



Board Meeting Minutes
Thursday, January 24, 2019

Meeting Location: Nevada State Business Center
3300 W. Avenue, Suite 400
Las Vegas, NV 89102

1. Call to Order

- A.** Chairman Stan Olsen called the meeting to order at 9:00 a.m.

Board Members Present

Chairman Stan Olsen
Member Bruce Aguilera
Member Roger Thompson
Member Richard David Groover
Member Vicki Holmes

- B.** Pledge of Allegiance to the Flag.

Vice Chairman Aguilera led the Pledge of Allegiance to the Flag.

- C.** Compliance with Open Meeting Law

Administrator Whittemore stated the meeting was in compliance with the Open Meeting Law.

2. Public Comment

Member Groover: Mr. Chairman, we have representatives from Frias here today. I would like to recognize the donation to the girl scouts of America, which is the single largest donation that's ever been made. Would Frias like to make a comment?

Jack Hanifan – Co Trustee Frias: It's a testament to Phyllis and Charlie. They cared about this community deeply, always cared about children. Kids couldn't be better to continue their legacy in memory of them.



Chairman Olsen: Thank you very much. I think its important statement to that too often the cab industry gets painted with a negative brush and I don't think that you got enough recognition for this positive brush. Thank you very much.

Maria Soto Manager for LVCA: I just want to cover a few shows that have come and a couple of that are coming up. First was CES which was on a Tuesday through Friday, January 8th through the 11th. A 185,000 people in town for that. Um, I want to, um, thank Frias for dedicating an ADA cab for us on standby. Um, it came in very handy for ADA attendees that didn't have to wait for transportation. They were able to load right away. Um, and then the cab was sent directly back to it again. So we appreciate that. We also want to thank, we also want to thank a Frias us and Kabit for sending out field supervisors to assist us with our service during that time. And then again, we, we have them out there for To World of Concrete now. Uh, that show opened on Tuesday through Friday. Sports licensing have about 65 to 75,000 people who property right now a next coming up will be Magic and will be running February 4th to the 7th with 45,000 people. It will be a full facility show. So we're hoping to get received the same support from taxi companies. And then our next big one is going to be Home Builders Kitchen and Bath. Its 95,000 people in town from February 19th to the 21st. Um, a lot of our lots, as you know, for these bigger shows are closed for instance, space. So we really do depend on the taxi community to come out and provide service for these people because they know that they can't drive in. So yes, they do use the Monorails yes, they do use TNCS. Yes, they do use shuttles, but for some of these show that demographic wants taxis to be there. I would want the taxes to come, so we're doing everything we can to get them on property. Um, so much so as closing down Brown Drive, enforcing the TNCS to come in when we're out that way to leave our front door open so that the cabs can get in. We hope that that's been helping them? I also wanted to bring up on February 2nd, February 16th, its two Saturdays. The last biggest fights are coming back to Cashman Center. Although we have been moving out of that sense, we all know baseball's moving to the new stadium. We will be down there facilitating those two events down there and so we will be reaching out for cabs for that and as always I'll be sending that information out to everyone like they do with all the road closures and everything else. If there's anyone else in this room that's not on my email group list, strongly suggested, give me your business card. I'll be happy to add you to next. You can get all this information.

3. Board Meeting Minutes

Motion to approve the November 15, 2018 Board Meeting Minutes

By: Vice Chairman Aguilera

Second: Roger Thompson

Vote: Passed unanimously

4. Staff Report

a. Administrator's Report

- Critical Incident Report to Director Michael Brown

Administrator Whittemore: Good morning. Mr. Chairman, members of the Board. We've got some exciting things to talk about, but first I just want to go through a few housekeeping items. First things first, I got to write my first critical incident reports to the new director Michael

Brown. And I've got a statement here that I'd like to read into the record, which recognizes the Taxicab Authority Staff. At 1:58, January 17, 2019, myself, Chief Aquino and Sergeant Caseres were traveling southbound on Casino Center Boulevard. We were adjacent to Binions Casino discussing the cab stand and loading procedures when a single shot rang out. You saw people running towards us from the south. We rolled down the window and to ask if shots were fired, a person confirmed shots fired just on the other side of the parked bus, less than 100 feet down the street. Without hesitation, Sergeant Caseres sped around the bus and towards the shooting. Both Sergeant Caseres and Chief Aquino exited the vehicle towards the shooter and the down body. The shooter was a contract RTC security guard who was handcuffing the suspect. As we walked up Chief and Sergeant moved the guard back, isolated the area called in the event to dispatch and began rendering emergency medical aid. Both of them acted with split second decision making and with no hesitation. While both were armed, Chief was in his business dress and no tactical vest, but regardless jumped into action in a very high risk and an unknown emergency situation. Coordinating dispatch from the office was Supervisor Marie Ua, who very effectively led our staff. Our dispatch was the primary communication relay that shots was fired, the suspect was down. Officers were on the scene, the area was secured and it was safe for medical to engage. Our officers were the only personnel on the scene for five minutes while metro was in route and were the catalyst in getting the EMT to engagement before they would have otherwise. So to say this, I am incredibly proud of this team for handling an unknown emergency situation with their focus professionalism. These men and women on our staff put on a badge and wear a side arm, there can be unknown dangers out there and they are trained to use that training well with professionalism. When shots rang out, they sped towards that danger. I am so incredibly proud of Chief Aquino. I happened to be in the back seat, a long to see them in action. I am incredibly proud of Sergeant Caseres. I'm watching these two with, and there's a gunshot right in front of you. To step down or maybe were training takes over, putting on their gloves and trying to render medical aid before people could get there. I am so incredibly proud of these two officers and our dispatch team back at the base. Pretty amazing!

