



Board Meeting Minutes
Thursday, May 23, 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

B. Pledge of Allegiance to the Flag.

Chairman Olsen 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

Chairman Olsen: Mr. Balaban. I want to tell you, I was at the Smith's grocery store a couple of weeks ago. One of your drivers pulled up. This man went above and beyond what I call a duty. He had a handicap passenger and the ramp was down. He got the guy out. He said since I can't park my car here (and I'm watching this), he says, but you wait here and I'll come back and help you. No, I'll go inside. He ran and got his cab parked. The cab driver came back and he walked with this his passenger through the whole store. I didn't get his name. I knew he was driving cab 4117 or 4171 one of those. That cab driver deserves Kudos for that. I was impressed.



3. Board Meeting Minutes

Motion to approve the April 8, 2019 Board Meeting Minutes

By: Vice Chairman Aguilera

Second: Roger Thompson

Vote: Passed unanimously

*notation to correct Mr. Ferrario's name spelling

4. Discussion with Maria Soto, Traffic Manager for LVCVA

I'll start with just a recap of the last couple of art shows. We had National Association of Broadcasters, a 103,000 people came in. We did some traffic control measures for that, which was, I'm having no parks on Sierra Vista. It opened that up again for 4 lanes of traffic, which assisted with traffic flow around the facility. A National Hardware and Waste Expo just finished up a couple of weeks ago with 55,000 people and then Recon International Council of Shopping Centers with 30,000 or 37,000 people. Just finished up this last week and I must say with all three shows we had really good service. The wait times have been down, so we've been getting the cabs in. I want to thank Vinnie from Kabit. He came out for each of those big events and assisted us with calling for cab services. We still struggle at the witching hour 5:00 to 5:30, but with him out there calling, wait times were kept at a minimum. Our summer is going to be very busy as we have a lot of new shows coming in. So we've been attracting new business to the city, as well, as shows that previously that have been at Cashman have now moved up to the center. So our cell calls will remain very busy. Again, we continue to assist with traffic flow assistance with Sierra Vista. I'm working with the shows to have the no parts there. Adding or requiring metro traffic assistance for certain shows to assist with the traffic flow over there as well at the front of the property. I've been working with the NTA to assist with our TNC issues or concerns that we have. So they've been coming out frequently assist with that. We've been permitting dot sign placement on Paradise and Convention Center Drive to help reroute traffic flow to the available parking when the front of the property is leased for exhibits and things like that. To try to free up that street so that the cabs can get in and all the transportation can get through. The water district currently is wrapping up their project from last year, so they've been doing some repaving on Elvis Presley and Paradise and that ends this week. And I've been sending out emails to the transportation entities on that. So that'll be finished just in time for Southwest Gas to start a project on Convention Center Drive. So once we get that information, we'll be meeting with them every two weeks as well so that we're aware of what their traffic plans are set up on there. So I can share that with the industry. So we have the large shows in the no parking and then the expansion, obviously parking lots will be leased for exhibits space and things like that. So we will be depending on the industry a lot for transportation needs because we have Con Expo coming this next year as well. And all those shows, they do provide some transportation with shuttles. We depend on the industry to pick up all those other people that prefer not to drive in the shuttles and have to wait. They want that instantaneous cab to be there or what other mode of transportation. We'll make sure that we have our neighborhood meetings and we have our transportation meetings moving forward in a timely manner so that everyone has all the information they need for the different locations because they do relocate. They moved to a parking lot, Con Expo. A lot of times it's in the street or other areas. So we look forward to working with industry on that and continuing a good working relationship.

4. Application of PETER ELIADES, Grantor of the PETER ELIADES Irrevocable grantor Trust, appointing GREGORY A. MILES in place of JEFFREY A. BENDAVID to serve as Co-Trustee with AFRODITI ELIADES LEDSTROM and ARISTOTELIS ALEXANDRS ELIADES

David Strauss: Good morning. Basically we're just switching one of the trustees. Jeffery, Bendavid, who's a duly licensed attorney in the state of Nevada with Gregory Miles, who's also duly licensed attorney here in the state of Nevada on this irrevocable grantor trust. We think pursuant to the statute; it's no transfer of voting shares whatsoever. It's just nonvoting shares that are held in this trust. And I think the statute's pretty clear but we just wanted to make sure you're apprised and we get a letter in the file just saying its approved.

Chairman Olsen: Mr. Administrator, are you comfortable rather than the board take action cause I don't see where we can take any action that you had use.

Administrator Whittemore: That's correct. Under NAC 706.465 which governs a transfer of interest in a certificate. In this instance, what counsel is representing is it's one attorney acting in the capacity of the trustee simply transferring to another attorney acting in the capacity as a trustee, no transfer of underlying beneficial interest ownership interest. So in that case it doesn't require board action. We would be happy to issue this letter for their records and then we'll add it to our files as well with their CPCN.

Deputy Attorney General Bhalla: Yes, Mr. Chairman. I agree that since it's just a change of appointment of the trustee, the trust still owns the assets. There is no transfer and no action that is required by the board and the administrators as well with this capacity to just issue a letter of notice to the trustees.

Chairman Olsen: Thank you. Satisfied?

Administrator Whittemore: Perfect.

Chairman Olsen: Okay. Thank you very much.

5. Staff Report

a. Administrator's Report

- Las Vegas Stadium Authority

Administrator Whittemore: Good morning. Mr. Chairman, Board members, I appreciate the opportunity to be here this morning. We've got a number of things to talk about. I think all exciting, good things. I do want to take opportunities as we have a few members of the industry here. There are some things that are happening that I want to put on their radar right away today. The Las Vegas Stadium Authority is meeting. They're meeting in the Clark County Commission Chambers at 4:00 PM. They're discussing the traffic plan for the Raiders Stadium.

I think it's crucial that not only we have representation there to here and make sure that they're considering appropriately how taxis are going to interact with the stadium, but also that industry representatives are having their voice heard. As we have figured out, there is no better way to move large sums of people efficiently in taxi cabs. They load quickly, they move out quickly. They do not have to wait for the network to catch up. So we think it's very important that the taxi industry is represented at these meetings going forward. Like I said, we will have representation there. I encourage the industry as well to start to participate in and figure out how taxis are going to play this important role with the Raiders. I know that these conversations have taken place previously, but I just want to make sure that it sounds like this is a significant meeting today. So, were wanting to put the industry on notice there.

- Nevada Law Enforcement Memorial

Another event that is also tonight, the southern Nevada Law Enforcement memorial is taking place at a Police Memorial Park. It is a ceremony honoring fallen police officers in a line of duty. That event takes place at 6:00 PM at Police Memorial Park. I would encourage everyone to be there and we will have representation there as well tonight.

