

BRIAN SANDOVAL
Governor

BRUCE BRESLOW
Director



RONALD GROGAN
Administrator

JENNIFER DeROSE
Deputy Administrator

STATE OF NEVADA
DEPARTMENT OF BUSINESS AND INDUSTRY
TAXICAB AUTHORITY

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STAN OLSEN
Chairman

Members
BRUCE AGUILERA, ESQ.
JAMES E. CAMPOS
ROGER C. THOMPSON, Ph.D
RICHARD DAVID GROOVER

MINUTES OF THE MARCH 28, 2017 BOARD MEETING AND HEARING

1. Call to Order

Chairman Stan Olsen called the meeting to order at 9:06 a.m. at the location of 2080 E. Flamingo Road, Suite 114, Las Vegas, Nevada 89119.

Present from the Nevada Taxicab Authority Board

Chairman Stan Olsen

Member Bruce Aguilera

Member James Campos

Member Roger Thompson

Member Richard David Groover

2. Pledge of Allegiance to the Flag

Member Thompson led the Pledge of Allegiance to the Flag.

3. Compliance with Open Meeting Law

Administrator Ronald Grogan stated the meeting is in compliance with Open Meeting Law.

4. Public Comment

Detective Craig Tamao with the Boulder City Police Department commented on the Fusion Center (Southern Nevada Counter-Terrorism Center). Detective Tamao stated the Fusion Center takes in information related to terrorism activity and disseminates it to the appropriate authorities. Detective Tamao encouraged anyone who sees suspicious activity to call and report it. Detective Tamao stated witnesses can remain anonymous. Chairman Olsen asked Detective Tamao if they have reached out to the industry. Detective Tamao stated they are looking to reach out to the industry and they will be providing a presentation on the seven signs of terrorism.

Sam Moffitt, ITPEU, stated it has been a year since the last medallions were allocated to the taxicab companies. Mr. Moffitt stated there are 30 percent fewer trips for the month of February as compared to two years ago. Mr. Moffitt attributes the loss of trips to the extra medallions. Mr. Moffitt stated it is hard to hire new drivers because their earnings have decreased. Chairman Olsen asked Mr. Moffitt how the extra medallions are impacting the trips and earnings when the companies have not been able to field all their medallions due to staff shortages. Mr. Moffitt stated from his experience with Yellow Checker Star they offer shorter shifts and they are hiring part-time drivers. Mr. Moffitt stated this leads to a loss of income per driver. Mr. Moffitt stated since the geographical restrictions were lifted the taxicab drivers stay in the Golden Triangle instead of servicing the outlying areas. Mr. Moffitt stated they need

to figure out a way to compete with the ride share companies. Mr. Moffitt suggests more regulation on the ride share companies such as background checks for the drivers and medallions on the vehicles to identify them as a livery operator.

Member Groover asked Mr. Moffitt if it is the extra medallions or the competition from TNCs that are causing the numbers to decline. Mr. Moffitt stated he believes it to be a combination of the two. Member Groover asked if ITPEU has addressed their concerns regarding the TNCs with the legislature. Mr. Moffitt stated it is their main objective with the legislature.

Member Aguilera asked if there are any statistics being tracked by the Taxicab Authority that show how many medallions are used per day. Mr. Moffitt stated those statistics were tracked at one time but have since ceased as has the revenue per shift statistic. Mr. Moffitt stated that without knowing how many taxicabs are on the street every day it is hard to know how many medallions are actually needed.

George Balaban, Desert Cab, stated they have 229 medallions. Mr. Balaban stated on Saturday, March 25, 2017 he put out 220 medallions while on Tuesday, March 28, 2017 he put out 130 medallions. Mr. Balaban stated the idea behind the additional medallions is to provide flexibility where the number of medallions used can be adjusted for the amount of available business and drivers. Mr. Balaban stated they could possibly put more medallions out if they had more drivers. Mr. Balaban stated previous to the TNCs drivers worked 12 hour shifts. Mr. Balaban stated now the drivers work about 8.7 hours a shift. Mr. Balaban stated they need the cabs on the street to compete with the TNCs otherwise the void will be filled by the TNCs.

