



Board Meeting Minutes
Thursday, November 15, 2018

Meeting Location: Grant Sawyer State Office Building
555 E. Washington Avenue, Suite 4500
Las Vegas, NV 89101

1. Call to Order

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

Board Members Present

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

B. Pledge of Allegiance to the Flag.

Member Holmes 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. I would also like to make just a note on the agenda. It did list suite 4412 of this building on this floor. We are obviously in suite 4500 in this building on this floor. It is the legislative season and 4412 is being used for legislative training. So I do appreciate everybody's accommodation. I would like to make a note on the record that we put up four signs and we do have an officer directing people to this level.

2. Public Comment

Ruthie Jones, ITPEU/OPEIU Local #4873: Good morning. My name is Ruthie Jones. I failed to be in town when this notice came out and we had no staff in town when this notice came out. One's out of the country



should be back sometime today. I know the other one is out of state elsewhere, but we didn't intervene. I'm just giving a public comment and I'll make it quick. I was just surprised to see this on the agenda. That's what floored me and I assume that you guys were gonna make an amendment and correct that and get the allocation of my medallion. So I assume that was an error and you were going to correct it, but evidently not. It's not an error. It's curious to me because this period here, I forgot my water and I've been up all night. My son has chronic leukemia. I'd take him to the hospital, uh, this period here and instead here we are the slowest period coming up for the cab drivers, are the holidays and uh, the board is that has the option of making it one of the potential of making it a good day or making it a bad day for the holidays because if you're going to put a allocation of medallions out, it's not going to be a good day for those guys, you know. And uh, so it's just floors me there. We know the drivers are on commission so they don't have the option of the security that we have. Some of us have luxury security as to we know, and we have a guarantee that we will be getting a paycheck when they don't have that luxury of that. Uh, I also spoke to Chris Anderson at the airport to find out what was going on there. Did he feel there was a need for additional medallion. He says that, uh, no, he didn't see that because he says that it's an abundance of cabs compared to the crowd of people that comes in. You have the cabs to take care of them. They still have run those drivers off the staging area because it's full. So there's nowhere for them to be staged and their stage staging all over the place, getting tickets where they should not be staged. We know that. So my thing is, and I was just curious, I don't know what you guys are doing. There was nothing to say what you're looking for, which you're seeking, why you're doing it. So I just have to trust and hope and pray that nothing weird comes up for the, uh, before the end of this year ago, and some of the drivers, um, talks about how, uh, you know, they considered themselves a goodwill ambassadors and then they make efforts to present themselves in that fashion. Newer senior drivers, at least they take pride in that and they said all of that is being eroded away and what they want the board to remember, you're in trust them to carry out 706.8824. The interest welfare and convenience and necessity of the big customers of taxi cabs, which they feel they should be included in that because they are a part of that. You can't separate the two in my opinion. So they said, you feel, they feel if you trust them to do that, you should take some kind of not put them as an afterthought and make sure that they're somewhere in this mix of whatever is going on here. So please remember their lives and the lives of their families or in your hand, your actions today. May be the deciding factor as to what the future holds for them in the industry and they are hoping it's not no more cabs. So we don't know where you guys are coming from, what you're going to do until you let us know what you're going to do, but the guys are hoping that counts are not a part of it. Putting them on because you have cabs but you just don't have the bodies. These certificate holders have cabs. They can't get the bodies in the cab so we don't know what your intentions are, but I'm sure I will find out in a few minutes. Thank you very much for your time.

