agenda Item 11 will be taken first.

11. Discussion and Possible Decision regarding the Application of Lucky Cab of Nevada for the authority to use a captive insurer to satisfy requirements relating to insurance on vehicles subject to Taxicab Authority jurisdiction.

Jason Awad on behalf of Lucky Cab had requested this item be placed on the Agenda. He gave a brief history of the insurance companies and the industry. In the past all companies have experienced an increase in the rates for the cabs. The insurance companies now want the taxicab companies to have a SIR – self-insured retention – which is not inclusive which is now \$100,000. After the companies looked into this, they have filed a “captive”. This is basically an insurance company and with regard to the retention that the companies are responsible for that they have been paying for and are responsible for the first \$100,000 the cab company has to pay anyway. Therefore, they filed with State for 2 years, they have a Certificate of Authority from the State, they are financially sound, usually the State requires a \$200,000 in equity, they have over 2 million. Now they also have hired a counsel to handle the issues and an adjustment company that works for Lucky Cab who have 22 years of experience with State Farm. They handle their own claims. Above all of that, they still have excess coverage, substantially



much higher than what the statute requires. That is why they have come before the Board asking for approval. Any questions?

Chair Drobkin asked if it is the same coverage that you would traditionally have.

Jason Awad answered absolutely.

Member Aguilera stated that because during public comment someone mentioned it, he asked if it covers the drivers.

Jason Awad stated that this is like insurance for your employees, drivers are covered and we have not, just to clarify for that person, this is in-house insurance for our company.

Member Collins asked about the premium of \$11,000 per vehicle, per year, does that standard relative to the size of all cab companies and the number of cabs they have?

Mr. Awad said that are one or two companies that have absolute monopoly on the market. Sometimes they would have more than one, now there's only one company who looks at your loss funds. It doesn't matter if you have a very good loss ratio, they still tell the companies they are losing money in the industry as a whole. The premium gets increased. Basically, it's the same for every company no matter the size or how many cabs they have.

Administrator Grogan commented that he has spoken to Mr. Awad about his application and spoke with the Nevada Division of Insurance to be sure it was approved and it was. They are waiting for the Board's decision as they are working with his adjusters now so when the Board decides they will make their decision. Captive insurer is virtually a self-insured company.

Intervenors were A Cab, LLC, Lucky Cab, Deluxe, Nellis Cab, Yellow/Checker/Star Cabs, United Steelworkers, Frias Management, Western Cab and ITPE Union.

NO INTERVENORS WERE CALLED BY THE CHAIRMAN.

Motion: Accept the application for the request for captive insurance
By: Member Collins
Seconded: Member Campos
Vote: Passed unanimously

10. Decision and Possible Decision regarding the Application of Lucky Cab Company for an additional thirty (30) 24/7 unrestricted medallions per Certificate Holder.

Jason Awad prior to making his presentation, stated that 10% of his request would be handicap medallions which makes it 3 per company. He asked for permission to have George Balaban of Desert, Cheryl Knapp of Whittlesea Blue/Henderson Taxi and Jamie Pino of Nellis join him during his presentation.

Chair Drobkin: Request granted.

Jason Awad stated that with this allocation everyone will profit from it, drivers included. He was concerned with Maria Soto's comments about at SEMA, handicap vehicles were not readily available and people who needed them had to wait 2 hours for a vehicle to accommodate them, which is why he wants 10% of his request to be for handicap medallions. His request in July proved the need for more



medallions as there was an increase in the number of rides in August and September as well as an increase in revenue for most companies due to this allocation. He commented that if they are given the allocation, they will prove the need is there. With regard to the TNCs, he feels it is a positive reaction because their customers are returning because of the cost of a taxi ride and the wait time brought customers back. He stated that his driver pool has increased. To accommodate more drivers they need more medallions and the need is there. Another reason for his request that with more medallions is that with restrictions being removed, the drivers will have better choices as to when they want to work. They may not have cars ready immediately, but once the allocation is approved, they will order cars, have them equipped and ready to go by December.

Cheryl Knapp of Whittlesea Blue/Henderson Taxi, Jamie Pino of Nellis Cab and George Balaban of Desert Cab stated that they agree 100% with Jason.