- Law enforcement Coordinating Committee

The law enforcement coordinating committee is a meeting that represents several law enforcement jurisdictions within southern Nevada, including the US Attorney, the FBI Special Agent in charge, Sheriff from Bardos Office, all the representatives from fire jurisdictions as well as Secret Service, Homeland Security, etc. They meet on a regular basis for a breakfast. This was my first opportunity to go. Chief Aquino had gone in the past to represent us. It's a fascinating group working on a number of important issues. One thing that I did put on their radar and I've become, I don't want to say a broken record, but I'm going to continue in this role. I'm going to continue to talk about this in the public safety risk that is associated with uncertificated passenger service that's happening in Las Vegas and around the country.

- Uncertificated Passenger Service

That comes in three forms. There's imposters, which are taking either imposter taxicab dress and driving around, picking up soliciting rides. There's also impostor, Uber and Lyft, a TNC rideshare. You can buy on Amazon a TNC trade dress for \$5. You put it on your car, you can buy the light. So now, middle of the night, two o'clock in the morning, somebody's exiting the bar, perhaps after a few cocktails and they see an Uber or lift light. They see Uber and Lyft trade dress and the car pulls up and somebody on their phone. They say, well, if you're waiting, I'll take you. You know, I'm here now and may solicit that cash. Well, there's a couple of problems with this one. Driver's not been vetted and that vehicle has not been vetted. No one knows in that transaction who the other party is. So it's very dangerous. There was an unfortunate death that made national news I believe in South Carolina. A young female by herself waiting for her ride mistakenly believes this is her ride pulling up. She was murdered. This is happening in this town all of the time, where people are getting into vehicles with unknown persons and they assume that it is a bonafide Uber or TNC or bonafide taxi. This is something that we are policing. This is something my staff is very attuned to. So there are the visible imposters that we're seeing, but also craigslist. You would not believe the action that we're getting off of craigslist right

now. My team is doing a tremendous job tracking these down. I'm not going to steal Chiefs thunder too much here. He's going to talk about it. But we're seeing things like drugs in the vehicle. We're seeing drug use of the driver. One had a crystal meth pipe when we made contact with this individual to pull him over. Very significant public safety concerns. But the second piece, beyond the danger that might be inherent in these rides is the insurance piece. Which people aren't thinking about. They're giving that, that cash ride, they're not covered on their own insurance and they're not covered say by Uber and Lyft if they were a driver for them. If it's off APP, they're not going to cover them. If that person gets into a car accident no one's covered. It's a tragedy about to unfold. So we're continuing to police this. We have put this on the radar now of this Law Enforcement Coordinating Group. I think they all understand what a significant issue this is. They're willing to coordinate with us, so we're going to continue to work with them.

Member Groover: Scott, so their cited for this?

Administrator Whittemore: So there's two different ways that we would handle this. Typically we are going to impound that vehicle. That impound is going to be heard by our hearing officer. Unlawful passenger service and we impound that vehicle. They have the hearing within two days. If there is an additional citation that we can, charging them with a gross misdemeanor. In cases where it's an egregious it grabs fraud. There was an instance recently where YCS let us know that there's a van operating out there that says Checker. But it's not a checker. This fraud went so far as to print a medallion, have the full check trade dress. We got the phone call that says this isn't one of our vehicles. We took that individual into custody and wrote him for two gross misdemeanors. It just depends on the circumstances. We are hearing those impounds; though, to answer your question.

Member Groover: Is the DA or City attorney, whichever jurisdiction you're citing them into being cooperative with these cases?

Administrator Whittemore: So as you know, there was a pause in our enforcement. We are just now for the last 90 days; well, we're testing some new waters here. We are going to be aggressive with trying to get this prosecuted appropriately. So at this point, yes, we're getting the cooperation we need. So we put that on their radar.

- Legislature

We're at the tail end here. AB 402, we tracked on behalf of the industry. That bill did not make it out of committee. It did not pass the first deadline, so that bill is dead. AB 432, which is kind of a sister bill, allows for the framework of workers cooperatives. It revises chapter 81 of NRS. That bill is alive and passed the assembly and the Senate with no opposition. The reason I highlight that is because it's creating the framework for the underlying idea under AB 402, which was a taxi workers cooperative. AB 432 is setting the general framework. So this idea I would assume it's going to come back, on the same assembly who was associated with AB 402 is also associated with AB 432. So I think the board should be prepared, what is that going to look like? What would a cooperative look like, potentially in the transportation space?

Chairman Olsen: Are they planning to have any committee meeting hearings during the Interim?

Administrator Whittemore: That's a great question, Sir. We'll monitor that. I don't know what they have to plan it in the interim. I think any sort of cooperative idea would obviously have to come before this board would have to be granted to CPCN. Then they would have to be able to show each and every owner met the requirements of the NRS. It's merely anticipating we don't have a reason to believe it's going to happen anytime soon,

Chairman Olsen: But it hasn't already been signed by the governor?

Administrator Whittemore: It has not.

Vice Chairman Aguilera: Is there any other states that have situations like this?

Administrator Whittemore: Yes, sir. There's multiple jurisdictions right now. I would say my recent count was maybe 7 or 8 cities who have authorized a taxi workers cooperative. Green cab I think is one that we've seen in a few different jurisdictions.

DAG Bhalla: I know a little bit more about this too. It's because the language in the bill actually mirrors (inaudible) Law. These are benefited corporations that are sort of, they're all up for some sort of specific beneficial purpose of Patagonia, became a B Corp for with an environmental purpose and sort of prevents a hostile takeover. So it's a very interesting bill. I think, and it actually mirrors and Maryland has a very similar state law that allows this and a number of different areas.

Administrator Whittemore: I think if the additional question was, are there other cities that have taxi cooperatives? To answer that, the answer's yes. We're seeing pilot programs develop. We're obviously watching those closely. How they're going to be regulated, what differences they're seeing in terms of service and regulations, et Cetera.

Member Groover: In addition to being owned by one, maybe two people or do they remain a co-op?

DAG Bhalla: So there's sort of different ways to go back. To Maine it has to have a beneficial purpose. Or you can have an owner who simply states that the purpose of the corporation is for the employees and therefore then, you know, any sort of litigation can be brought based off of, you know, things that are, it's a little bit of a gray area of the law to be quite honest. And there is a number of different ways in which these cooperators can actually be structured with a beneficial purpose. So I think theirs is a very big gray area, but it's something that a number of other cities are using.

Vice Chairman Aguilera - So they want to do here at some point here in Las Vegas, they're gonna have to come to us and get approval and they have all the rules that the current cab companies have.

Administrator Whittemore: Yes, that's correct.

Chairman Olsen: And we would have ongoing jurisdictional.

DAG Bhalla: Correct. It's just a different corporate structure, but very similar to LLCs and corporations. But still a corporate structure.

Chairman Olsen: The same for any other company or organization, a state entity.