3. Board Meeting Minutes

Motion to approve the August 23, 2018 Board Meeting Minutes

By: Vice Chairman Aguilera

Second: Vicki Holmes

Vote: Passed unanimously



4. **Discussion with Maria Soto, Traffic Manager for LVCA regarding service for the Convention Center**

First I'd like to start off with thanking everybody for their support during SEMA. We had over 175 plus attendees. Their service was exceptional. I want to thank, uh, YCS Kabit and Frias us for sending out field supervisors, so always greatly appreciated to have that support from the companies out there on the ground with the service they're expecting the show to grow even further. And with our expansion, a parking is very limited, so we're going to rely more and more on the transportation services agencies to assist us with our needs. A CS will be coming up on January eighth through the 11th. We will hold the table, top, our neighborhood meeting and invite the transportation agencies out similar to what we did with SEMA to let them know where the access points will be for the taxi pickups and on such. As soon as we have that, we will send that out to everybody. I'm coming up shortly. We'll be cowboy Christmas, Rocky Mountain Elk. That is December sixth through the 16th and we're expecting a huge need for service at that time as well. We'll be sending that show information out. Uh, in house right now we have four overlapping shows that have been running this week. I'm with Macomb auto auction opening up today, running through the weekend and the great American comic con. So we're expecting about upwards of 25 to 30,000 people on property through this weekend. The north halls in south halls and I'm like I said, our parking is very limited with these bigger shows coming in. They are least in the outdoor space, so it will be expecting a larger need for service and we'll be reaching out to other companies to ask for that.

5. **Discussion regarding Medallion Allocation**

Interveners: A-Cab & Deluxe

Administrator Whittemore: The chairman and I spoke about this agenda item, as you are all aware, there is a statute on point that requires this meeting to take place annually to discuss the allocation of medallions. 3,530 have been allocated. You're all aware of that. This discussion or this agenda item was really to foster discussion. Since my arrival, what I've seen firsthand is the Board's intentional action to get all of you to talk to each other here, um, to, to share best practices, to talk about things that aren't working and that flow of communication is important. So this is an agenda item that gives the industry the opportunity to talk about what you think that allocation should be. Is it too many? Is it too few? Is it just right? Is 3,530 the magic number? But again, it's an annual requirement under the NRS. So that's why we're here today, to fulfill that and, and listened to what the industry has to say.

Chairman Olsen: Thank you Mr. Administrator, before I bring up the interveners, which is A-Cab and Deluxe more, do you have any comments on this at this point? No.

A-Cab and Deluxe decided to withdraw.

Chairman Olsen: I agree with the administrator as far as hearing what you guys have to say about the number. I mean, do you have enough? Are you fielding all your medallions on a regular basis? Things of that nature. But I also think that it's time to discuss and come up with a plan on what we paid for a medallion. \$100 a year is pretty pathetic and it's never changed in 40 years. That's a long time. So I want to hear it from you. Anybody want to step forward and know won't be held against you in a court of law?

Member Thompson: Maybe if I said something, then they will stand up and argue with you. When I saw this on the agenda, I really talked to no one about it. My feeling about medallions is that they should be used and my feeling is that there are a number of cab companies that are sitting on unused medallions, which I think is a mistake. It devalues the medallions. \$100 a year, it's not much at all. If you went up to \$300 a year, that's really not a lot either a, unless you're not using it, then you're just throwing that money away. So I would be inclined to suggest we raised the price to save \$300 a year simply to make a point. And the point is that if you're sitting on these things and not using them, you can turn them back into the Taxi Authority and if you need them, you can come to the Taxi Authority and say, look, I want to expand my taxi fleet. I need some more medallions. And they'll say, sure, we've got them here. And the guy who gives them to us, they can say the same thing. We want to expand our taxi fleet, we won't need more medallions. I'm sure we could give them or sell for \$300 is a rather small. So I at the present time I think we should raise the price of these things and the whole reason is that I don't like the idea that taxi companies are sitting on unused medallions. Just, I don't know why they're doing it. Betting on the future perhaps. So I said my piece.

Vice Chairman Aguilera: I've got a question for the administrative. Any information that the industry provides the authority now to your offices to indicate how many medallions that use on a weekly basis, daily basis or anything?