Chairman Olsen: No, shootings, when it's going on and the chaos there, you have no idea. The chaos is going on around you while you're trying to deal with the situation. And from what I understand, all three of you, Mr. Administrators, all three of you did a really dynamic job.

Administrator Whitemore: I think the important thing for us all to remember is we're asking these officers to go out on patrol and there's a regulatory function of our taxi drivers as one major part. But there's a whole other unknown part of public safety men and women put on the badge and they represent the State and the Agency well.

- New Director

Director Michael Brown has been appointed by the Governor as part of his cabinet. I've had a few meetings with him. He comes with a long career in mining. He was the president of Barrick

gold mining, very dynamic individual. He spent a lot of time in Washington DC, all over the country for various mining entities that he's worked for.

He has as long experience in Las Vegas, serves on a number of charitable boards, also in Carson City and Reno. I'll tell you this, Michael Brown, the director, says, I want to go out on a ride along. I say, sure, when? He asks when we can schedule that. Then says, how about Saturday? So last week, and on his first week on the job says "I want to go out." I said, what are you looking to do? And he said, I want to go out with the guy for however long they want to take me. He was out 5 hours with Sergeant Caseres. "I'm seeing the inside of what the taxi cab authority does," he says. I venture to say this is probably the first Director, who's ever done this in the first year, certainly in the first week, on a Saturday taking up this time. But his feedback, I think it's very positive. He wants to understand the taxi industry. It's important to him to understand all of those Agencies. To get out on the road with one of our enforcement officers on the front line of very impressive and he had lots of good feedback.

- Medallion Count

My third update is that you had asked for a medallion count as it relates to handicap accessible vehicles. We sent five of our field inspectors out to conduct a field audit. They came back with all the information. There are 111 medallions that have gone out. 7 per each certificate. I think Virgin Valley is the odd one. We have that information, but I would, I'd like to do is give the, the industry opportunity to respond to make sure that we're not giving you an incorrect information as to which vehicles are down and which vehicles are actually running. But we have that report and we'll be ready to give that to you next month after we've gotten their feedback. I think that's only fair.

- Autonomous Vehicles

We have a presentation and the Board has asked me to, to provide information on the Autonomous vehicle. We're going to do our best to make this technology work. As part of the presentation, there are a couple of embedded videos. This was something that the Board is very aware of. It's been in the news at CES. It took a suitcase, a quarter of the convention, myself, the Chairman, the Vice Chair, and the Chief attended a day at CES. Thank you, Maria Soto for taking care of us there. So much of this show is about vehicles, transportation and in this autonomous vehicle revolution.

Power Point presentation show on screen

So autonomous vehicles, the future the unknown. I can't finish the sentence. I don't think anybody could finish this sentence yet. I chose George Jetson, like scene there because maybe this is what people think in their mind, about what the future is or you know. When they think about autonomous vehicles, is it 50 years away, a 100 years away? What's it going to

look like? Here are the 4 questions we're going to hopefully answer today. A little bit out of order than what you would normally, but what, who, where and when. So let's just start with the video.

Video shown in meeting: <https://youtu.be/xsQvq4WIUYU>

Administrator Whittemore: Okay. So a short video there from BMW, just one of the many players in this field. So that gives you just kind of a snapshot. What does an autonomous vehicle? It gives you kind of the different levels. I'm bringing us to our next question. Our AV's currently regulated by the Nevada Law? NRS 706B Autonomous Vehicle networks. This chapter exists today. This is in a chapter that is governed by the NTA, so instead of a TNC you will have an AVC is license is available today. Their regs are in effect today. So the last time I talked with Mr. Newton, they do not have an application yet for an AVC, but he's expecting it. It defines what an autonomous vehicle network company is. It describes what a fully autonomous vehicle is and we'll spend just a minute and a fully autonomous vehicle has the meaning NRS 482A. If you look down there, fully autonomous vehicle means a vehicle equipped with an automated driving system which is designated to function at a level of driving automation of four or five pursuant to SAE. Then there's the SAE, Society of Automotive Engineers. I'll come back to that in just a minute. Then on our side of the fence, this was 2017 when this language went into effect NRS 706.88145. Fully autonomous vehicle goes through that. The taxi cab authority shall authorizes a certificate holder to use one or more fully autonomous vehicles if it complies with NRS 482A. Then a kind of an interesting provision is that certificate holder owns a permit issued under this autonomous vehicle network company. So just keeping that in mind, you would actually hold dual licenses as a certificate holder. You would hold one under the NTA and the TA. That might be language we as a group might want to look at. Again, this is not speculative. This is in statute today. The code has been written on the other side of the fence for 706B. This is an opportunity for us to craft new regulations on our site. What do we want the autonomous vehicle network code to look like? What are the regulations that we want to see? So back to this, a society of automotive engineer's automation levels just gives you the quick run through from zero, one to five. This is their standard. This is what everybody's operating off of. This is what the internet operates off of.