Cheryl stated that with regard to leasing cabs, if any driver is interested, she will then speak to the driver about it. It's not something that drivers will be forced to do. She also stated that is not the reason behind the request for additional 30 medallions. She went to explain what recently happened during SEMA. LVCVA had set up the staging areas allowing the TNCs to stage, which made it difficult for cabs, therefore, some drivers staged in that area. When people came out with their apps on their phones and saw the surge pricing that had gone into effect, they waved cab drivers down asking if they were for hire, of course they were. She commented that she didn't think the TA would want to hear that, but her point was that is why more cabs are needed to accommodate the conventioners who don't like the surge pricing of the TNCs. She said it is called supply and demand and they cannot meet the demand without an additional allocation of medallions especially on the weekends.

Jamie Pino of Nellis Cab talked about the technology that they have in their cabs and how long it took to accomplish that. They do have an app as well called Two-Way Ride that includes a dispatch system. This has helped them double their radio calls. This is an app that is very well known across the United States. His drivers can now drive weekends which they couldn't do before. He also feels it's a win-win situation for everyone. He said they need to upgrade their technology to compete with the TNCs. As far as he knows it is working for him, Western and Lucky. He commented that cab rides are cheaper than the TNCs. He feels that over the years a lot of the companies were more interested in the market share where today it completely different. The reason he said that the numbers were not good for Lucky or Desert is because of how many cabs had to come off the road to have the technology installed.

George Balaban of Desert Cab commented that since restrictions were lifted, drivers have more flexibility to work when they want and where they want so they will be able to earn more money and it will help with driver flexibility. It gives the company the ability to put cabs out when they are needed and feels that will help business increase. He also commented that if the companies don't want the extra medallions, they do not need to take them. The other thing is that cabs have a fixed rate no matter how busy the town is where Uber and Lyft have surge pricing when the town is busy and people would rather have a cab than pay so much more money for the same ride. And now that drivers can work weekends if they want, they will have the cabs for them to do that. In the end, there are more alternatives for everyone. He stated that his October numbers are up from last year.

Member Aguilera commented that it costs money when cabs are out, drivers lose money if they don't have rides and if no one is making money, companies will be out of business. He said it's the same with the hotel industry.

George agreed, stating it was a good analogy. The companies have to pay minimum wage, provide ACA, health insurance so if we can't provide that, we will go out of business.



After more discussion, the Chair called the remaining intervenors.

Intervenors were A Cab, LLC, Desert Cab, Lucky Cab, Deluxe, Nellis Cab, Whittlesea Blue/Henderson Taxi, Yellow/Checker/Star Cabs, United Steelworkers, Frias Management, Western Cab and ITPE Union. She said it would be A Cab, Deluxe and then YCS.

Jay Nady of A Cab agrees with the allocation of additional medallions. He stated that drivers need incentives. He has drivers that drive 36 hours a week so they can have insurance. If they want to also drive for Uber he does not object to that. He and his drivers have a good rapport with his customers in the "burbs". He knows that when drivers are able to lease their cabs, he will lose them because they will make more money leasing, but companies need to have the flexibility. He feels with the new allocation that it will be harder to get around the city but feels everyone should wait until the Annual Review and see if it was affected. He feels there are more challenges out there now and the companies have to try to stay ahead of the game.

Chair called Deluxe.

Steve Findlay, General Manager of Deluxe Taxicab Service commented that they support the allocation.

Chair called YCS. She commented that after YCS she will hear USW Union and Western Cab.

Bill Shranko, COO for YCS. He commented that he saw a lot of positive reinforcement from the Board during the presentation with regard to many statements made. He agrees with Cheryl's comments on surge pricing. He feels that this will be worse than long hauling. He reminded everyone why the Board was formed which was to regulate cab companies with regard to rates and allocations. He said everyone is worried about how many medallions will be on the road – he commented not to worry, the "sky is not falling"! After further comments and discussion, he feels that the Board should wait to see the impact at the annual review of medallions. He stated that is YCS' position.

Joel Willden, YCS, commented that individual companies may have increases, but the industry on a whole does not.