Chief Aquino: Um, as far as I'm not the expert on it. If we can get from our information that we collect, how many medallions are used and vehicle inspections that we conduct for one vehicle inspections. We do annual. So I can look into that and get that number for you.

Administrator Whittemore: We will be prepared to talk about that.

Chairman Olsen: I have a question. It is my understanding that before I got here, when they released all these medallions under the previous board chair, that 10 percent of those released had to go for accessible vehicles. Okay. I'm going to assume that each of you did that. If you got 10 percent of those 10 medallions had to be an accessible vehicle. Did that happen? Have you met those goals? What percentage of your vehicles are accessible? I mean, we already know that Uber and Lyft are not assessable. You guys are the key. So anybody wish to step forward on that one or wait until maybe the next meeting and come up with some numbers? Seeing nobody, Mr. Administrator, can we look research the previous records and see?

Administrator Whittemore: Absolutely, and we do track that number as to how many went out. If memory serves me, it was seven per certificate holder. I believe Virgin Valley was the odd one that they had six. That was the, it was 111 that I believe went out. I will double check those numbers exactly. This is going to be part of my report that I'm going to be coming up on. We are going to be returning to audits. We will be getting back out in the field and one of the things that we're going to be looking at is how many medallions have been allocated? How many cars are active, how many handicap accessible vehicles are there, how many were allocated. So these things will be reviewed and audited.

Chairman Olsen: Okay. And when do you think you can get that done?

Administrator Whittemore: Auditing will commence in January of next year.

John Mowbray, Frias Transportation: What might be helpful moving forward? I did receive a copy of the agenda because that's all it said was a discussion regarding the allocation of medallions. Now we're getting deep into these bullet points. I think it would have been helpful if we'd have some kind of a notice on. We were going to start discussing these points and then we could have come prepared because you got a room full of people here and not anyone's come up. It's kind of on the clock.

Chairman Olsen: Let me promise you, we will not take action on this today. We will not. Okay. We'll make. We'll make a more detailed agenda item for the next meeting. Maybe even in January where we can have the report back from the Administrator and you guys have a couple of months to prepare. We'll have it all in their market. You're actually, correct, that was not our intent to take action today on this,

John Mowbray: But I'm just for discussion purposes, if we could have something known as other than that broad category, does that mean you were just guessing? I'm thinking. Okay. I looked at this last week and I thought not a clue, but I'm sure if there's no action going to be taken it would be helpful, but just for this agenda, I'd have a future if you were going to get deep in the weeds on these and get statistics and things we need to do our homework in a bare numbers would be appropriate.

Chairman Olsen: You're right. Just so that you know, Mr. Wade asked me to do this just to see if you'd come up and say something.

Administrator Whittemore: Mr. Chairman, if I can I accept this 100 percent, we need to do a better job and this is a learning opportunity for us on my end that giving the industry proper notice just to understand the scope. We were really expecting much more of a robust discussion as to what the right number was. I don't know that getting down into the bullet points as to which types of medallions but point is well taken. We will, we will amend that going forward.

George Balaban, Desert Cab: Good morning. I am here to speak on behalf of Kabit, which is a Yellow, Checker, Star, Whittlesea/ Henderson and Desert cab in response to this on the handicap medallion issue. So that is correct. At the last allocations that happen, we're 30 medallions, 10 allocated in I believe November of 15. 10 in December of 15. Or maybe it was December, January, February. So, but January, February of 2016. And now that allocation, we each got 10 medallions. One of those was going to be handicap accessible out of each 10. So we've got 30 medallions that six cab companies that consist of Kabit all got those extra handicap medallions. So we did take those handicap medallions. We have handicap me down into the. We're using that. We have on our handicap vehicle, is we track our radio service at Kabit and basically nine percent. Well that's eight percent of all the rides that we do through our dispatch system, our actual handicap rides. So we are doing a lot of that handicap service. Uh, we have, um, I don't know if you've ever welded technology. We have basically these buttons that are kind of like a automatically will ask for a taxi cab and it, most of the Strip hotels, the MGM properties for sure. We've gone to those properties and have said we're going to put this button in which you can hit if you're low on taxi cabs, which will just hail the closest cab to say to your white and waiting. But we also have a handicap button that we tell that starter, you can hit this and this will actually get a handicap cab out of our fleet that will come service that. And that is providing a lot of business for us as well as service to the hotels. Um, I can't speak for the rest of the district, but that's what we're doing. We also have plenty of accounts, Med trans and logistic care, things like that. There we go into handicap rise for, so they are being used. We do have them on the street and we're doing a considerable amount of rides with those handicap vehicle. So I just wanted to get your rides again.