So today, to give you an idea where that level three is right there, conditional automation than fit active vehicles that are operating currently on the Las Vegas Strip are operating under a three. They're technically a level four capable vehicle today, where that vehicle is performing. All of the driving functions under certain conditions. Last time I spoke to Aptiv, it was 99.9% of the time the driver's not engaging. So who is building autonomous vehicles? You have three major groups, OEM original equipment manufacturer. Here are the big five: Toyota and Volkswagen go back and forth being the bigger car manufacturer around the world. Honda, Kia, General Motors and Ford. Those are the big five. Again, didn't even include BMW that we just heard from. Obviously the TNC's, Uber, Volvo and Lyft in Aptiv is a joint venture that we were familiar with the Las Vegas. In large and small scale tech companies. You have Apple, Aptiv, Baidu, Huawei, Nvidia, Oxbotica, Samsung, Tesla, Waymo, which is Google, and Zoox. These are just a few. So here's the future transportation stack. This is more kind of a geek thing that I love. It's just to give you an idea of it. It doesn't cover the world, but it may be harder to

see. But up at the top you have services of safety and security, in car intelligence assist, autonomy. All of these are doing different things and these are the people that we see CES. These are the people who are promoting their products. So let's just go back to the OEM, the actual manufacturers, and just focus there for a minute.

Toyota is expanding his pursuit of self driving cars by starting a new company called Triad Toyota Research Institute in Advanced Development. So Toyota is starting a company with \$2.8 billion investment into Triad in the coming years. They will hire around a thousand employees in order to develop fully self driving vehicles.

Volkswagen group says it will spend \$50.2 billion on electric vehicles, digitalization in autonomous driving network by 2023. This vehicle was at CES. That's a fully functioning vehicle as you can see below. There's a passenger compartment there with four individuals, I think they said it did, fits up to six. VW said it could build up to \$15 million electric cars over several years on its new MEB EV production platform.

Hyundai. That's an actual picture here of CES. That is the plate that you get. The Nevada autonomous vehicle plate. So this is a real picture. These are real cars in 2018 Hyundai debuted fleet of fuel cell electric cars that had completed a "self driven, 190 kilometer journey from Seoul to Pyeongchang." The first company says this marks the first time that a level four autonomous driver driving vehicle has been achieved with fuel cell electric cars. So it's eco friendly. Hyundai plans to deploy a level four autonomous vehicles in certain markets by 2021. And just as a reminder, it's funny when we start talking about in the future, it's 2019 if it's, you know, it's exactly two years with General Motors is got a joint venture called cruise GMC CEO, Mary Barra says it's Cruise driverless cars will be mass produced and available to ride on public roads in 2019. The car will be the fourth generation of its driverless, all-electric Chevy Bolts, which are currently being tested on public roads in both San Francisco and Phoenix. Cruise is a joint venture with Honda who has announced a \$2.75 billion dollar investment in the technology.

Ford; the last of our OEM that we're going to focus on. The efforts to build fully autonomous vehicles by 2021 is a main pillar of Ford's Smart Mobility: our plan to be a leader in autonomy, connectivity, mobility, customer experience analytics. The vehicle will operate without a steering wheel, gas pedal or brake pedal within geo-fenced areas as part of commercial networks. The vehicle will be classified as a SAE Level 4 capable-vehicle, or one of High Automation.

So, where are autonomous vehicles being introduced? Here is just a smattering of articles that I found, San Jose, California to pilot new autonomous taxi service. World's first autonomous taxi, starts operating in Tokyo. Dubai launches itself driving taxi service Volkswagen, Intel, the partner on autonomous taxi service in Israel. Self driving taxis could hit London by 2021 by new Volvo partner out for Electro Robo taxis in China. Hail autonomous taxi. Index rolls out. Europe's first self driving cabs in Russia. So to answer the question, where are they being introduced? It's global trillion dollar question. When, as I said, myself, the Chairman, Co-Chair, Chief, we went to CES, a huge portion of what CES is covering is autonomous vehicles. These are vehicles today. These are vehicles that they're marketing now. Again, futures. I'm going to

read you four headlines about Waymo. Waymo order 62,000 and Thomas Chrysler Pacifica hybrids. Put that in perspective. We know we have 3,500 medallions. New York City has about 13,500 medallions. So when you talk about Waymo 62,000 hybrids, it's a huge, huge intention on their market share. California and approves Waymo is the first time his vehicle.

Waymo drives self driving car service in Phoenix in California. So this is a ride hailing service. And then Google Waymo to build self driving auto factory in Michigan. This was just announced this week.