Brent Bell, Bell Transportation, stated the industry asked for the additional medallions to compete against the TNCs. Mr. Bell stated they adjust the number of medallions on the street according to demand and the number of drivers they have available to work. Mr. Bell stated they are seeing some drivers come back that are not satisfied working with the TNCs. Mr. Bell stated YCS, Desert, and Whittlesea Blue Cab have collaborated on a central dispatch. Mr. Bell stated this provides 1600 vehicles to be dispatched and allows for faster response times. Mr. Bell stated they also have buttons in the market. Mr. Bell stated you press the button and it searches for the nearest cab. Once the driver has accepted the ride the light on the button changes color to indicate a cab is on the way. Mr. Bell stated they are receiving positive feedback from the buttons. Mr. Bell stated they have over 100 buttons installed over town. Member Groover asked where the buttons are located. Mr. Bell stated the property determines where to locate the button but they are located at places like valet and the front desk of hotels. Member Groover asked Mr. Bell if they are going to create a smartphone app with the same program. Mr. Bell answered they have already created an app and it works in the same manner. Administrator Grogan asked Mr. Bell if they have any data on response times. Mr. Bell stated he can get the data to Administrator Grogan. Administrator Grogan stated he thinks it would be great public relations to show the improvement in response times. Mr. Bell agreed.

Mr. Marushok, Frias Transportation, stated that during the tragic shooting that happened on the Strip on Saturday the Cosmopolitan wanted to move their guests to the Aria and they needed transportation in order to do so. Mr. Marushok stated Frias provided over 100 taxicabs that assisted in transporting the guests out of harm's way. Chairman Olsen thanked the industry for their good public service.



5. Approval of the February 23, 2017 Board Meeting Minutes

All in favor – motion passes.

6. Discussion with Maria Soto, Traffic Manager for LVCVA, Regarding Recent Taxicab Service

Ms. Soto was not present for the meeting.

7. Discussion with Freddie Kirtley, Assistant Director, Landside Operations, McCarran International Airport, Regarding Recent Taxicab Service

Ms. Kirtley was not present for the meeting.

8. Discussion with Jeff White, Security Manager, Sands Expo, Regarding Recent Taxicab Service

Mr. White stated since the last meeting they have not had any big shows that needed a significant number of taxis but he would like to thank Frias for checking on them and making sure they were getting the service they needed.

9. Discussion and Possible Action Regarding Determining What Data is Needed from the Industry to Complete the Taxi Cost Model, Whether the Industry Should Provide Additional Data to Taxi Research Partners, and Whether the Taxi Cost Model is Necessary.

Kimberly Rushton, appearing on behalf of the Livery Operator's Association, stated they followed up with Administrator Grogan on their concerns of sharing proprietary information. Ms. Rushton stated the Livery Operator's Association submits that the current process is effective and should not be altered.

Member Thompson asked Administrator Grogan if he feels that the information requested by TRP is necessary to make an accurate judgment. Administrator Grogan answered yes he believes it to be necessary and the work that TRP is doing is on behalf of the Taxicab Authority. Administrator Grogan stated the issue of whether the Taxicab Authority should be allowed to share information with TRP has been resolved as the Taxicab Authority will populate the model. Administrator Grogan stated it is concerning to him that the industry is seeking to tell the Taxicab Authority what they can present to the Board when the Board is considering adjustments to rates and fees. Administrator Grogan stated since the model is based on the taxicab industry in Clark County he believes it to be a better indicator of the health of the business than to look at what the industry refers to as data available to the general public. Administrator Grogan stated the model does not seek to tell the Board what their decision should be but rather provides them information to consider when evaluating whether or not to take action on the rates and fees.