Administrator Olsen: What percent was that?

George Balaban: Desert cabs, portion Kabit, it's nine percent. The actual portion of the entire end of Kabit emits overall rides. I think it's like eight percent. So it's a healthy trunk of our rides. Um, I think that the number that we actually, uh, in October we did 3,200 rides that were wheelchair accessible car rides. Just through the dispatch system. That's not counting the calls that are, that are, are somebody flagged you, somebody just add a cab stand. These are actual requests.

Chairman Olsen: So if somebody at a hotel wanting to get a cab and they're turning up and they need an accessible cab. Can an assessable cab get out of line?

George Balaban: Yeah. So the starter is going to look in line, if there's a handicap vehicle will pull them out of line. If there isn't, and it's an MGM property, they'll just go hit a button and it'll pull one out.

Chairman Olsen: Okay. Thank you. Any questions? Thank you. Thank you. Anybody else? Okay. Mr. Administrator, I would like to see a more detailed discussion. Next time discussing all the issues we talked about involving the medallions for the next meeting. Including costs of the medallions.

Administrator Whittemore: Yes sir.

Chairman Olsen: From the industry. I don't know if we're going to have a meeting in December or not based on holiday; does that give you enough time? And if it doesn't speak up now just in case.

6. Staff Report

a. Administrator's Report

- Audits and Inspections

Administrator Whittemore: As we broached on just briefly, one of the things that our agency will be getting back to is our audits; it's been a while for some of you since we have been funded through. I do not want this to be the looming specter of the IRS. The goal is to come back in and communicate with each certificate holder and understand the actions you're currently taking. A lot has changed in the last three years, a lot changes every month for you guys and we need to stay abreast of that. So as a part of those audits, we're going to be looking at policies and procedures, especially as it relates to the lease operators. As we discussed at the last meeting, those leased vehicles need to return to the yard once a day OR as was discussed, make arrangements to have a field supervisor. I'm reviewing that vehicle on a daily basis to maintain that nexus. This is not just one of those, check the box or have the car drive through the lot and wave. The idea being, if the leased driver's going to operate this vehicle at a week at a time or longer. But there's no certificate oversight if they're not