The future's here, not just metaphorically, but geographically here in Las Vegas. So this was an article that ran this week and that will be RJ active and Lyft. Use the latest tech on self driving fleet in Las Vegas. This is the BMW, I believe, the seven series that they talked about. There are 30 of these operating in Las Vegas. They're operating 20 hours a day and they've done 30,000 trips. So I'm again, very concrete. This is just a fun one that not too many people know about it, but this is the Ford autonomous driving vehicle. This is happening in Las Vegas. You order a Domino's, a vehicle, drives up you swipe a card and outcomes your pizza. So they're already doing this delivery in Las Vegas? So what does that mean for Las Vegas taxis? What is this wave name? What is this revolution mean? For me in a word, it's opportunity. So these are the latest, uh, LVCA numbers from November year to date. 38.8 million visitors a year to date through November. The convention attendance was 6.2 million at this point, 89 percent, city wide occupancy and hotel rooms, 95 percent weekend occupancies. Everywhere we go in this town, we know that there are cab stand, taxi lines, with people waiting to get into taxis. And so whether you're at a convention, whether you're at a property, whether you're at the airport, this is still a major mode of transportation. The one takeaway that I have is that this is not just a tech focused event, that it's going to be some company who wants to come to town and roll these out and say like an Aptiv or Waymo. But the fact that the OEMs, the original equipment manufacturers themselves plan on mass producing this for the riding public. So I see this as an opportunity for our taxi and companies to be able to invest in these vehicles just as any other consumer would and use them as part of their fleet. I think our taxi certificate holders are going to make the business decision of how they roll this in. Obviously we have very qualified drivers. I want to acknowledge the fact that we have hardworking drivers that they know this city, that they do a good job. How the business incorporates these is going to take time. I think I read 70 percent of people are not comfortable yet with the idea of a robot driving them. That it's going to take time for this to roll out. So while the vehicles are available and I think we're going see them in different ways. I think we have to acknowledge that some people are going to continue having that desire for driver into the future. I don't think this, from my perspective, is doom and gloom for our drivers by any means. I think it is a reality that we need to talk about and that's what the Board has asked me to do here today. Is to just approach this subject. It's an introduction. We don't know where this is going to go, how fast this is going to happen. But again, at least we're all on the same page as to the information that's available. I think is the idea. So I'm going to run back just real quick. There was one other video and we'll end with that.

Video shown in meeting: <https://www.youtube.com/watch?v=Jx4AvRgHbJ4>

Administrator Whittemore: You can see some of the roads that we all drive on and. No, but again, I'm going back to who, who is making these vehicles, all the OEM, whether it's Toyota, Volkswagen on die, which we just heard from General Motors or Ford. They are going to race the market and whether Uber or Lyft, try to meet them there. Those big five companies are putting a lot of money and effort towards this as well as the large and small scale tech. Again, this was to be hopefully a high level introduction. There's a lot more about perhaps when or how this is going to happen. I'll open it up to you guys for questions if you have any questions.

Member Groover: I do have a push which seems to elicit as whether they would have to get licensed through the NTA. Which I know is in the NRS that that's where they have to go to get the original license. But if they're going to operate a cab company, they have to hold both licenses. What is business and industry as a whole going to do with the legislative session? What's industry going to do? What's the union going to do? Because I'm sure that you have concerns. So a lot of questions in one. What's going on with this? Is this another category of license? We have the TNC's, which kind of just out there doing whatever they want to do. We have the taxi industry that's regulated and now we're going to have this.

Administrator Whittemore: So important questions, all rolled into one. How this came about is a great question. In terms of all the language, I've gone back and looked at some of the historical minutes. Obviously I don't have the benefit of being in the 2017 legislature. I believe the idea was at the time, we need to open the doors we want. We want to a playing field that the taxis are not going to be left out in the cold if this autonomous vehicle revolution starts to happen quickly. The fact that they have to go get an AVC license through the NTA. I asked the same question. How does that language happen? Is it appropriate? Is it necessary? We're a highly regulated industry. We have a Board; we have a staff that knows what they're doing. So would we be able to license these vehicles without them going to get an AVC license? I would certainly think so. It's an important policy question. It's one that I think its right to talk about now as we head into the legislature. Does the industry want to see a change here? Does industry want to propose a change here that they don't need to have a dual license? So from my perspective, to answer your question, I don't believe they, if it's necessary that the law says it is right now.

Member Thompson: It strikes me, if I were a cab owner; I would be really concerned about the price of these vehicles. These initially they're going to be pretty high, and so they may be reluctant to invest too quick. It was interesting watching that last presentation and the company is trying to get the price down with some limitations. I don't know what are the projections of the prices of these vehicles? There's a trade off. Well in Nevada, we have to have a person behind the wheel legally. So you're not saving money on people personnel. So, every extra cost of the car eats into my profits. Actually this is not even turning into a question, this is kind of a like a comment. I would worry about that.

Administrator Whittemore: I think it's a fair comment and if I can, I'll pine on it. There's no question that the biggest players right now have the most money to throw at it. It is a google moonshot. It is an Apple. It is Baidu in big international companies with billions of dollars. But the reason why I talk about the OEM is at some point the OEM themselves don't want to compete with Uber and Lyft and Waymo. They want to have their own fleets and that is the

opportunity at which it's mass marketed that then I think our certificate holders would make a business decision. Is this a vehicle I want to put on the road? Is this an investment I want to make? I don't think we're there yet. I gather your point, but while everyone's proving up the technology, it's not just one or two and the idea that Google and Waymo aren't going to let anyone else in or more Aptiv may not let anyone else in, but certainly the original equipment manufacturers are going to push this to market.

Member Thompson: So you don't want to get too far behind either. You don't want to play catch up.

Chairman Olsen: Years ago, I believe in the cab industry. When I used to buy cars for the police department, we would take cars with special equipment audit. I think the cab industry did do because you get such hard riding. And I have said this before, there's nothing that stops anybody in the cab industry from partnering with one of these manufacturers. I mean Ford just two days ago said they're putting \$8.2 or \$8.6 million in autonomous vehicles.