Ms. Rushton stated she agrees with Administrator Grogan that it is not the place of the industry to tell the Taxicab Authority what they can present to the Board. Ms. Rushton stated there is no objection to the creation of the model. Ms. Rushton stated the objection is to providing proprietary information to an outside party.

Chairman Olsen stated this second request for information came as a result of the industry opposing the numbers presented in the first model as outdated. Ms. Rushton stated Jeremy Agüero pointed out some deficiencies with the model and the concern was the report being marked as final leading them to believe no further work would be done. Ms. Rushton stated the industry providing the requested information is not the tool that is necessary to develop the model. Ms. Rushton stated the model should be based on objective standards and factors that are consistent with the industry as it currently exists.



Member Aguilera asked Ms. Rushton if the Board can request information from the industry when considering rates and fees. Ms. Rushton answered yes. Member Aguilera asked Ms. Rushton if she was saying they cannot ask for the information to complete the model. Ms. Rushton stated the information is not necessary to complete the model nor is it reliable information looking forward. Administrator Grogan stated he does not understand why the industry is opposed to the Taxicab Authority tracking that information. Administrator Grogan stated the model is intended as an ongoing model. Administrator Grogan stated the funding to develop the model came from the legislature. Furthermore, the funding was sought and delivered to the Taxicab Authority prior to the internal audit as such it is not in response to the audit. Administrator Grogan stated the model is designed to be input to the Board and does not exclude input from the industry. Member Thompson stated a reasonable person uses a model as a tool and factors it in along with other information.

Ms. Rushton stated on page 23 of the TRP analysis it specifically sets forth elements in a taxi cost index. Ms. Rushton stated that is a model that provides information that staff should look at when determining whether there should be an increase or decrease in rates and fees. Ms. Rushton stated there is no objection to using a model and populating it at the time of its use. Chairman Olsen stated the industry did object which is the reason for this agenda item. Ms. Rushton answered that the request was for proprietary information to an outside agency. Member Aguilera asked Ms. Rushton if the information being requested is in the annual reports. Ms. Rushton stated it may be depending on the basis of the request.

Administrator Grogan stated he feels the industry seeks to tell the Taxicab Authority what information they are allowed to present to the Board and how they should develop the model. Administrator Grogan stated he feels whatever the Taxicab Authority presents to the Board will be rebutted by the industry. Administrator Grogan believes the Taxicab Authority and the industry should both present their sides to the Board. Administrator Grogan stated he respects the industry's confidentiality and so the Taxicab Authority will populate the model. Member Groover asked if the industry is opposed to providing the information to the Taxicab Authority or to the outside agency. Ms. Rushton answered they are opposed to providing the information to the outside agency. Administrator Grogan stated he has conceded to populating the model within the Taxicab Authority so that is a non-issue at this time. Administrator Grogan stated the issue at hand is does he, as the Administrator of the Taxicab Authority, have the liberty to provide the Board information he thinks will be helpful to the Board in deliberation over whether they need to take action relative to rates, fees, and medallions. Chairman Olsen stated from his perspective the Administrator does have that authority and he expects nothing less. Chairman Olsen stated he expects to get all sides to include the industry and the Taxicab Authority Administration. Chairman Olsen stated the industry cannot have it both ways. If they object to the old data but they do not want to provide the new data they cannot complain about it. Ms. Rushton stated the argument is the release of confidential information not to the model. Ms. Rushton stated they always want a fair and balanced review.



10. Discussion and Possible Action Clarifying NRS 706.8846(3) for the Purposes of Prevention and Enforcement of Long Route Violations.

Jonathan Schwartz, Vice President Livery Operator's Association, stated over the last three months the Taxicab Authority and the industry have been working on responses to the issue of long hauling. Mr. Schwartz thanked Frias, YCS, Bell, and Western for spending 400 man hours developing alternate route fare numbers.

Mr. Schwartz stated the industry's current practices in regards to long hauling include issuing a refund to the passenger upon receipt of a long haul complaint, utilizing the long haul database when hiring drivers to ensure they are not violating the long route statute, and they post a notice in the taxicabs informing the customers the driver is not allowed to take a longer route to their destination. Mr. Schwartz stated the passengers can also check the Taxicab Authority website for an approximate fare to their destination.