John Marushok, Frias, complimented Jason Awad on his presentation. Jason said he had data for the Board to help them make a decision, but all John sees is the stats that the TA gives them and it doesn't show exactly what Jason stated. He went on to explain that only the positives were talked about. He agrees with Joel Willden's comment that all companies don't perform equally. He also agrees with George Balaban's driver inventory comments. He commented that unless everyone is on the same playing field, inventory doesn't mean anything. Everyone should have the same apps, otherwise the inventory is not the same. He does not agree with another allocation especially because with the restrictions lifted, additional cabs are not needed. Having all the companies/cabs on the same app, he feels that's an inventory. He commented that unless he has sufficient evidence or justification for another 30 medallions, which he doesn't at this time, he is not in favor of this request for an additional 30 medallions. He stated that as the operator of the largest taxicab fleet in Clark County, they are going to compete with the TNCs and win. He feels it's not additional medallions or cars, it is to improve their dispatching system and vehicle technologies by all being on the same app. They also think more supervisors should be on the road helping the Convention Center and hotels get more cabs when they are needed. Other improvements he feels are needed are more dispatchers, improve driver training and customer service and the relationships with the hotels because without the hotels, there wouldn't be tourists here. He feels these are more important issues than more cabs on the road. He feels there are too many unanswered questions to make a decision for more medallions. He feels that the allocation will



sit in the drawers of the companies because no one has enough cabs at this time. His discussion with the Chair continued regarding the infrastructure of the city and 480 more cabs are not going to work.

Chair Drobkin asked Mr. Marushok to wrap it up. She commented that there are appeals to be heard and she doesn't want to lose her Board.

The Chair commented that with regard to the hotels, all they care about is service. She commented that she has a good relationship with the hotels and they do call out to her for help when there are 300 people in line waiting for cabs. She said she appreciated his presentation but does not agree with everything.

John Marushok commented that blown shifts are being asked to be reported again. He does not feel this is necessary if the companies are going to make decisions on how they are managed.

DAG Christine Guerci-Nyhus commented that that was not on the agenda for discussion at this time. The Chair called the remaining intervenors.

She called United Steelworkers and ITPEU.

Jared Kelley of USW stated they do not support any additional medallions. He said there have been many comments from drivers asking why more medallions are needed.

Sam Moffit of ITPEU talked about the wait times at the convention center and how the cab lines have not been changed for 20 years when there were fewer cabs. He said the approach to LVCVA and the Thomas & Mack need to be improved. He also commented on the statistics. Nothing warrants an allocation of medallions.

Ruthie Jones of ITPEU commented that said it exciting that 10% of the allocation will be handicap medallions, but they can be used for anything, so she doesn't feel that is a plus. She doesn't feel more medallions are justified because with the restrictions being lifted that is like an allocation now that cabs can go anywhere. She asked the Board to say no to this request because it will impact the drivers. She talked about complaints she received and the Chair wants her to let her know when she gets any complaints. Drivers are being run off properties because there is not enough space for staging.

Jared Kelley interjected that even with more cabs there are still long waits.

Marilyn Moran of Western Cab supports an allocation.

Jason Awad commented the issue now is the old versus the new. YCS showed no testimony that there was not a need. He stated that everyone's issues have to be addressed and companies need to move forward. He commented that in response to an intervener regarding revenue per shift is down, if the cabs are not needed on the road, they won't be put out, but if the companies have the medallions, they can put them out when needed. After a long discussion why his request for an additional 30 medallions should be honored, after listening to the LVCVA and the Sands, should be good reason to allocate. He feels the companies need to think about the future. He stated that a ride from the convention center to the Wynn at 6:00 PM cost someone \$140 due to surge pricing.

Chair Drobkin stated that she appreciates everyone's input in this, she feels that everyone has to look to the future and what is happening in Las Vegas with arenas being built and the economy growing and that is what has to be considered when the Board makes their decision. She agrees with comments about the infrastructure and the road problems and has worked with people to try to correct it. She said



that the problems are not only with conventions, it's with everything and tourists are not bus-riding people, they want cabs. She commented when she contacts companies and they tell her everything is out, that is a problem.

She asked the Board for their input – Member Aguilera agreed with her comments.