coming back on a daily basis. And so is the vehicle being maintained properly? Is a check engine light on? Are the wheels flat? Some real legitimate safety concerns. As well as the cleanliness concern. This is something that we have to take an enforcement angle on. Um, we will be out both from an inspection standpoint and in an officer standpoint, looking at the cleanliness of the vehicles. We do not want this to hurt business. We do not want this to hurt the driver. So in all instances that we are going to an issue, a notice on this, it's going to be a 24 hour notice unless there's a mechanical issue or something that needs to be repaired. But that 24 hour notice should allow that driver to go clean the vehicle, come back or make a phone call to dispatch and say, dispatch. I was 24 hour'd, I'd like my vehicle to be, to be cleared. You don't have to wait for an inspector. I've spoken with the chief about this. We want this to be within the same shift so that if the car needs to be cleaned, go and get it cleaned. We're not penalizing somebody, it's just go get it cleaned and come back. They can call dispatch and say, Hey, I'd like this 24 hour cleared, where can I go? So we're going to try and make this as seamless as possible, but it's something that we have to enforce. We're seeing issues of it. I get pictures from my inspectors all the time. I really would not like to bring them to the Board meeting in air the dirty laundry, so to speak. This can be done in a way where we're putting the lease drivers on notice, the employee drivers as well. These vehicles have to be cleaned. It's a big deal. So part of that audit process where we're looking at these policies and procedures to make sure each certificate holder has a plan to bring those cabs back in. As it relates to the lease drivers, we are seeing issues with current leases. So when our officers are making contact with them, they want to see their permit and verify that it is the driver. The driver's license matches the taxi permit, but as well as the lease. Some instances the leases are lapsed. In some instances they don't have a lease. Or I'm waiting for it from the office. These are issues that you all need to be aware of that, that we're seeing. The third issue is inspections. So you all went to the legislature last time. I think the vehicles were being inspected four times a year from a mechanical standpoint. It's probably overkill. And you made that argument successfully. It's once a year. These vehicles have to be inspected by our staff once a year. We put them on a schedule. We notify your supervisor, we need to look at this car. What we're running into, is the response of, well, he's not available right now or she's not available right now. That doesn't work. So if the car has been noticed to you that it's subject for inspection, we need it. Our inspectors are working around the clock. They have a lot of different shops to go to. They have a schedule to maintain. They don't have a lot to do in your individual location. I typically they're asking for two to three cars can inspect, but when we ask for a car to inspect, we needed to be there. In emergency situations, we get it. Accident Situations, it might be at the shop, we get it, but it can't be out on the road. And the response to be what, we can't get a hold of them. That raises significant concerns, right? So these are just some of the things that we're going to be. I'm looking at going forward. Again, none of these, I don't think are mountains to climb. I think they are just proper regulatory measures we need to take. So Mr. Chairman, that's, that's our brief report for today. As it relates to the, to the audit, we will be diving in again to look at medallion allocation to look at the number of vehicles and use to look at the handicap allocation to make sure that the van is accessible. We will be prepared to give you those reports.

Chairman Olsen: Thank you sir. Yes sir.



Member Groover: One question. You indicated they've stopped the cab and they said they don't have the lease with them or they're waiting on it. What is done at that point?

Administrator Whittemore: Well, first thing. I'll let Chief Aquino answer.

Chief Aquino, Taxicab Authority: In Regards to that question. Typically when the driver doesn't have his lease, we try to confirm whether there is a valid lease. I can tell you folks that most of them most of the time, because not all the time, that there is a valid lease. Unfortunately the driver may have forgotten it or there could've been some sort of administrative situation where they couldn't get a copy of the lease right away, but in most instances, if not all of them, so far that the driver has had a valid lease. So, I commend you guys for that. Keep in mind we do have to regulate. You have to enforce that law and so we're actually cite that driver. We asked him to go back to the yard to get a copy of that lease and so those are some of the enforcement actions, but also I mentioned citing. There was times where we just give him a warning. Once we learned that there is a lease valid, tell them to just discontinue service until he gets that lease in his hand and he can go back on duty so and do give him a warning that something that we report to our dispatch in. Hopefully the officers are having conversations with the road supervisors at that time.

Administrator Whittemore: Just to add to that, our perspective is, if and when we get a hold of dispatch and they confirm that they are a leased driver and in fact there was a printer error that day or there was an issue that day, but there's a valid lease in place. Typically were re not going to cite that driver. When we're citing the driver is they're operating a day or two after the fact with no lease in place. So if it's a week lease, they've got to be ready to come back out on the road that very next day with the proper lease in hand. Some of these individuals have not done that. The word is getting out that when we were citing for that and I, we have seen a lot less of it. The bigger concern from us as a public safety concern, which is matching the driver to the permit as that vehicle leaves the yard as an independent contractor and he's got his 12 hours to drive or she has her 12 hours to drive. What is that vehicle doing during the other 12? There's an incentive there that we have to be very careful about that the driver who is the leased driver is the only one operating that vehicle obviously. That's the chief concern behind this enforcement.