Mr. Schwartz stated that under current legislation the Taxicab Authority must cite a driver if they take a passenger a longer distance than necessary to their destination. Mr. Schwartz stated the problem with this is it does not take into account time or cost. Mr. Schwartz stated there are numerous routes that are just about equal in distance but may be shorter in time and/or less in fare. Mr. Schwartz stated they are seeking approval from the legislature on these alternate routes as the Taxicab Authority is unable to approve them due to current legislation. Mr. Schwartz stated they are augmenting their training of drivers and they are adopting a three strikes policy on long hauling in an effort to self police this violation.

John Marushok, Frias Transportation, stated they did a study regarding parallel routes utilizing Frank Sinatra Boulevard, Koval Lane, and the I-15, for trips from hotel to hotel. Mr. Marushok stated they ran the routes on the same day and time so the data would not be skewed. They ran afternoon runs between 11 a.m. and 2 p.m. and evening runs from 7 p.m. to 11 p.m. Mr. Marushok stated they measured distance, time, and the fare amount in determining whether it would be a viable option as a parallel route. An example was a trip from Mandalay Bay utilizing Frank Sinatra to Caesar's Palace which showed the distance to be a half a mile longer, two minutes faster, and exactly the same fare. Mr. Marushok stated they have concluded the alternate routes are either significantly less expensive or less travel time. Mr. Marushok stated they suggest the Authority allow the companies and drivers to use these routes without fear of being cited for long hauling.

Member Aguilera stated based on the study the routes suggested by industry do not appear to him to be long routes. Mr. Marushok stated by the letter of the law they are considered long routes by distance. Member Thompson mentioned that they would not be considered longer routes if the driver obtained permission from the passenger before taking the route. Mr. Marushok stated they do not disagree with that and additional training will be part of their presentation.

Mr. Marushok stated he does not believe the industry has changed with the infrastructure of the city. Mr. Marushok stated if every car that left the airport took Swenson to the Strip they would get nowhere. Mr. Marushok stated he agrees the passenger's consent is important but he also thinks the industry needs to move past what is egregious long hauling that is purposefully raising the fare and what is common sense thinking appropriate to traffic, time, and fare. Member Groover stated Mr. Marushok is right that the legislature has not kept up with the statute as it was established in 1969 and last amended in 1977.



Member Thompson asked if this is being addressed in the current legislative session. Brent Bell, President Whittlesea Blue Cab, Henderson Taxi, and the Livery Operator's Association, stated the industry was hoping that the language in NRS 706.8846(3) that states "...than is necessary." would allow the Taxicab Authority to approve alternate routes. Mr. Bell stated after speaking with Administrator Grogan and Chief Aquino the industry now understands they will have to address this matter at the legislature as the Taxicab Authority states they cannot legally approve alternate routes. Mr. Bell stated they have a bill draft request in now and they will inform the Board when it comes out of the Legislative Counsel Bureau. Mr. Bell stated this legislation would allow the Taxicab Authority the wiggle room to approve these alternate routes. Mr. Bell stated in the future they will be asking the Taxicab Authority Board and Administration to support the industry's legislation.

Member Aguilera asked if there is any legislative history on the language in the NRS statute on whether it is distance or time. Mr. Marushok stated he believes the legislative intent was a longer route by distance and that has always been the assumption at the Taxicab Authority.

Mr. Bell stated he believes there needs to be improved training and communication with the drivers but he also believes the industry needs the alternate routes to help fix the issue of long hauling. Mr. Bell stated there are a lot of international visitors that pose a language barrier and the alternate routes would help in these instances. Member Groover asked if anyone has asked the Legislative Counsel Bureau for an analysis of the legislative intent regarding the long route statute. Chairman Olsen stated the Board can do that however, with the legislative session occurring now the response will be delayed. Member Campos asked Mr. Bell if he foresees any changes to the long route statute during this legislative session. Mr. Bell stated he does and this legislation is a priority to their team at the legislature. Member Thompson commented that he believes the ultimate solution will be technology where the computers will allow the passenger to choose their route. Member Thompson stated the Board and the industry need to do something clear and apparent to the public that they are concerned about this issue.