Member Collins stated after hearing the comments regarding SEMA and there not being enough cabs available he feels the bottom line is they cannot serve everyone, therefore, everyone needs to make the right choices. He feels the Board needs to give the companies the ammunition they need as the bottom line is serving the public and they know what they need.

Member Campos he appreciates all the comments from Frias and the other companies about their concerns and the needs of the public as well as the properties, therefore, he is trying to come up with a solution so that all areas are being serviced properly.

Member Nolan stated that he hears what's going on. When the Board lifted the restrictions, not everyone was happy. After listening to all the comments about cabs not being available, that is a big concern of his. There are cabs on the road, they are just not in the right place. He stated that he disagrees a little with Mr. Awad's remarks to just putting all these cabs out there. As a Board he feels they have to be a little more "thoughtful and deliberate". He feels more cabs need to be available, but how many? He feels that moving forward with a limited number of cabs, then evaluate the impact, as opposed to putting 30 cabs out over a period of time. He feels allocating 10 cabs as opposed to 30 and then decide what the benchmark and criteria shows to say whether it was successful or not.

The Chair commented that because the companies have the ability to put them out when needed, the Board can ask them in 6 months the status of them, plus the information from Staff. This is to make sure that the same situation doesn't happen again as it did during SEMA.

She suggests – December 15th - 10 medallions which will cover New Year's Eve and CES
January 15th – 10 medallions
February 15th – 10 medallions

The Board can then see how that works out.

Member Aguilera supports the Chair stating 1 of the 10 has to be ADA approved.

DAG Guerci-Nyhus said that is a condition that the Board has the authority to put on the allocation. She repeated his motion.

Motion: Issue 10 medallions December 15th, 10 medallions January 15th and 10 medallions February 15th with one of each of the 10 has to be an ADA capability.

John Marushok asked to make a comment before the motion went into effect. He asked about cross-companied, i.e. if the medallion is an Ace medallion, can he put it on Union Cab if the Ace vehicle is down?

Chair commented that was okay with her.

John Marushok asked if that stay in place.

The Chair asked the DAG how that could be done.



DAG Guerci-Nyhus asked if the medallion was transferrable between Frias Companies and Mr. Marushok stated that it was. The DAG asked how is it defined within multiple companies, a discussion between Whittlesea Blue/Henderson Taxi, Yellow/Checker/Star and Frias to explain and they agreed it was transferrable just within their own companies.

Member Collins if there was sufficient time to get new vehicles and the overall answer was yes.

DAG Guerci-Nyhus repeated the motion –

Motion: Allocate 30 additional medallions –
10 – December 15th
10 – January 15th
10 - February 15th
One of the 10 of each of those monthly allocations must be ADA capable and that ADA capable medallion can be transferred between affiliate companies

Member Nolan asked that before the motion is made, he would like, in addition to the anecdotal testimony that is given at every meeting, he would like to know if there are any other benchmarks that the Board should be looking at.

DAG interjected that that is not part of this agenda and perhaps put it on the January Agenda so it can be discussed.

Member Nolan said he had hoped to have some kind of analysis in January to see how effective these medallions were.

Jamie Pino commented to Member Nolan that it would take longer than a month to see how the medallions are working.

Motion: Allocate 30 additional medallions –
10 – December 15th
10 – January 15th
10 - February 15th
One of the 10 of each of those monthly allocations must be ADA capable and that ADA capable medallion can be transferred between affiliate companies
By: Member Aguilera
Seconded: Member Collins
Vote: Passed unanimously

12. Staff Report

Administrator's Report – Administrator Grogan stated that the numbers that were reported are what concerns him because the number of rides is down. He feels it is a very complex situation. He wants to see some analysis on driver income impact.

Administrator Grogan stated that 6 positions have been filed. One being the Administrative Attorney Janette Speer-Reyes and the second being the TA's IT Professional, Joseph Connors.

He stated, with all due respect to the Chair and to the Board, regarding complaints, they should come to the Taxicab Authority as we regulate them and we need to know what is going on out there to be sure the complaints are taken care of and the agency will communicate with the Board.



He commented that even though the Taxicab Authority does not regulate the TNCs, Chief Aquino and his staff communicate as often as possible with the NTA.