Administrator Whitemore: If I can just going back from my perspective, inherent advantage to the taxi industry that I don't have to lecture them on is when that line builds, there's no one better just to fill that line faster, more efficiently than attacks with j taxi cab. Whether that's at a resort property and town, whether it's at McCarran, whether it's at a convention. We know TNC's can't stage and when they try and stage, say out of the T-Mobile, if you're two minutes behind that rush, you're an hour behind that rush. Our taxis are able to fulfill that line. That's not going to change. We're going to walk out of T1 and there's going to be a taxi line. We're going to walk out of that info graphic at Caesar's right there. We're going to walk out of every property and 50 yard line of that property is a taxi stand for good reason. Our taxi drivers can move those vehicles. Is that the opportunity moving forward to have a mix we're still going to need to get from a to b. Taxis are much more efficient in staging, whether it's the Raiders, any of these large scale events. I think the opportunity still exists in the demand is still very much there as we hear about CES and a Shot Show in World of Concrete.

Member Thompson: As the Chairman was reminded me here that there are companies out there, that wanted to develop this. The taxi industry in Nevada is a wonderful test bed. Are working these things in a controlled environment. So there might be opportunities for partnerships where it won't be so financially onerous to the cab companies. Because both the companies and the cab companies get something down. Something to look at.

Vice Chairman Aguilera: Scott, is this technology available, uh, for a cab that's, let's say that is in the taxi line to communicate with somebody that there's a person who wants to cab in the next one too. I don't know if that's out there yet, is it?

Administrator Whitemore: So the way that Aptiv and Lyft work is when you are at a property that is serviced by one of the Aptives. Aptiv is operating with the Geo fence, they're operating on the Las Vegas Strip efficiently because they have these markers that are telling the vehicle where it is at all times. It's not making the complex transactions that you would need a network for. It's kind of area, right? Run. The way that it works is you're at one of the properties and you

say, I want to Lyft, it will ask you, do you want to, would you opt in to, to ride in an autonomous vehicle? The passenger always has to opt in. Could that be built in to one of the various apps that our industry has already developed? I would allow, you know, Jim Morgan be like that to answer that question, but I believe it could be easily added into their to their apps.

Chairman Olsen: So really I'm not speaking for the full Board of Chair to kind of work job to help the industry in the current.... (inaudible).

Member Holmes: What are the implications for mass transit if we started seeing lots and lots and lots of taxis?

Administrator Whittemore: Well, I think it's a really important question that I've asked since I've been here. Which is; the TNCs are operating 10 x cabs in Clark County. Why is that a good mix? Why is somebody at the Clark County Commission looking at? This is something that the city of Las Vegas is somebody that RTC looking into. So I'm going around asking this question. We have 3,500 medallions that are kept. That's how many we've put out there and for a long time that service to 100% of the need and in 2015 Uber and Lyft come along and in the state in the wisdom of the policy making, it was an unlimited license. So there are 42,000 active TNC drivers. Last time I checked they don't track it by county but just use 80 percent. It's 30,000 plus. So our drivers are faced with a 10 x, TNC supply to fulfill that demand. So to answer your question, we have our medallions. They're allocated however many they want to be used as this type of transportation for this type of transportation I think is ultimately a business decision. It's a question we asked the industry. Do you all think you have enough medallions? Is there too many or too few, but I think a more important question maybe is from a policy perspective, when we're looking at traffic, if you go out at rush hour, you will see that lift light, you will see the Uber Life everywhere and how much congestion have we added in? Why isn't nobody taking a global view? So important question.

Mr. Chairman, anything further on this?

Chairman Olsen: I really thank you much. Does anybody in the industry have anything to add to this? Nobody?

Member Groover: One other thing I think is some important because we haven't heard from anybody. What's the legislative plans? This certainly gets encompassed in total.

- Kickbacks

Administrator Whittemore: If I can just jump back on an issue that's been in the press recently as it relates to TNC's, they always do a follow up. I'm imagining ones kind of come across the headlines for taxis. I don't know if you are aware of this. There was a "kickback" article written about Uber and Lyft. I think it's important we as a group talk about this and understand what's happening out there in the marketplace, whether they are a TNC or a taxi driver, dropping off at a location and receiving a drop off fee, a tip, a gratuity a "kickback" is not illegal. It is not prohibited under law for our taxi drivers to receive those. It is not illegal for the TNC drivers to

receive those. Where we run afoul of the law or where drivers might run afoul of the law is if they divert. If I get into a taxi cab and I say "Sir, take me to the finest dispensary in town, open ended, you decide and the taxi driver drives me to a place. He gets a drop off the. That is not illegal. If I get into a taxi cab and I say, "Sir, please take me to reef. I'm not going to use the reef, Please take me to a certain dispensary. And he says, no, no, no. I'm going to take you down to the this particular dispensary. Now he gets his drop off fee. He has diverted. When we received that complaint, we investigated and we cite the driver if we can substantiate it, when we do undercover operations and we are diverted, we cite for it and if we can substantiate and then we proceed with a violation. But this is a very important issue that's brought up in the press every so often. Um, I want to be very clear with the industry. This is something we monitored. We have done undercover operations in the past because this has, again, risen. We are going to continue to do undercover operations. So this is an important issue. Taxi drivers are a wealth of information, they know this city. They have the best recommendations. Asking a driver for a recommendation, it's not against the law. It's when they decide to take somebody to a different place than where they've been asked. It's pretty much that simple. From an enforcement standpoint, a Chief and his team have done these undercover operations. We, we're going to continue to do these undercover operations.