DAG Bhalla: I don't think any company as far as I know in Nevada is registered as a people.

Vice Chairman Aguilera: Could the current operators companies switch over to that?

DAG Bhalla: They could. Yeah. So Patagonia has reincorporated as such, they're the biggest company.

Administrator Whittemore: So the next, the next bill I wanted to talk about just briefly when Senate bill 496. This has received a vote of both houses. This has to do with independent contractors, with limousines. I think some of the concern from the industry had been, what does that look like if it's not a charter trip where you've set it up in advance and that individual is just driving around. Are they driving around looking for a trip? Are they going to be out soliciting? That was the concern with that bill. We'll see where that goes.

Member Groover: That bill restricts them?

Administrator Whittemore: Senate bill 496 allows for limousine operators to become independent contractors rather than employees. So rather than an operator saying, this individual, please go pick up this individual, right. This employee your, here's your ride. Here's the charter trip that we've arranged is an independent contractor driving around getting their own business.

Chairman Olsen: So they would still come under NTA?

Administrator Whittemore: Yes, sir.

Vice Chairman Aguilera: Sort of like the same thing Uber and Lyft Black, black car like a limousine.

Chairman Olsen: Another operation.

Administrator Whittemore: So that bill, obviously we're watching closely. Just an update on our budget. Our budget was closed May 10th, in both the assembly and the Senate on the same day. As part of that, we are creating a more solvent path forward. We increased the medallion fee. We got support from the industry in that regard. We are eliminating vacant positions within the TA to help balance our revenue and our expenditures. As the trips have declined, obviously our revenue has declined. Where we find that revenue? So the medallion fee increase was seen as an appropriate measure step in that regard. The 15 vacant eliminations. So 10 of those are enforcement officers. 3 are administrative assistants and two are vehicle inspectors at this time. We've been operating under this same model for, I would say the last 18 months, perhaps more. We are not going to see a decline in our enforcement activities. It changes the way we do things. We went from 30 officers to 15. That's about in line with what the NTA has. It is a new day for the TA, but it is a solvent a way forward. That was the most important piece for all of us involved is making sure that we come up with a game plan to keep the TA as a, as a standalone regulatory agency. I do want to thank the industry than we did get good support on that. Just on our budget snapshot right now. We've saved \$1.4 million in salary, to date, which is an incredible milestone for us. We're trying to keep the limited reserve in place so that we are a healthy agency. We did undertake a database project. I believe it was first contemplated in 2015. It was approved by the Board of Examiners; I want to say in late 2017. We're on track. The first phase is rolled out.

Our permitting staff is using that new database today. Our vehicle inspectors and our enforcement staff will begin using that under phase 2. Phase 2 to hopefully go live December of this year. The idea of being the TA

was run on paper. The TA was run like 50 years ago and we're trying to modernize. This database obviously is designed to create efficiencies. We're already seeing that with the permitting side of things. I believe we're going to see it benefit us tremendously on the vehicle inspectors and enforcement. We're also looking at ticket writers. Ticket writers have been around for 20 or 30 years. It allows an officer to simply enter the information on a tablet or a phone like device, have a belt that prints off the citation. It moves things along much, much quicker. Cuts down on all the time they'd have to come back and write those reports. So we're developing that as well.

Chairman Olsen: If, if I may on that topic. It was a number of years ago. I don't know if it's still available. Nevada Department of Transportation through the university's safety program. Actually got a grant for the first of those to come forward used by law enforcement may still be available.

Administrator Whittemore: Okay. I appreciate that. We'll look into that. Thank you very much.

Chief Aquino: Yeah. That was part of the Brazos system.

Chairman Olsen: Yeah. But they still may have grant money available for that.

Administrator Whittemore: So the last thing I did want to talk about with a few members of the industry that are here. Or just put them on notice that the Chairman and I in our discussions, I'm coming up on my 12th month here. We've talked about at length what statutes and what regulations are working. How could they be amended, how, what should we be looking at to the future. Obviously we're at the tail end of this legislative session. The Chairman shared the frustration with me, which is, we talk about these things, we come to a consensus and then we're waiting for the legislature. You know somebody to go to the legislature and get these things done. We need to have a game plan. And I whole heartedly agree with him. And the way that I think the best way to get that done is with the industry in a workshop. So the chairman and I spoke. What I'm looking at right now is the first week of July. This would be an opportunity with whoever the Board wanted to send as a representative. It's going to be an opportunity for the industry to communicate with us. These are the regulations we think still mattered. Here's how we can tweak this regulation. Here's how we think this would be, you know, benefit or create a better public safety. This NRS is outdated. It's just good practice to go through every once in a while and say, this was last changed in 1965, you know we need to update this. The first week of July is what I've got penciled. I would really appreciate this as an opportunity for the TA and the industry to talk in a room and go through and say, what is the best way to regulate this? You all are modernizing. You're spending millions of dollars to modernize your systems to create central dispatches, to move to the DT5 and create, you know, the whole back end. How do we get vista our code to recognize that? So it's an opportunity to modernize, but we need to start now. We'll hit two years like that and we'll be in the next legislative session. Mr. Chair, if that meets with your approval on the first week, you asked me just to pick a date the first week of July, I know we're running into summer schedules.

Chairman Olsen: Can we move into the second week? Here's why. That's 4th of July, which was on a Thursday.

Administrator Whittemore: Yes, sir. That makes sense. I was just thinking within with our Board meeting on the 25th, but absolutely. Let's do it the second week of July. So I'll send out a date and a time. It will probably be in

this room. But this will be an informal opportunity for everybody to have a voice for everybody to get together rather than you know, a one off situation where we take one regulation down at the time because every time we do that, we have to notice through the rule making process. It takes five or six meetings. If we get together with one agenda and one strategy, we'll put it on one workshop. Notice can go right, it'll be much more efficient.

Vice Chairman Aguilera: This is more for council. Can all of the board members be at that meeting?

DAG Bhalla: If there was a quorum then we would require a C noticing agenda as trivial.

Administrator Whittemore: My recommendation would be to have one or two so that there's not a quorum so that there's an opportunity for you all to hear from them. But I don't anticipate taking formal action which would necessitate a (inaudible) notice. Right? So again, that's about as much as you'll ever hear from me during the administrator's report, but there was a lot I wanted to update you on. We've had some, you know, in your meetings the last couple of, uh, haven't really had an opportunity to update the form, but I'm happy to answer any questions at this time as to either enforcement activities or anything else.

b. Chief Investigator's Report

- Background Investigations

Chief Aquino: We're always talking about enforcement activities out in the field that there is a very important component that the enforcement staff does every single day. You're around out at least eight hours a day. Right? And so that is betting the drivers that the taxi driver applicants that come through our office and it's just not a onetime deal. It is continuous. And I wanted to give the opportunity for Sergeant Heather Withers who is our Administrative Investigator who conducts all of the background investigations on the drivers and she does a very good job. And when I wanted to give her an opportunity to present to you folks this morning some of the processes and if you have any questions for her in regard to some of the things that she runs into. Obviously she's available for that. A part of this presentation actually is, I want to introduce the coat, a couple of individuals that we just recently hired. I want it to. And lastly, I want to talk about electric daisy carnival and the results of that and wrapping it up with the ever growing a group of drivers out there that uncertificated and all the things that come with that. And so that being said, I'm going to have a Sergeant Withers here, introduce her and give you a briefing.