Member Groover: My other question is, how is the vehicle leaving the yard without a lease in place in that vehicle? That's number one. Number two, should that become part of the inspection report, the daily inspection report?

Member Thompson: Can we modify it instead of how is it leaving? Why is it leaving?

Brent Bell, Henderson/Whittlesea: Real quick just to address director Groovers question. Um, our, our drivers are not permitted to leave the office without a copy of the release, so there's not a printer error that, that type of thing. To address your question, once in a while what happens is if a driver changes into a spare for service or a breakdown or something like that, sometimes they'll leave the lease in the original vehicle they were in that day and not transfer



it to the spare. They put it in the glove box. That's, that's basically all we've seen, but there's, there's no reason for it to happen. I'm sure we've got to get on the drivers in a while, but it should never be a reason for it.

Chief Aquino: I just want to emphasize that we are seeing very little of this, so I just wanted to emphasize that our people are running into – most of the leased drivers have them. They have in place. They have it in their bag. They have it in their particular vehicle. Yes. Confirming that there are times when they have to change out cars and they accidentally leave the lease. That's something that we address out in the field with a warning and not a citation.

Vice Chairman Aguilera: Do you ever stop a cab that said, because these drivers have 24 slash seven when they're off duty, do you ever mistakenly or how do you know the difference whether they're on or off where they're working as a cab or they're just using it personally?

Chief Aquino: The first part of that question. No, we have not run into anyone that was using the vehicle for whether personal reasons or whether he was on duty. We take every precaution where at least in an investigating process to make sure that, that, that driver is on duty, um, and depending on what the situation is, but they can even check the meter and see if he's taken any rides. We also look at the timestamp or uh, and, and even verifying with the dispatch, Hey, is this driver on duty? But those are some of the investigative processes or steps that we do take. The answer is no, we have not found anyone, anyone that should not be operating.

Mario Locascio, Operation manager at Deluxe Taxi: A few months ago I called the officer Phillips, what a hearsay I had and now I'm a hundred percent sure and I'm just pointing it out to find out which way the direction we're going. There's a few drivers out there get a permit from us. We don't lease. Right. And then disappeared. So I've been hitting the field and there's a few of them that keep the deluxe permit and working for other companies. How's that work now? I figured out why they do it because they can only do six days with the lease. Then used our Deluxe permit as the one day they worked for us because they're going, they're claiming they're getting another job. My question is, is anybody aware of this? And I hit the pits and I seen two guys and they thought I was just talking to say hello. But I looked at their permit and it was under the Deluxe permit. When I called officer Phillips again two months ago is just a hunch because people would come in and we train them maybe disappear and I, you know, it's a whole new term towards me

Administrator Whittemore: If I can answer, this may be something where we need to clarify our expectation. The expectation and the requirement is that they would come back in, that they would come back in and identify themselves and correct the referral before they start driving for a different company.

Mario Locascio, Deluxe Taxi: Correct. But they're, they're going in and on the backside just putting an independent driver and that, that gives him the right to go back out. Again, I looked at the permit, I just asked three as if they're releasing during the same shoes we are. So if they're losing drivers, you know, just like that. That's what's happening.

Administrator Whittemore: So if can. Because you're concerned that your sticker is remaining on the permit?

Mario Locascio, Deluxe Taxi: Yes and no. The concern is they're doing that because they can go lease for six days and come back to me for a day a week to work the seventh day. That's what they're doing. Again, It took me two months to figure out what was going on, but that's what they're doing and I have two of them that I can pull out. But I mean it's not the proper place. My question is what is the regulation on that? Because we're in new territory here. If he gets pulled over and I'm not going to say X, Y, Z company right? It's now with Deluxe because we don't lease, but he's holding a Deluxe permit.