Vice Chairman Aguilera: I might just add that I spoke to the Administrator probably December of last year that a dear friend of mine who is very well known in town and a lot of influence, he indicated to me that an article, it's going to be coming out regarding taxis and TNCs about the kickbacks and uh, we had a couple of discussions on it and you indicated that, uh, and this article that came out was not the one, there's another one coming out more detail, more focused. I believe what he said to me was the taxis on this whole kick that he has a different impression of what is allowed. Um, but it's going to come out soon. So just I know we're doing our own, thank goodness, of enforcement stings, which is, will help uncover some stuff regarding the tax incentive. But thank you.

Administrator Whittemore: Mr. Chairman, can I ask if it's appropriate, would it be beneficial to hear from somebody within the industry on this issue of what their standard is or what their policies are as it relates to providing information?

Chairman Olsen: I think it wouldn't be, unfortunately. I don't see a lot of the industry represented here. So I'd rather wait until we get them all here to have because as we, as we have seen they operate different. Company to company.

Administrator Whittemore: So I think it would you like it. I mean we can make it as a future agenda item, but as, as we know that tends to.

Chairman Olsen: I would like it as a future agenda item.

Chief Aquino: So just following up with Member Aguilera's comments. I just wanted to just give you a snippet as far as our experiences with some of these sting operations with the drivers. They do up sell because that's what they're trained to do. They up sell, however, in cases where I've had undercovers out there trying to get diverted, the drivers do that. All the

drivers that we run into so far have been very respectful and they do take them to the requested location, however they do try to get them to the other sites or other places. And so it's a problem or a situation we're anticipating. I'm happy to report that the drivers are following the law.

b. Chief Investigator's Report

- New Officer

I want to start off by introducing and welcoming a new investigator to our agency. Shawn Vaught and that's the gentleman that's standing in the back of the room. So Shawn, raise your hand back there. Shawn came from White County. It's a drug interdiction stuff up there and he was on a task force along with the state of Nevada Division of Investigation. So welcome Mr. Vaught and he was on his way to being highly trained so thanks to Freddy Caseres, his Field Training Officer.

- Hiring

So I want to touch briefly on a little bit on hiring and so obviously this is something that I brought up in the past. It's still a challenge for this agency in Hiring A. I'm happy to say that we have five individuals in our vetting process right now in various stages. We actually have an investigator started the police academy here in the next week or so and she's was a Clark County School district teacher and so we are taking this opportunity to rebuild our team being extremely picky and creating this positive and efficient environment for the agency.

- Electric Daisy

Actually we had a meeting with the transportation director in December and so I'm going to let you in on this. We're still working on it, but last year we had gotten a little bit closer to that front door for where the taxi industry could provide service and you did an outstanding job. The industry did an outstanding job as far as providing that service as to where we were. It was a lot better for everyone. So this is the third year I'm working with this director and by the way, he just retired from LAPD with over 27 years. They've serviced as a uniformed police officer. So he has a great deal of knowledge in regard to taxis and the TNC's and he's very familiar with various different events throughout the country. And the bottom line is he likes taxis. Okay. So that's good news for us. So we are working on the taxi cab stand a lot closer to that front door. That's what we're working on right now. I've seen the plans. It's something that he's going to propose and at some point he's going to come before the Board as well as the industry and layout some of those plans I believe we're going to try to get him on for the next agenda in February. He bought a home here, so we're in pretty close contact with him. So we need to learn stuff first. Pretty excited about that.

Also, to give the industry a little bit more information on if you guys are familiar with the camping pods. Those pod donut things they had. Don't know if you knew, there's going to

be several more. They're expanding that whole entire program to where they have these camping's on site. And so I recommended to the transportation director that there should be a second cab stand that's open up. Especially if you're going to have those parts of open prior to that to the, uh, to the event. And we should have some sort of second cab scan on that North West area of the stadium. So anyway, there's more information here to come once we finalize those things and possibly get some input from individual companies and that's all I have.

Chairman Olsen: Chief, I have a question for you related to EDC. Who sets where the cab stands are for a drop?

Chief Aquino: Ultimately it's insomnia electric daisy. So it's been what the EDC.

Chairman Olsen: Not just EDC, but anywhere.

Chief Aquino: The property owner or the property manager says whether or not they're going to have a cab stand on their property. In the past I've received those phone calls. If they said, hey, we would like to have a cab stand here at Wal-Mart. Sure. You know, just tell me where it's gonna be and when it's going to open up. Then I can diagram it for the industry.

Chairman Olsen: What if the entity decided is to be on a public street.

Chief Aquino: The city of Las Vegas is the one who determines that. As far as city planning and that is an act of Congress actually. I've been in a couple of those meetings where they're trying to move things around or implement. It would be the county public works or City planning or county planning.

- Enforcement

We're looking at marketing in Mesquite as well as in Laughlin. We've been in contact with folks there with information regard to some possible illegal transportation that's occurring across the border, back and forth. So we're sending teams out there here in the near future and just getting reacquainted with some of the players down there. And so that's what we have planned here.

c. Stats for October, November and December 2018

Member Groover: On the December report, dismissed by the Hearing Officer. Is there a reason so many were dismissed? What types of cases are they?

Chief Aquino: Your typical cases. It could be long hauls, rotations with the solicitation. There could be obviously a number of reasons why.

Member Groover: We don't have a specific?

Chief Aquino: I mean I could just run by some examples as maybe the ticket was improper as far as noticing if there was a situation where the officer could not make that scheduled period. The judge has that opportunity or that discretion in dismissing the case or simply the evidence is not there.