Sergeant Withers: As far as the process with vetting drivers backgrounds on drivers obviously starts with the referral. The interview with the cab company again to our office, um, they fill out an application, we run their scope, which is their local criminal history. So anything, um, most of the times I will get Reno Washoe, you know, northern agencies. Sometimes I don't. Um, so anything not local, um, we rely on, that applicant to self disclose anything outside the scope of our scope. So once they have listed anything, um, that is not something I can see. Um, then I'm having a conversation with these drivers. Um, is that everything, is that really the charge? That was the con, the convicted charge. Anything that is disqualifying, they're disqualified, given a denial. Right then. Um, our nondiscretionary disqualifiers are felony conviction of a felony conviction date is they're innocent till proven guilty by conviction date Elliot felony in the last five years. Dui in the last few years or any conviction ever. Um, involving the sale manufacture, delivery of narcotic or controlled substance. Those are

hard disqualifiers. It's a case by case investigation by me that I will then bring to Administrator Whittemore and Chief Aquino we are discussing do we, is this, does this rise to the level of not allowing this person to drive? Are they unsafe? Is it going to be, you know, uh, an issue to where they would be unsafe or the writing public. Um, some of the other denial aspects would be obviously sexual assault convictions. Um, and those are case by case or it's not a blanket, you got a sex crime on your record. There's no way. Um, so once we get past that initial, um, if they are, um,

Chairman Olsen: Can I interrupt for just one second? I apologize.

Sergeant Withers: Okay.

Chairman Olsen: If it's not a blanket denial, what would be an okay sexual assault?

Sergeant Withers: Um, there are, there are ones that were, say they um, got a sexual assault of a minor and it becomes a situation where this guy was 18 and his girlfriend was 17 or 16 and now he's 45 or 50. So length of time, the situation, um, I take all that into account. I put together a complete file so that you have a complete picture before I even bring it to Administrator Whittemore for his decision.

Chairman Olsen: Great. And then one last one.

Sergeant Withers: Yes sir.

Chairman Olsen: Also under state law if somebody who's caught urinating, sex offense, many times overreaching.

Sergeant Withers: Yes.

Chairman Olsen: So would that be taken into consideration?

Sergeant Withers: Absolutely. Yes.

Member Groover: That's exactly what I was going to bring up. So I am glad you are talking about it.

Administrator Whittemore: I think what Sergeant Withers is really outlined in terms of his gatekeeper function. It's one of the very most important functions that the TA serves on behalf of the riding public, which is each and every driver issued a permit as undergone extensive screening. They've undergone that local scope, which is a full view of any local history. Criminal history gets immediate. We know that right away there's, there's no lag time on that. Then if it's not a hard denial, there's extra scrutiny, right. On behalf of this individual, with the Chief and then with myself. So what we're trying to do is just really outlay of for the board and for, uh, the industry and the public who has an interest that as we're seeing more and more on certificated drivers, there's a reminder here of what the taxi industry, how it's been regulated for the last 50 years. We're in our 50th year this year, right? This is our 50th year for the TA. How we've been operating to keep the riding public safe. It's a very important reminder and an opportunity for you all to ask questions and maybe enhance or change the way we do things.

Member Groover: One more question. Did you say in the beginning any felony conviction is an exclusion?

Sergeant Withers: For the last five years? Yes. By date of conviction. Um, moving on from that and they are approved and to continue on in backgrounds because this is a continual process. Um, then and within a couple of weeks I get FBI prints. If there's something that they didn't disclose that it's disqualifying, I'm calling back driver immediately. I'm suspending their permit immediately. I'm notifying the company that they are currently in eligible for a permit. I do not tell the company why, because legally I'm not allowed to. Um, so that becomes an immediate goal stop. You've got to come in and talk to me. If you want to get your permit, you want to keep it, you know, and then if it's, you know, know that prints wrong, great prove it to me. No. So there is um, that back and forth with me and the driver. It's not just a, you're out of here. Um, so once that process moves forward, they, after three months, all drivers start around on a three month permit. Um, because it's like background situation. Um, once they are, um approved for a permanent, they then get an animal. Every time they come back, we run their scope again, every time. If they change companies, if they left their, um, you know, if they want to change from a driver to an independent contractor, we run their scope every time. We also run traffic checks is these are men and women who were driving a vehicle 10, 12 hours a day. And I am monitoring their traffic violations with Justice court, Municipal Court, Henderson Court, North Las Vegas for it. Any local jurisdiction I can think of, I run. Um, and we run that one time a year, not every single time just because that would be a little bit labor intensive for the clerks and myself. Um, any driver who say they're on a permanent, they come back and for their annual renewal and any driver when we run them who has a warrant, um, they don't get to renew their permit. They have to go handle the warrant. I do not issue renew or allowing drivers to change companies if they have active warrant, um, for any reason, traffic, criminal, whatever. Um, once they come back and that Warren has been squashed, then those drivers, and I'll use traffic because that's the most, um, most often is what I see. Those drivers, if they have the balance still, they still owe justice court money. They go on 90 day conditional temps. I do a conditional document, um, and I see them and we run them every 90 days. If it goes back to warrant, then we have a conversation. Um, if it continues to go to warrant, then there's a conversation with an Administrator Whittemore about, um, revocation or denial because these are people who are driving, they need to have respect for our state laws are traffic laws, things like that. Um, so that's, that's really just to, to reiterate that it's a continual background process that it is a continual watching. Anytime there is a driver who comes in and they have a new case, a criminal case, it is not a disqualifying case. Um, then I monitoring them. They go on conditionals and they're conditionals are from court date, the court date. So it's not a 90 days not, you know, so I'm monitoring them constantly.

Administrator Whittemore: So why does this significant, obviously that initial hurdle, right, that's we're creating a very high bar. You're going to be driving passengers and all hours of the night and typically sometimes by yourself with this individual, you need to have some sense if this individual is safe for that passenger. Then it's on an annual basis so that it's obviously, you know, humans can be messy. Might show up clean here, but in six months from now it's a different story. So the way that we create, you know, kind of that oversight is by, it's a periodic check.

Chairman Olsen: So you do the whole thing every year?

Sergeant Withers: Not the FBI prints.

Chairman Olsen: How do you know they haven't been arrested in another state?