Cheryl Knapp, Bell Transportation, stated that in the past drivers were not cited for taking a longer route when that route benefited the passenger. The drivers were allowed to utilize their expertise. Enforcement enforced the spirit of the law rather than the letter of the law. Today they enforce the letter of the law. Ms. Knapp stated a professional driver should be able to take the most efficient route to get the passenger to their destination. Ms. Knapp stated there is a false narrative that long hauling is an epidemic and that needs to be addressed. Ms. Knapp stated last year the industry provided over 23 million trips and during that time 670 long route citations were adjudicated. Ms. Knapp stated long hauling needs the industry's attention but it needs to be put into perspective. Ms. Knapp stated they will utilize training and weed out the drivers who commit egregious long hauls that paint a poor picture of the industry. Ms. Knapp stated the industry now receives the Taxicab Authority court calendars and they can call the driver in to discuss the violation while it is still fresh in the driver's mind. This will allow the industry to educate or discipline the driver as needed. Ms. Knapp stated if a driver has three long hauling violations within a year the driver will be out of a job and no one else in the industry will hire that driver – a three strikes you're out policy. Ms. Knapp stated a driver applying at a different company who has prior long haul violations will need to provide copies of their report for review before the company will hire that driver.

George Balaban, Desert Cab, stated they are committed to doing all that they can to get the egregious long haulers out of the industry. Mr. Balaban stated the amount of rides per shift are about half of what



they were 10 years ago. Mr. Balaban stated the drivers are suffering financially and this may be an incentive for the drivers to commit long route violations. Mr. Balaban stated there are a lot of immigrants in the industry which poses a communication problem coupled with international visitors that creates a communication gap which makes it difficult for the drivers to communicate route options to the passengers. Mr. Balaban stated this is not justification for long route violations but rather the reality of the situation. Mr. Balaban stated the industry is committed to retraining the drivers and making it clear they need to get permission from the passengers. Mr. Balaban stated the Taxicab Authority is working on signage at the airport regarding rates. Mr. Balaban stated they looked into signage in the taxicabs but there is not really room as there is already so much posted information. Mr. Balaban stated they are looking into using a QR code that the passenger can scan to get their approximate rates. Mr. Balaban stated doing these things will help but they are self perpetuating this bad reputation of their industry. Mr. Balaban stated they are committed to getting the egregious drivers out of the industry but most violations are not egregious. Mr. Balaban stated they need to change the legislation so drivers are not getting tickets for providing customer service.

Member Groover commented that training is a great idea. Member Groover asked Administrator Grogan if the chart he has displaying fares includes the additional fees. Administrator Grogan answered that it does not but it does state there are additional fees and outlines what they are. Ms. Knapp suggested that the excise tax is added to the fares on the chart as everyone is charged this fee. Administrator Grogan stated he is open to that.

Jason Awad, Lucky Cab, stated he is encouraged, disappointed, and hopeful. Encouraged that this issue has been brought to the forefront, disappointed that after all these years the industry and the administration cannot get together to resolve these issues, and hopeful that the solution is technology and Lucky Cab is in the process of exploring solutions that he will be able to present to the Board in the next 60 to 90 days. Mr. Awad asked the Board to ask Taxicab Authority Administration to verify the information provided in the alternate routes presented today. Once that information is verified Mr. Awad asks that the Board seek the opinion of the Attorney General's Office on whether the alternate routes may be taken without violation of the long route statute. This way no matter the outcome at the legislature they have a legal way to move forward with the parallel routes.

Ruthie Jones, ITPEU, stated the proposal made today by the industry would benefit the drivers and is supported by ITPEU.