Chief Investigator: So I appreciate you bringing this situation up. Um, the basics, the basics for each driver is that when, if they change companies or if they move on that they should be reporting to the taxi cab authority so that a new tax, a new permit will be issued based on who they're working for, whether they're independent or a, a, a full time driver with a, with another company. This is something that we round tabled not too long ago. There are some other issues that are involved in this regard to training when people are requesting training or wanting training. Um, some of the companies are providing the training, the annual training or the new orientation training. And so they go to that company and get that training and they actually move on to some to try this route.

Mario Locascio: He asked for part time with us. So he's still with us. I did not know he was going to go to another leasing company and drive the rest of the days with that. I happen to stumble upon it seeing men, another company that. So technically he's legit because he still works for us for one day, but you know, obviously I'm going to terminate him, but that's what they're doing to get that seven day in.

Chief Aquino: Sure. And I totally agree with, with this, with this situation, as far as if he has a permit, he's allowed to drive. The issue is I, I, I see where your issue is that he's driving for some other company and that's something that we need to fix internally. But also, um, the issue goes right back to the driver. He should be reporting if he's working for another company to the taxi cab authority. So we'll monitor it. You and board members. I'll talk with some of my folks and then we'll, we'll, we'll get round table this internally and see if we can come up with a better plan to ensure that that driver is driving for only one company or whatever company is. He's allowed to drive.

Administrator Whittemore: So Chief, if I can, when we solve this issue, when they come in to establish an independent contractor permit is just pull the old permit. Then we reissue a new one with the independent contractor.

Mario Locascio: Well it would be easy. Because Deluxe and Frias, don't have leases. So they cannot have a Frias and Deluxe name. Those two companies don't lease so they can never leave there with an independent contractor with those banners.

Chairman Olsen: So if you ever get to the point of leasing, you've got to notify the correct.



Mario Locascio: Which I know we're not doing that. That would be the way to go. You can't have a lease with deluxe? I don't know. I can't speak for Frias.

b. Chief Investigator's Report

Chief Investigator: I just have a brief report. Enforcement efforts continue and my guys are out there, the squad out there continuing to issue citations, warnings, and, and educate the driver's. The one point I wanted to touch on today is the long hauls, right? So it's always negative when I say long hauls, but I can tell you this, that read the reports that we're getting from the field, from my officers are, there is a lot of communication that's occurring between the driver and those passengers. Right? So that's what we're seeing and that's what the stats are showing is that we're not showing a lot of citations on long hauling when those officers are investigating those matters. When we do sting operations and believing we're making a lot of contacts out there and don't report that we're getting from the passenger is that yes, there has been communication. I was told about the route or I was told about this. And so, uh, again I commend the industry, specifically the drivers that they are communicating. Thank you guys for that. Unless you have specific questions.

Member Groover: I'm looking at everything that you put out in both of these reports, but what I'm seeing and we had four, so lack of gypsy cab enforcement. What's going on with that.

Chief Aquino: As of right now, we haven't done that. I'm going to have, I'm going to defer this matter to the administrator for a response.

Administrator Whittemore: Upon counsel from the Office of the Attorney General. They asked us to relook at this process and make sure that we, um, we have dialed in on this. This is an important question. This is near and dear to our heart that there's a significant public safety concern that we have with anyone offering rides, completely unvetted in uninspected vehicles. We are aware of craigslist ads. We're aware. We see a cash solicitations, with a ride share trade. It's a very easy cover to maintain. You can print it, played a place it on your window and offer a cash rides. The concern that we have is shared. I believe we're at a point where moving forward, um, that enforcement is going to take place. The strong preference is that we would move forward with those impounds taking place through the NTA hearing process so that our officers would be out enforcing it. Our officers would be out making those impounds, but that the impound hearing will be conducted at the NTA. This has been, um, we have an MOU that's in place. These discussions have taken place so I'm confident that this will happen very, very soon.

Member Groover: I believe the NTA is impounding now.