Sergeant Withers: We don't. Sometimes in conversations they're foolish enough to admit it. And then I go into an investigation prior to issuing them a new permit.

Chairman Olsen: That's one of the things by law we have to change, to allow for that.

Administrator Whittemore: We would have to have a change in our law, to allow for a bio metric data collection for an annual basis. There is a cost associated with that. There is a labor process associated with that. So that would be a policy decision in there.

Member Groover: Is there a reporting requirement by the end of the arrest of those states?

Sergeant Withers: Yes. Um, they are required within 10 days to, um, notify me of any, um, arrest or disqualifying events if they get arrested for a Dui. Most of these drivers don't pay attention to that or don't know that that is the law. And so I rarely get notified. Um, some of the drivers that I've dealt with and you know, have a relationship with, they will notify me. Um, yeah, there is that law then they don't always do this.

Vice Chairman Aguilera: Is our application for drivers required that they provide you if they have the, had a driver's license, if you will, another state?

Sergeant Wither: Well we run their scopes and we also run their DMV as well, so we can see that. Um, and yes, part of our, one of the questions on the application has, have you ever had a driver's license in another state? And then they're required to list those states.

Administrator Whittemore: So I hope the Board sees here in what Chief and I wanted to do this morning with Sergeant Withers. Is just describe that this is an ongoing process. It's a constant process but it's probably some of the most highly vetted individuals working in the state. I mean it's a game license there, everything that we need to do. And we're trying to look for and give them the riding public some more assurance.

Chairman Olsen: All right. I would recommend that you do for workshop shop. Start there, cause there are going to be some laws that would make our life easier.

Administrator Whittemore: Yes sir.

Chairman Olsen: Go in there and address.

Administrator Whittemore: Yes sir, very good idea.

Chief Aquino: So hopefully that was informative to everyone before. Um, so in the future I'll, I'll be doing more of this type of presentation. Bringing staff on board and explaining what their roles are, what their everyday roles are, and what the, the value of this agency, the value of their positions as a law enforcement personnel and our mission in the public safety sector here.

- New Officers

Chief Aquino: So I want to introduce a couple of people back there, new officers. In the back of the room; Paula Bennett. So just by way of background, Ms. Bennett just, um, graduated from the Silver State Academies. So she's been in the academy for the last several weeks and we just threw her into the fray here just over the weekend. Prior to that she was a schoolteacher and decided, "I think I'm going to join the police academy and tried to get a job, you know, in the, in, in the business somewhere". So prior to that, she was actually a librarian at the, uh, uh, Nevada Department of Corrections. And what grade did you teach?

Investigator Bennett: Third Grade

Administrator Whittemore: Mr. Chair if I can? So at the Academy, they made her class Sergeant. So that's what they think of her. And that's what we think of her, tons of talent.

Chairman Olsen: Is this Silver State Academy? Or the one run by the state or the one in Henderson?

Investigator Bennett: The one in Henderson.

Chairman Olsen: So you know my friend out there Joe?

Member Groover: No.

Investigator Whittemore: That's a different one. That's the one run at CSN.

(General conversation....inaudible)

Chief Aquino: So when they made her class sergeant, the police veterans up here on the Board know that you get rotated out of that position? Well, she stayed the class Sergeant the whole entire time. Wow. So we applaud her. We welcome her.

Chief Aquino: We have is Brian O'Loughlin. He comes by way of Department of public safety where he was a state trooper and so he's joined our ranks and he's just hit the ground running. The transition is (inaudible). It's great to welcome him aboard and a great addition to our professional staff.

- Electric Daisy

Administrator Whittemore: Chief was out there all weekend with his staff. He did a great job. I do want to say actually before I turn it over, I don't get an opportunity to very often to recognize my staff. Every single person within my office is coming to work ready to work. And I think there's an unfair stereotype about, perhaps it exists, about government workers. It's just so unfair to the passion and pride that these individuals bring every single day. My enforcement staff was busy all weekend, which necessitates everything else. My legal staff being busy, my front office staff meeting, and all the support that goes into that. So I do want to recognize them. This

is time. That is odd hours. They are long hours. You're dealing with people who are out there having fun, to put it lightly. So, I do want to recognize their efforts and I want to commend you for keeping them loyal.

Chief Aquino: You had a question about EDC?

Member Thompson: I did.

Chief Aquino: I had a lot of questions myself. Um, what we worked on, um, from the beginning or since after the last 2018. So EDC was working on trying to get the industry closer to the door or they wait and, and so with some, some alliance with some folks that were in charge of that, we, we actually got the industry closer to the door. They were actually next to the, uh, the Uber Lot and in which was right directly in front of the gate. So there, there is an issue and the issue is, and as you know, it depends on who you talk to. The issue is there was over 155,000 people out there, um, ticket holders that was sold this year. We started at, I remember, uh, 10 years ago, the very first one we were, they were barely hitting 70,000. So their success has become, uh, a gigantic problem in regard to getting people out there. And so one of the, the issue, the main issue in the congrats and Kudos to Las Vegas Metro, NHP in every other law enforcement agency that was out there, but they could not overcome the road construction that was not completed in the last several weeks, um, where it rendered us, you know, everything looked good on paper, but once she put it in, into field operation, it, it would, it didn't look good because there was a lot of holdup. There was a lot of, um, uh, traffic jams, so to speak. And I, as far as the cabs are concerned, I do commend the cab companies for, um, there were a lot of instances where our dispatch was communicating with their dispatch to get, continue getting those cabs out there. And we did move those people, eventually.

Administrator Whittemore: If I can just supplement this. So chief was out there, notified us immediately, hey, you know, there's lots of people's cab stand. If there's lots of people waiting for Uber and Lyft, you know, the traffic situation is even waiting to get back to Las Vegas early and portable. We all know this and that's what the traffic plan was trying to address. One thing that you know, Chief reported to me is, you know, as I'm on the phone trying to let our dispatch and get this message out to the supervisors, Hey, what's going on? Well he goes back on and sees five cabs waiting at the exit from the exit to the lot. My understanding it was an hour. So you're at the speedway exit to go from there to the lot was an hour. I mean you could certainly hear from industry folks to get their point of view, it was not for lack of trying to send cabs out there. I think what ended up happening was you're, you're dead heading out there early in the morning to go pick somebody up and you hit an hour wait to get that individual back to town. You're going to be doing airport rides to the rest of the day. You're gonna be doing other stuff in Las Vegas. It's just there's no way to operate out there. So to Chiefs point, the traffic plan that Chief was there for multiple meetings, industry folks where they're from multiple meetings. The problem is when you have a plan on paper and then when it hits reality, it crawled. Now I know Insomniac wants better service, I know NHP and metro doing everything they can, but it's something that we have to watch. And I think as Chief said, the industry is trying to get cabs out there. That traffic is, was the major hurdle.