Jaime Pino, Nellis Cab, stated Nellis Cab is in support of the proposal made by the industry today.

Administrator Grogan applauded the industry for the effort they put into the analysis presented today. Administrator Grogan stated he is concerned that the majority of long hauling originates at the airport and he would like to know what plans the industry has to address it. Administrator Grogan stated long hauls from the airport are typically the most egregious. Administrator Grogan addressed Cheryl Knapp's comment related to the number of rides provided per year compared to the number of long route citations issued by stating the Taxicab Authority is short staffed and were they fully staffed they could write many more long route citations.

Administrator Grogan asked the Board for some time to analyze the routes provided by the industry. Administrator Grogan stated he sees some routes that would be beneficial to use. Administrator Grogan stated he would like to see studies on different days of the week as the weekdays and weekends are not



created equally. Administrator Grogan stated he will support what makes sense and what is enforceable. Administrator Grogan stated he will not support changing the statute to provide so much room for interpretation that they cannot enforce the law. Administrator Grogan stated he appreciates the work the industry put into their study and he looks forward to working with them on this issue.

Member Thompson stated he has been thinking about an interim plan that could work until they make the necessary changes with the legislature. Member Thompson mentioned the use of a placard that would inform the passenger that the driver will take the most direct route unless the passenger agrees with an alternate route, that the driver will make their best determination of the fastest and least expensive way to get the passengers destination, and if this does not occur please call – and display the number to Taxicab Authority Enforcement.

Member Aguilera stated he likes the alternate routes based on the fact that these routes were not available when the statute was written. Member Aguilera stated these are the routes he uses himself when traveling between properties on the Strip. Member Aguilera stated he would support using the alternate routes during the next 60 days until they know what is going to happen with this legislative session. Member Aguilera stated they need to look at the long route violations originating at the airport. Chairman Olsen stated these are parallel routes rather than alternate routes and that is an important distinction.

Member Thompson asked if the Board can legally approve alternate routes. DAG Long stated alternate routes is adding to the statute however, parallel routes would be considered the same as the direct route. DAG Long stated the term necessity is clear and would not apply to a parallel route. Member Campos asked if it is necessary to obtain an Attorney General opinion before approving the parallel routes. DAG Long stated for informational purposes that an AG's opinion will not be quick and the AG can refuse the request. Chairman Olsen stated it is not necessary to obtain an AG's opinion as they have been advised by Deputy Attorney General Long.

Member Groover asked if they can vote to try the parallel routes. Chairman Olsen stated he is okay with a 60 day trial awaiting decisions from the legislature.

Administrator Grogan stated he is concerned that if the Board approves the parallel routes they are setting aside statute. Chairman Olsen stated he disagrees and does not believe they are violating NRS. Member Campos asked what they hope to achieve by trying this for 60 days. Chairman Olsen stated it will be a trial period as a test. Member Aguilera suggested they set the trial period to end on a day that coincides with a scheduled Board meeting.

Member Groover asked Administrator Grogan how a trial period on parallel routes will affect his office. Administrator Grogan stated it will be difficult to enforce the long route statute during the trial period because they are redefining "most direct" and "necessity". Chairman Olsen asked Administrator Grogan if the parallel routes presented today are not clear. Administrator Grogan stated that as it is today enforcement does not cite drivers for using Koval if it is a direct route. Chairman Olsen asked if enforcement will cite drivers who use Frank Sinatra. Administrator Grogan stated it depends on the situation but a lot of the routes presented today would not be considered a long route.

Chairman Olsen stated the Board has an opportunity today to make a temporary change and allow Chief Aquino to discover what works and what does not work with parallel routes. Chairman Olsen



stated if they do not try something they are doing nothing and both he and the Administrator do not want that. Administrator Grogan requested time from the Board to view the information presented today.