Administrator Whittemore: Yes sir. Yes sir.

Member Groover: It is a reason we're not on a level playing field with them on that yet?

Administrator Whittemore: It is a long answer and I will do my best to shorten it. The concerns were raised again from the office of the attorney general as to the process. Because there are three commissioners, because they are under the commissioners model. There was a greater comfort level as you they're hearing process versus the TA process. That's the short of it. The MOU is in place. We have done joint enforcement, we have done joint impounds with the MTA and the past. I'm confident that our officers are going to be able to site quite a number of these vehicles. I know the industry is excited for us to get back to doing this. I don't want to say excited and we're all eager to make transportation safer. Our certificate holders go through a lot to be regulated and, and having anyone completely unregulated is a huge issue. So we will be addressing it. And again, I will give you an update at the very next board meeting, but I expect we will have a list of how many impounds we've done at the next board meeting.

Member Groover: One other question. I noticed on the vehicle damage reports in September. 642 you've implemented the policy that if it's just a bumper tap?

Administrator Whittemore: Yes sir. What we have done is significantly reduced the number of VDR's that, that create an issue for them. A certificate holders to have to hold the vehicle down for our inspectors come physically inspected. These are minor damage in a bumper tap, something that's not a safety issue. When we have a VDR written, it is the contact that was made with the agency. It is not a full accident inspection. The accident inspections should be going down significantly.

c. Future Agenda Items

- Medallions – More details for next discussion of the proper allocation and amount.
- Administrator Whittemore: I have gotten clear direction here today for a number of items. We will start providing a more robust agenda so that it's clear and give people some direction. We did take some phone calls this week. We tried to be as transparent as possible. The intent was to have a discussion as to the actual number and more perhaps of a market analysis. Is 3530 serving the community? Is it an over burdensome on the certificate holders? So hopefully in the future we can have that discussion.
- Suggestion for cab companies to bring their vehicles to the TA for a new inspection after being inspected previously.

Meeting dates

- December 2018
Cancelled – no location for meeting available

Administrator Whittemore: Mr. Chairman if I can. I really appreciate and sympathize with the moving around for the Board Meetings. We are doing everything we can to save money where you're trying to be good stewards of the industry's money, so we shut down our courtroom, which was a monthly expense, a huge rental expense. That's created us having to move our intention going forward. The dates that you see listed there are all our intention is to have



them all at the BNI business center, which is the Sahara location in the Nevada room. That is a facility that's just recently renovated and that way we're not ping ponged around, but I do appreciate your accommodations as we have been around a little bit, but those dates that are listed should all be secure in the Nevada room at the BNI building.

- **2019 Meetings**

Location: Nevada State Business Center
3300 W. Sahara Avenue, Suite 425 – Nevada Room
Las Vegas, NV 89102

All Thursday's at 9:00 am

January 24, 2019
February 28, 2019
March 28, 2019
April 25, 2019
May 23, 2019
June 27, 2019
July 25, 2019
August 22, 2019
September 26, 2019
October 24, 2019
November 28, 2019
December 19, 2019

7. Report of Legal Counsel

Deputy Attorney General Sophia Long had nothing to report.

8. Public Comment

Jay Nady, A-Cab: I want to propose a suggestion. If we have a leased cab and we can readily see what it costs if it's down because we can't rent it that day. It's a fixed dollar amount. If nothing else. When we have a cab that's put down for anything, let's just say the inspector that day thought it was dirty. I'm not going to say that there are different standards for different inspectors, but no one is the same. If we get it put down and we can't get an inspection for two or three days, it's a substantial noticeable amount of money. I would like to suggest that during business hours, not weekends, we can bring the cab to the TA office and schedule something during normal business days. As soon as we get it repaired. Rather than wait two or three days to have somebody come by. It's just a suggestion. It's just a comment.

9. Adjournment (Action)

All in favor of adjournment – Motion passes