Member Thompson: How did Uber and Lyft do? The last I heard a couple of years ago, the Internet was just jammed and there are apps wouldn't work.

Chief Aquino: I think they, from what I saw, um, cause we were right next door and I had some conversations with several people out there that for the most part it was working. Um, but the problem that we saw was the pairing up of the driver and the passenger. So there was too many instances where Uber driver or TNC drivers said "I give up" and then started poaching for cash. And so that happened to several of our undercover folks.

Member Thompson: They were solicited off at app?

Chief Aquino: Yes sir. And so those vehicles were impounded.

Chairman Olsen: Is there anybody from NTA there to help them enforce it?

Chief Aquino: And I'll get to that here in a second. And so, um, uh, special, honorable mention or Kudos to YCS, they had folks out there every single day, um, managing the cab stand every single day, um, with along with the staff that EDC had provided, they provided at least between six and eight, um, uh, parking attendant type people or traffic.

Administrator Whittemore: The question in terms of how is Uber and Lyft? They're facing the same traffic hurdle. And there was an article in the Las Vegas Review Journal of one to two to three hour wait that those individuals are waiting for that vehicle to arrive, say same situation. Right?

Member Thompson: So they didn't deal with it better than the taxi industry?

Chief Aquino: Negative.

Member Thompson: Right. So, I guess my question was, we're they worse?

Chief Aquino: And I think everybody was on this, I hate to say this, but I think in that regard that everybody was on the same playing field, um, and having the issues of trying to find their passengers. But the folks that I can tell you that there were some folks that couldn't find Uber, but they found their way to the taxi stand. Right? So there was some trade off going on there and safely, um, I didn't to hear of any type of situations, but in everybody had gotten out of there safely, either by taxi or by some sort of TNC ride.

Vice Chairman Aguilera: Um, am I hearing this right? That the reason for the cause or delay was because of road construction that was finished?

Chief Aquino: It was. So there was a route that was preferred that could have eased everything up. However, it was a maze. Once you got off the ramp, it was a maze. Literally! I purposely on day one took that maze ride just to see how long it took. Um, a little over an hour, an average was a little over an hour.

Administrator Whittemore: The idea was to route through some of that industrial space to the west, and try and break up the traffic. So that it didn't impact, I think back up on the freeway. But the problem was is that now you're creating very tight spaces for these cars to operate and you get people who are not following that traffic plan, doing their own thing. It's chaos. So we're going to need improvements. That's the bottom line. And that these are things that we attend every year. We're going to attend it next year at the industry is going to attend it next year. Everyone's going to raise their voice and say, how do we move more people? But I think

there's a vested interest on behalf of everyone. I think about a resort association wants to see those people back, right? Nobody wants them out there for an hour standing in a line. So it's incumbent on everybody. How do we improve this?

Vice Chairman Aguilera: Does the show stop and start at a certain time?

Chief Aquino: Well, yes it does. The, the last act will end in that 5:00 AM period. And so on a good day, on a good morning, everybody should be offsite by 7:30. But we were seeing that this year with people were getting off the cab lines were finally subsiding to 20, 30 people in line. And it was 9:00 in the morning, a couple of times.

Administrator Whittemore: If I may, I mean, I know, you know, we've got a charter agenda today, but if the Board wants to, members of the industry, I'd yield some time. Certainly I don't think that we'd be, you know, violating. If you wanted to hear them, if the industry was willing to share some of their thoughts as to what worked and what didn't work. There's an opportunity now.

Member Groover: Sounds to me like we want to Maria Soto there.

Administrator Whittemore: Yeah, I just forgot to mention. So this, this event was touted as the largest, largest music concert and event in the United States. Okay. So I believe just based on the numbers and my experience with EDC, we saw 155 we're going to be knocking on 200 next year. I really do believe that with the success of their platform and the, the tent pods that they've offered up 4,500 pods as opposed to 1500 the year before. So the tent pod is something that it's an opportunity for the concert goers to never leave the property, but to stay in a tent that will house 4. So 4,500 there, their math was 4,500 times 4. So on Thursday, the day before the event, there was roughly 40,000 people getting their rooms and staying on property. So that's how big this event has become.

George Balaban, YCS: I was not out there but informed by my drivers. It was echoing pretty much the same that it was very frustrating for them. They want, they want to go out there and serve as that. It's a good ride. You get out there relatively quick, close, but then it, you spend an hour trying to get to where you're going to actually pick up. So that's very frustrating. And then when they get to the actual cab lot, the way it's designed is we load one taxi at a time, not like at the airport where there's, nine spots. So wait an hour to get to the staging area and there's a line of people and now you wait in another line to watch one cab at a time load, which the drivers are like, it's busy in town. I can wait 10 minutes on a cab sign and get a ride versus an hour 45 minutes to get a ride. So they just decide for people in town that need service, I'm just going to stay in town. So that, that's the part that we got to figure it out because it's just too frustrating for them to go out there.

Chairman Olsen: Can they have multiple pickups?

Chief Aquino: I actually, there are, it was set up to have multiple because just like in years past, the thing was, is that we would get one cab at a time, you know, there were times where we would have a rush of cabs, there would be 4 or 5, but they had markers, 1 through 10 and then they would pull up to that specific spot just like at the airport pickup, um, to, to address that issue. However, most of the, uh, a lot of the 80% of the time, there'd be one or two cabs that would show up. Um, and so there was never that line that was, that was, uh, formed in which it was designed and created that way.

Chairman Olsen: So they didn't show up because you'd rather stay in town?

George Balaban: For the amount of time it takes to get a ride, they could get for rides in town.

Chairman Olsen: And while I understand that if they're going to be a service organization, I still, and I will continue to have real heartburn, when they either don't answer the radio and don't call in their feed when they are dispatched. I still believe that companies have an obligation to address that. Whether it's disciplining a driver or setting your policies different. I don't know with what, but it doesn't just happen at EDC. It happens at other events within this.

George Balaban: While it does, but again, there's, there's a give and take. The person that's waiting in line at EDC, the person waiting in line when Caesar show breaks, I mean, so it's, they're both customers. If in fact I send my entire fleet, to go out to EDC, all 200 of them there, there's 200 less cabs for the next two hours that aren't on the strip. The people on the strip are like, "where are all the cabs"? Oh, they're all in a maze out at EDC empty driving around. So it's, I mean I get the poor service, but there's going to be poor service one place or the other. If the cab it's not his fault, stuck empty for an hour and a half.

Member Groover: That's probably kind of have a soft spot what he's saying because to take a cab off the streets for an hour and 45 minutes or shorting the people on the other end and then each shorting the drivers as well I see this bigger issue than just EDC. You're shorting the drivers as well.

Chairman Olsen: I see this issue bigger than just EDC. I see this an issues at other places, whether it's the boulevard mall and that event or somewhere else. Somebody just doesn't want to take that call.