Administrator Whittemore: Anytime there's a long haul you need to witness. Sometimes those witnesses are available. Sometimes they signed a statement and it doesn't provide testimony, at which point of that citation might be dismissed.

Member Groover: Okay. Thank you.

d. Future Agenda Items

Member Groover: Mr. Chairman, can I ask if it's appropriate, would it be beneficial to hear from somebody within the industry on this issue of what their standard is or what their policies are as it relates to providing information?

Chairman Olsen: I think it wouldn't be, unfortunately. I don't see a lot of the industry represented here. She's so I'd rather wait until we get them all here to have because as we, as we have seen them operate different company to company. So I think it would you like it. I mean we can make it as a future agenda item, but as, as we know that tends to. I would like it as a future agenda item that way they get a chance to.

Member Groover: Mr. Chairman again, just about the legislative items. Is the industry going to be doing anything going to be doing anything?

Chairman Olsen: I would definitely like to see that on our next meeting agenda. Because with the legislature will be in process at our next meeting and if we could get an overview, especially what we're doing at our end and if anything's being done in the industry level. I understand how the process works; anybody can talk about it publicly from the industry of what's being done as far as changes with some of the archaic laws. Okay.

Member Groover: Maybe a unified effort this time.

Chairman Olsen: That would be nice.

- Medallions

Vice Chairman Aguilera: We talked about the last meeting November regarding the medallions. We mentioned a little bit today and the number that we currently issue for ours. Then he made a comment which is a staggering 42,000 TNCs are out there. By statute or regulation, we have to review the medallions each year. Um, and we be wondering if a fair playing field is why doesn't the industry come to us and just had a question whether they need a lot more medallions to get the Uber Lyft drivers, um, which I'm hearing are more and more. You're sort

of not getting the money that they thought you'd be getting on, on rides to increase that to take advantage of. Especially when we have major advanced, we have one of the concrete people, I believe. I couldn't believe the number of people waiting at both Aria yet this morning there's like 30, 40 people in line to get cabs, which shouldn't happen. I mean we should have the drivers. They're just a thought for the meeting which talks about medallions and weather.

Administrator Whittemore: So just a couple of things if I can. It's got one more for the record. So the last meeting or two meetings ago and I'd have to look at the record. So we had that as an agenda item to fulfill the NRS requirement. I think at that time there was an express from the industry. They want a little bit more clarification on what we're looking for in terms of discussion points. I think you're raising additional discussion points. I think we can certainly put that on the agenda. Is that in the future to have them come back and talk to us? I think from what I've heard from my discussions, there's always an issue getting more drivers. Our offices are busy, but we really should have, you guys should come down and see our permitting offices. They are constantly hiring new individuals and trying to get taxi cabs on the road, our certificate holders. They are trying to get every car to every event to eliminate those lines. There's nobody who wants that business more than the businesses themselves. But the issue is I think how many drivers could fulfill those taxi cabs. I think it becomes a question from the industry, just what do they want to see. And I think that was the point of the meeting exactly. Is 3530 the right number? Is it high? Is it low and, and address it that way.

- Diversion

Chairman Olsen: Ruthie, for your benefit and the other labor organization. When we talk about this diversion thing in the future agenda, I'd like the, uh, Labor Organization's prepared to discuss it publicly also. Okay. Thank you.

5. Report of Legal Counsel

Deputy Attorney General Asheesh Bhalla had nothing to report.

6. Public Comment

Jeffrey White, Sands Expo: To alert the industry to a construction project at the Palazzo that's gonna take place beginning Monday, January 28th, which is Monday next week. Okay, so there's going to be a crane that's placed on Sands Avenue at the bus stop right next to the Palazzo. So it's the Palazzo and they got the walking bridge that goes from there to the Wynn, so right there at that bus stop is where the crane will be placed and that's going to cause lane restrictions from now through the proximately 22nd of March. So that'll be interesting to the industry. So I will get that out to Maria Soto so that can be published to the industry that starts on Monday.

Cheryl Knapp, General Manager for Henderson/Whittlesea: That's a very long time. And that's also during March madness. So it's going to be a challenge.

Jeffrey White, Sands Expo: So it will be dates January 28th to estimated March 22nd. It appears that it'll be from 9:00 AM to 9:00 PM. Work will be done Monday to Friday, 9:00 AM to 9:00 PM, Sands Avenue will be restricted to one lane closest to the median. And then from 9:00 PM to 9:00 AM on weekends. Sands Avenue. We're restricted to two lanes so. So there'll be different times where you just one lane and other times where it's two lanes. So like I said, I'll get that from Maria and that can get out to the industry. Thank you.

7. **Failures to Appear: Citation Appeals** – Discussion and possible action to determine merits of driver's appeal from a default judgment entered pursuant to NRS 706.885(3) for driver's failure to appear. Pursuant to NRS 241.030(1), The State of Nevada Taxicab Authority may conduct a closed meeting to consider the character, allegations of misconduct, professional competence or physical and mental health of a person.

Tarek Travelsi TA # 110157

8. Chairman Olsen: Failures appear citation. Appeal here to discuss and possible action to determine merits of driver's appeal from a default judgment entered pursuant to NRS 706.885(3) for driver's failure to appear. Pursuant to NRS 241.030(1), The State of Nevada Taxicab Authority may conduct a closed meeting to consider the character, allegations of misconduct, professional competence or physical and mental health of a person. This is for discussion and possible action. The appellant is if I pronounce it right, Tarek Travelsi are you here? Please set up here Mr. Travelsi. This is citation number 110157. Have a seat sir.