Chief Investigator Aquino had reported to the Administrator that during the National Finals Rodeo – December 3-12 – the TA Enforcement Unit was very busy on the Strip due to the large attendance of fans. The TA Bicycle Patrol Unit was deployed and focused their regulatory enforcement efforts at the Thomas & Mack taxicab pick-up/drop-off points. He also presented the November 2015 Monthly Highlights – Dispatched events – 1311; Citations Written – 276; Vehicle Damage Reports – 1319; Vehicle Inspections – 683; Violations resolved through administrative court – 229; Administrative trials conducted – 19; cases solved in pre-trial conferences – 90; violations pleaded before hearing on court day – 58; long haul citations – 59. Chief directed the investigators to continue enforcement regarding long hauling by conducting pro-active patrols, squad sting operations and “undercover” long haul investigations.

Stats for October, 2015 – Kelly Kuzik made his presentation referring to his stats for October and asked for any questions. There were none. Member Nolan thanked him.

- 14. Report of Legal Counsel –
DAG Christine Guerci-Nyhus had nothing to report.
DAG Gary Mathews had nothing to report.

- 15. Public Comment –

Melanie Rogers driver for Yellow Cab talked about Uber drivers what dangerous drivers they are. She says that the Uber drivers do whatever they want, they go wherever they want. They take a lot of business away from the cabs. (a lot of her comments were inaudible).

The Chair took a 5-minute recess.

- 13. Driver Appeals –

George LeFevre, TA # 23457. DAG Gary Mathews made his presentation regarding the Hearing Officer's decision. Mr. LeFevre presented his case to the Board. Member Collins wanted to reduce the fine. DAG Guerci-Nyhus and Administrator Grogan stated that the Board does not have the authority to lower the fine.

Motion: Uphold decision of Hearing Officer
By: Member Nolan
Seconded: Member Aguilera
Vote: Passed unanimously

James Hendricks, TA # 107396. DAG Gary Mathews made his presentation regarding the Hearing Officer's decision. Mr. Hendricks was an FTA at his 10:00 court hearing. The Hearing Officer made her decision to revoke his permit. He showed up at 1:00 thinking it was his time in court.

Motion: Remand back to Hearing Officer
By: Member Collins
Seconded: Member Nolan
Vote: Passed unanimously



Farid Eljawhary, TA # 31967 was not in attendance. A letter was sent on October 20, 2015 by U.S. Mail and Certified Mail that his transcript was completed and ready for him to pick it up, also telling him he was scheduled to appear before the Board on November 19th, 2015 for his appeal. That Certified Letter came back "unclaimed". On December 8, 2015 a letter was sent stating the date he was scheduled to appear before the Board and that he did not appear. That letter was sent by U.S. Mail and Certified Mail with the Order of the Board's Decision. That was signed for.

DAG Gary Mathews gave his presentation regarding what was presented at Mr. Eljawhary's Administrative Hearing and what the Hearing Officer's decision was.

Motion: To uphold the Hearing Officer's decision
By: Member Collins
Seconded: Member Campos
Vote: Passed unanimously

Harvester Harris, TA # 108474. A letter was sent on October 20, 2015 by U.S. Mail and Certified Mail that his transcript was completed and ready for him to pick it up, telling him he was scheduled to appear before the Board on November 19th, 2015 for his appeal. That Certified Letter came back "unclaimed". On December 8, 2015 a letter was sent stating the date he was scheduled to appear before the Board and that he did not appear. That letter was sent by U.S. Mail and Certified Mail with the Order of the Board's Decision. That also was returned "unclaimed".

DAG Gary Mathews gave his presentation regarding what was presented at Mr. Harris' Administrative Hearing and what the Hearing Officer's decision was.

Motion: Uphold decision of Hearing Officer
By: Member Nolan
Seconded: Member Aguilera
Vote: Passed unanimously

13. Adjournment

Motion: To adjourn
By: Member Aguilera
Seconded: Member Collins
Vote: Passed unanimously

Meeting was adjourned at 1:31:56 P.M.



Respectfully submitted by:



Barbara A. Webb, Recording Secretary

02-02-2016
Date

Approved by:


Ileana Drobkin, Chairman

02-02-2016
Date



Ronald Grogan, Administrator

07-02-2016
Date