George Balaban: There's some human nature to it. The reality is the cab drivers get very, very frustrated. So you wait an hour and 45 minutes, you finally get your ride at EDC. It's three or four people in the car who had a really good time. Two of them throw up in your car on the way back into town. So now you're off the street for another hour and a half. As you go switch cars and you're like and you got tipped zero. You're like thinking, well why? Why did I go do this?

Member Groover: Mr. Balaban? How deep were the cabs backed up?

George Balaban: Again anecdotally. That the dry, the multiple drivers that I talked to said that this is, this year was the worst because we didn't get to go through the Air Force base, it was the worst traffic this year.

Member Groover: What do we need to do as far as the additional planning to avoid what happened?

Chief Aquino: There's so many levels and so many people are involved in that planning. One of the key decisions that made this year was that a coach of 55 passenger coach bus is much is going to be much more effective out there and so they give priority to those coach buses to enter and exit through the air force base. That was something that we did prior, so that was the component that we didn't have or the luxury that we have this year. We didn't have our own route. It was only the buses that had their own route. We, us being closer to the door and being right next to Uber, we shared those same routes and we also shared that same route with General Party and so that caused this bottleneck at various locations.

George Balaban: I'm going to tell you that that reality is. That pre Uber, going out to EDC, there was the people that were going to the event who are just gonna Park, right? And then there was the buses and the shuttles in some limousines and taxicabs. So the transportation was relatively easy. You throw in Uber and you have people that are two nights of the year have become cab drivers in their own personal cars and it's a mess. You know, the catcher trying to go out there and we're competing with thousands of these Uber cars that have no clue what they're supposed to be doing and they're the ones that get lost in this maze and say, you know, there's no in our cab company and everybody kept company inside our driver's room. There's maps of showing you what the route is going to be. Here's where you're going to go. Here's where all this is. Uber doesn't have any of that. The drivers just out there just freelancing it. It's a disaster.

Chairman Olsen: Several years ago we shut down. Nellis are all one way into the city. Do they do that anymore?

Chief Aquino: Um, no. Yeah, they, they abandon that traffic plan and so they designed this one. Obviously we're going to have some input as to what happened and there's a possible why it happened that a lot of that, why is that? Uh, Mr. Balaban, from my perspective, there was a lot of people there that have had not driven. There was an individual that we had actually impounded her vehicle because she had allegedly didn't know the law and the last time she drove was on new years and she was out there. And so they are lost. And so part of that I'm lost and I can't find my ride. Well I'll just turn my app off and I'm going to go pick up these undercover investigators and that's what we had run into. So it went from that sense, um, good business for us. But it's just overall, just bad business for the traveling public.

Administrator Whittemore: I think one thing that this highlights though for me is, is the demand is there and the demand for EDC If demand for major events, conventions, shows and the Raiders and the Raiders are gonna be talking about traffic this afternoon, 65,000 people are going to be exiting a building at one time. So when a convention leaves, I mean we have an expert here, but not everybody's trying to leave at one time. Perhaps when a show is done on the strip, not everybody's exiting to the sidewalk at the same time. Sometimes they might stay for dinner, sometimes they might gamble or have a drink. When the Raiders are done and the show is over.

Chairman Olsen: They're going to be exiting onto a two lane road.

Administrator Whittemore: And part of this is games are going to be played on a Sunday when everybody's trying to get to the airport. So this plays into my view that there are not enough cabs on the road that there are not enough medallions on the road. It is going to happen. The demand is continuing to increase. And I'm on a Sunday, we're going to see this on a Sunday, there will not be enough vehicles on the road. We're going to need more vehicles on the road to service the demand. I hope its taxis. They're the most regulated safe transportation option out there. So, but I think the purpose of this really was just to give the board an idea that they're trying. We're trying, uh, EDC got some, you know, it took some black eyes this year. We're going to have to continue to, to work on this, a traffic plan. But as the Chief was talking about, we have a sign up there. If we can just spend just a few minutes on the actual.

Chief Aquino: That's uh, that's what we call Gypsy trade dress right there. And we saw that day after day, daily in town and in and out at the, at the speedway. Um, uh, Mr. Chair, you asked about the NTA. So their game plan was, um, they were going to stay in town. A lot of the rides that they got, were those rights. They actually, um, my swing shift stayed in town to work with some NTA folks. And so we collaborated and we had, we

helped each other out get some of these, these Gypsies off the road. And so then I had a date or a modified day team led by, uh, Gabe Sablica and Mr. Mumpower back there and they did a bang up job of trying to get everybody else. And so what we ran into, um, as far as vehicle wise, um, sprinter vans, 10 pack limousines, um, you know, dodge chargers, we ran.

Administrator Whittemore: All in uncertificated.

Chief Aquino: Yes, all uncertificated. . So we ran into just about everything out there, um, in those last, in those, in those three days.

Administrator Whittemore: And again, just to drive this point home. The reason why we are concerned about this and the riding public should be concerned about this, is that individual who just looks like an enterprising person who's helping to address this demand, that person has not been vetted by anyone. We don't know who that driver is. The vehicle has not been inspected by anyone. And on top of that, on that long ride back into town, if they get into a car accident, it is very likely no insurance is gonna cover it. So there's multiple levels to this, but it is not simply, oh well I'm just out there trying to make a few bucks. They're creating a significant public safety concern.

Chairman Olsen: So this number, this is like a toll free number sort of thing for them?

Chief Aquino: It was a person's cell number. And that was located on the Sprinter van.

Chairman Olsen: So this is one guy doing his own thing right now and with dispatch and other ones.

Chief Aquino: Right, and we have several of these, so they just say make that sign. They put it on the car and they're driving up and down Las Vegas Boulevard. Um, and also at EDC.

Vice Chairman Aguilera: So cars that will be out of state too?

Chief Aquino: Well there was a couple of them that were out of state rentals, rentals. Like I said,

Chairman Olsen: So did we stop the car ahead of the call to get a car. I mean, and just tell them you can't do this.

Chief Aquino: We impounded that vehicle. So they're putting themselves out.

Chairman Olsen: I mean, when we see the car?

Chief Aquino: Yes. Rather than call, we can stop it or automatic. It's automatic. Um, they're, they're putting themselves out at that point. They violated the state law, putting themselves out as a commercial driver. That should have authority, but it's an automatic impound. Right.

Chairman Olsen: The NTA was doing the same with them?

Chief Aquino: Yes, absolutely. So, um, that's what they were busy with. And just to open, just, just in general, just talking about Gypsies again, what the Administrator had mentioned earlier, warrants. They're on there, we're finding drugs in the cars. Uh, you know, um, and so it's a, it's a, it's a different game for us and we've taken quite a few in custody on the warrants and taking them to, to CCDC to be processed. But that's what we're running into. We're actually, we're at war, we're at war with these illegal....