Administrator Whittemore: Chairman. If I can, just correct the record here at the citation number. The number that you're reading there is the Taxicab Authority permit number 110157 for Mr. Travelsi. I believe Mr. Rickert could read you the citation number.

Chairman Olsen: Which is why it says, TA number Mr. Tarek Travelsi. Okay. Thank you. Before we start, I want you to know that, that the Board, we're here to make sure that you had what we considered due process. Okay. And that's it. If it's anything else other than that, then we will not take action on. So you know that. All right? So please identify yourself. State your address and tell us, uh, your side of the story.

Tarek Travelsi: 2255 E. Sunset Road, Las Vegas, NV. I was driving in, there is four guys, they flagged me down, so I stopped. It was at the cross streets from the Mirage to the bus station. So the guys that jump and make APP and the TA show up still have the flag, should not come here at the bus station. I said I'm sorry.

Chairman Olsen: Okay, let, let me interrupt you. You were stopped. You were cited for a violation. We're not here to discuss that. Your offense here that we're looking at is your failure to appear. So let's go into why you didn't appear. That's all we're here for. Were you notified that you know the date? You've missed it. Why?

Tarek Travelsi: I missed the date; I thought it was next day. And I called them later after the time. They said it was over.

Chairman Olsen: Okay. So let me ask you a question here. You got a citation, it told you when to go to the hearing and what to do if you want to do a challenge, the citation, am I correct?

Tarek Travelsi: Yeah.

Chairman Olsen: Okay. And on your citation it showed the date. Okay. And then why did you miss the date?

Tarek Travelsi: I confused. I thought just a date next to it.

Chairman Olsen: Okay, that's fine. I have to tell you that I don't see any where, where you did not get your due process. You were told be there on day x and you made the mistake and did not show on date x. So your due process has been done properly. That said if you want to appeal it further, you can go to district court. But you were notified and you made the mistake and didn't show up when you were supposed to. Am I correct?

Tarek Travelsi: Okay.

Chairman Olsen: So then you really have no a standing here based on your new process.

Tarek Travelsi: Yes sir.

Chairman Olsen: Do you want to say something? Go ahead. So here's my recommendation. You can let it stand with what it is or you can appeal to the district court and they'll look at the whole package. We just look to see if you were treated fairly.

Tarek Travelsi: I already paid it, it's closed already, but they charged me like twice the price because they showed was that \$80 times two and then I paid like \$320 for not showing up. I mean this is my main.

Chairman Olsen: So the citation was for 80 and then they charged me 160 because I didn't appear they, they with you.

Tarek Travelsi: But I paid it already up.

Chairman Olsen: So you're already paid.

Tarek Travelsi: It's done. I mean I said, can I do anything? He said, no, you got to pay and then if you want to do it or whatever.

Chairman Olsen: Were you told that you can appeal to the district court?

Tarek Travelsi: I told them how can I do?

David Rickert, Agency Administrative Attorney: The reason my understanding for the 160 has to each, he has to counts on the citation. \$160 was for each count because there is a progressive scale involving previous violations within, typically one year. There was not a change or an escalation because he failed to appear. That would've been the charge either way other than the fact that there would be a discount if he had taken and pled beforehand at the pre hearing conference. There was no change.

Member Groover: So the citation itself would have been 80, but it escalated because he had a prior citation.

David Rickert, Agency Administrative Attorney: Yes.

Member Groover: And then the FTA part of it is normally \$160?

David Rickert, Agency Administrative Attorney: No, there was no FTA part of it. Mr. Groover. It would be \$160 and \$160 as to each of the two violations because he had previous violations within the one year. The FTA, all that would have done is limited his ability to get a, what would have been the normal 25% discount that is given at the pre hearing conference as to the citation if he had paid that day.

Administrator Whittemore: If I may, Mr. Chairman, members of the Board, anytime an individual fails to appear we issue a suspension on the record. And the reason we do that is we need to create a break in that drivers permit. If we had a driver who imagine had parking tickets sitting in someone's glove box over and over and over again, so we have a failure to appear. We issue a suspension on the record and we take the extra step of notifying the company that the permit has been suspended. What we've instituted in this has been the practice for many years. What we instituted was prior to issuing that suspension on the record, we actually make it courtesy notification to the company and say, your driver failed to appear this afternoon. We're going to issue a suspension on that permit, and what this has done, Lo and behold, is that phone call generates many phone calls to the driver. They come in and pay in lieu of being suspended so it gets payment. It gets them in. Now you know what we're hearing is he missed the date. That is what it is.

Chairman Olsen: Mr. Travelsi. You understand what's being said here? So you understand that, that you can go to the District Court of appeal it further if you choose, it will make you put it up of bond. I don't know how much that is or how that works. Okay. All right, basically Mr. Travelsi based on what we've learned here it is. I'll entertain a motion to deny this appeal.

Chairman Olsen: Member Holmes stated a motion. We have a motion. Second?

Member Groover: Motion is second.

Chairman Olsen: All in favor denial. Say Aye.

Board: Aye

Mr. Travelsi: Okay. Thank you sir.

Chairman Olsen: I applaud you for taking the time to come in even though it didn't work out.

9. **Adjournment (Action)**

All in favor of adjournment – Motion passes