Chairman Olsen proposed meeting again in two weeks to allow Administrator Grogan time to review the parallel routes. Member Groover suggested that any changes that need to be made be made at that time to avoid prolonging the agenda item to another meeting. Administrator Grogan stated making frequent changes will cause difficulties from an enforcement standpoint. Administrator Grogan stated part of the problem is people's understanding of long route enforcement and to add a yo-yo kind of event in respect to changing the rules would not seek to improve anything.

Chairman Olsen stated he appreciates Administrator Grogan's comments. Chairman Olsen stated they will meet again in two weeks to allow Administrator Grogan and Chief Aquino time to analyze the parallel routes and their impact. A special meeting is scheduled for April 11, 2017.

11. Discussion Regarding Taxicab Industry Related Matters in the Legislative Session.

Brent Bell, President LOA, stated those issues have already been addressed.

12. Staff Report

a. Administrator's Report

Administrator Grogan stated the Taxicab Authority is preparing to put up signage at the airport with approximate fare information. The signage will include a QR code that will take them to the same fare information located on the Taxicab Authority website.

Administrator Grogan stated he wants to thank the industry for their work together and although at times they disagree he appreciates that they can do so without being disagreeable and continue with the goal of doing what is best for the industry and the riding public.

b. Chief Investigator's Report

Chief Aquino discussed the situation with the taxicab driver who was arrested for sexually assaulting his passenger. Chief Aquino commended Lucky Cab and Supervisor Steve G. for their reporting of this matter and their cooperation with the investigation. Chief Aquino stated he appreciates the partnership between the industry and the Taxicab Authority in their ability to handle these matters.

Chief Aquino stated the long haul team is now fully trained and enforcing long route violations. Chief Aquino stated the long haul team is also educating the drivers on what they need to do in regards to the statute.

Chief Aquino stated recruiting investigators is difficult at this time. Several local law enforcement agencies are hiring for law enforcement. Chief Aquino stated they recently appeared at a veteran job fair. Chief Aquino commends his staff for their hard work and for ensuring the industry and riding public are safe.

Chairman Olsen added his commendation to enforcement and acknowledgment for the added burdens of being short staffed.



Member Groover asked Chief Aquino if the majority of the long route citations are issued from complaints that come in from dispatch or from direct enforcement. Chief Aquino stated it is a combination of both. Chief Aquino stated staff is ramping up their street enforcement and undercover activities.

c. Stats for February 2017

Taxicab Authority staff handled 1360 events for the month February. Enforcement wrote 248 violations of which 107 were for long routes. TA Administrative Court adjudicated 260 violations. There were 601 vehicle inspections.

Industry stats are available on the TA website.

d. Future Agenda Items

Future agenda items will include reports regarding decisions made during the legislative session.

13. Report of Legal Counsel

Deputy Attorney General Sophia Long commented on motions to intervene. DAG Long stated the motions must be compliant with NAC 706.894, be clear and concise on why they are intervening, indicate what their position is and state if they will provide evidence. DAG Long stated this will help the Board run more efficiently and allow the Taxicab Authority staff the opportunity to respond. DAG Long stated it will also cut down on agenda items having to be continued multiple times because they were not aware of what was going to be presented.

14. Failures to Appeal: Citation Appeals

William Demick Jr. TA# 112508 failed to appear for his appeal.

Deputy Attorney General Mathews presented the facts for the appeal. DAG Mathews stated the original citation signed by Mr. Demick Jr. notified him of his court date of January 5, 2017 at 7:30 a.m. Mr. Demick Jr. failed to appear for his court date and was issued a default judgment. DAG Mathews stated Demick Jr. was notified of his appeal hearing date on March 3, 2017. DAG Mathews asks the Board to uphold the failure to appear as Mr. Demick Jr. has also failed to appear for his appeal today.

Member Groover made a motion to deny the appeal. All in favor – appeal denied.

15. Public Comment

No comments were made.

16. Adjournment

All in favor of adjournment – motion passes.



Approved by:



Stan Olsen
Chairman

4/20/2017
Date



Ronald Grogan
Taxicab Authority Administrator

4/29/2017
Date