Chairman Olsen: I would like for the next meeting, I'd like that we have some statistics for us, for the EDC on the drugs, the, uh, off apps, the role as I would call it. Sure. Um, which is different than an off app. I mean, just whatever you can get together on the problems we face with these unvetted drivers.

Administrator Whittemore: Mr. Chair, if I can, one thing to keep in mind, this is not drugs of somebody who might be out at EDC. It's the driver. We're actually, we impounded the vehicle yesterday and that's why our attorney, excuse why our attorney excused himself because he's our hearing officer. Yeah. You don't want to put these cases in front of him before he's had an opportunity to hear them. Right. Um, yesterday we impounded the vehicle where the driver, it was a warm crystal meth pipe, so he, he'd smoked it while he was out getting rides.

Chairman Olsen: And I don't care about the EDC people with their drugs.

Chief Aquino: We don't either. It's the actual driver that's the driving.

Vice Chairman Aguilera: Is there a wrap up after event, uh, with the people that organize the event and all that.

Chief Aquino: Yes.

Vice Chairman Aguilera: This all came up, I hope.

Chief Aquino: There'll be a debrief. They'll be put up on a schedule and everybody that was in the planning stages. Hopefully I'll be able to report back some of the comments that are made by all the other agencies.

Chairman Olsen: Would you like to be?

Chief Aquino: Yeah. Oh, there's, we always attended, even though,

Chairman Olsen: I mean the board, a couple of board members that may want to be able to debrief.

Chief Aquino: That could be arranged. It's just an invitation. So you can, and the industry. I know some of the industry had gone to a couple of those debriefings. Yeah. Um, so then there's a mention of a taxi cab, and I'll just be brief about this because we were, we've submitted the case to the district attorney's office, but if you saw this cab, you would not, you wouldn't think anything suspecting of it until you actually walked up to it. The level of sophistication was, a vinyl magnetic over lays that matched and looked like a YCS cab along with a Curb of a manufacturer Curbed sticker, a manufacturer, and forged medallion with the correct numbers. And the only thing true about that cab was the YCS number that they put on it. But this individual could instantly, by just removing the vinyl stickers, turn it into just a regular van. And at nighttime he changed it out and turn it

into Cinderella. And, um, fortunately there was a very, um, attentive and very, uh, a person that was paying attention to things. Um, was one of Mr. Bailin's employees. And saw this, this particular vehicle one morning, I believe it was in the morning, took a photograph of it and immediately, um, had sent it over to us and the hunt was on. And so we quickly developed in Intel on that vehicle. We knew where the vehicle was being parked based on how we tracked it. We knew who the individual was. Um, and so we surveilled it for a number of days. We backed off thinking of, and we ended up catching it. And so that individual was arrested at the scene and he was charged with two gross misdemeanors.

Administrator Whittemore: This individual question had open warrants in other states.

Chief Aquino: In three different states all felonies.

Vice Chairman Aguilera: Did he have a meter in the car.

Chief Aquino: No sir. He even had a top hat. You had a top right. And so, um, again, this is, um, we, we impounded the vehicle as evidence. And so in some later future date I'll be showing you some photographs in regard to the sophistication of this vehicle. Um, thank goodness for some industry people that I don't think he was operating more than a couple of weeks. But, I um, based on some of the information that we had collected.

Member Groover: Was he licensed in Nevada?

Absolutely, it had in the bad or registration it was. And one of the, just the tidbit to this ,is that the employee scratched his head and said, we don't have that type of vehicle in our fleet. That's what gave it away was the fact that they don't run that type of vehicle.

(cross talk – inaudible)

Chairman Olsen: So I hope you recognize you gave some kind of proper recognition to your employee for that. Good for him!

Chief Aquino: Yes.

Chairman Olsen: Did you talk to them? The State PIO, this is stuff that should be out there, so that the media if they would be willing to do it even though they don't like the cab industry. The media puts this stuff out. Electronic media is probably old, is better than print. I think this is the stuff that needs to get out there.

Administrator Whittemore: I'll address that. I've talked with our state PIO about this. This is a bigger issue than a one off. There is a public safety announcement that needs to be heard. It needs to be repeated, which is if you do not know who that individual is, who is offering you a ride because you've arranged it through a network or they are certificated as a taxi driver, do not get in that vehicle. It can be life or death. And we're seeing that all over the country. This is not unique to Las Vegas. It's happening everywhere. It's incumbent on all of us and we will be developing that part of my attendance at the, the law enforcement coordinating committee, was to get the other jurisdictions thinking about this. How can we effectively address this? We've got a staff of 15, we police it. It is the number one public safety. It is public enemy number one for us. We're

going to continue the NTA and we work with them. We have a number of coordinated events that we work with them on. But yes, it is. We need to aggressively talk about it. And that's why I keep bringing it up at these meetings. It's happening all the time, and as Chief said, it's growing. It's not going the other direction.

Chairman Olsen: The information, uh, you know, the Chiefs will meet, and having been in that world, I understand how it works. It'll filter as it goes down. By the time it gets to the guy on the street, it may never get there. The guy on the street is going to hear a little bits and pieces, when you know; they can be driving by one of these fraudulent cabs. And inside is a victim, already knows they're victims of, of a worse crime or is going to be, I mean, they just, you've got to get the education to the, to the troops on the street too. I don't think your troops, I mean to the agents.

Chief Aquino: Just one last tidbit on this, is that it was one of our officers who was on routine patrol that had gotten the, that the debrief on this, on this individual, found them. All of them from a cab stand. The individual actually was in a cab stand; picked up at a cab stand. Had a passenger when that office, when the officers pulled him over.

Chairman Olsen: Did you explain to the passenger about how much danger that they were in?

Chief Aquino: Yes, and we called for a rescue, what we call a rescue cab. He was safely taken to his final destination. Um, but quite surprised, and was thankful that there's such thing as a taxi cab authority police that is out there.

c. Stats for March 2019

Administrator Whittemore: We do not have stats right now. We are having a heck of a time of marrying the old data and new data. We will have better stats in the future.

d. Future Agenda Items

Administrator Whittemore: We're going to have this workshop in July. We're going to hear a lot from the industry. It's going to add to some of the agenda items going forward. Is there something that we can put on the agenda if you let me know now or obviously by email, things that you want to hear or talk about at the next agenda item, please let me know. We can generate a lot in terms of future, but let me know if there's an issue that you want on the agenda. Next meetings are June 27th, July 25th and August 22nd. All of them are here and of all meetings going forward should be here. And it is my understanding that Chair would like them at 9:30 going forward.

6. Report of Legal Counsel

DAG Bhalla had nothing to report.

7. Public Comment

No Comments

8. Adjournment (Action)

All in favor of adjournment – Motion passes