

AGENDA ITEM 3

A. Approve November 21, 2019 meeting minutes

(For possible action)

NEVADA TAXICAB AUTHORITY
Depart of Business and Industry

Stephen F. Sisolak, Governor
Terry Reynolds, Director
Scott Whittemore, Administrator



Stan Olsen, Chairman
Roger C. Thompson PhD, Member
Richard David Groover Member
Vicki Holmes Ed.D, Member

Board Meeting Minutes
Thursday, November 21, 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 9:30 a.m.

Board Members Present

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

B. 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

Before any public comments took place, Chairman Olsen recognized Vice Chairman Aguilera for his time of service for the last 8 years on the Board as a member.

Maria Tamaya-Soto spoke regarding upcoming conferences in January.

3. Board Meeting Minutes

Motion to approve the September 26, 2019 Board Meeting Minutes

By: Vicki Holmes

Second: Roger Thompson

Vote: Passed unanimously



4. McCarran Airport Automated Vehicle Identification Fee Increase.

Chairman Olsen: Okay. We're going back now to Agenda Item 5.

Administrator Whittemore: 4, sir. Or, we can 5 if you like first.

Chairman Olsen: No, we can go 4. We can go 4. I thought we did 4.

Administrator Whittemore: We have not. And, 4 just for clarity is not a vote of the Board. The County is empowered, and the Airport is empowered to raise that fee. This was simply an Agenda Item that the Chairman wanted for full disclosure to the industry, that everybody understands that there is going to be an Airport AVI Fee increase. I do not believe it has been agendized yet, but it is coming.

Brent Bell, Whittlesea Henderson: It happened Tuesday at the County Commission.

Administrator Whittemore: There you go. Thank you, Mr. Bell, for clarifying. It has happened Tuesday. Did they give us an effective date?

Brent Bell: I think it's going to be early February.

Administrator Whittemore: We will do our homework on that and come back to you in the December Board Meeting with an exact date for the record. The point Mr. Chairman, that you wanted to make was this is coming. I appreciate Mr. Bell having the current information.

Chairman Olsen: And, the other point was, when I had made comment at the last meeting about ensuring that on the receipt it said, required airport fee or however we came up with the wording. I don't want the riding public to think that the cab industry has done this.

Administrator Whittemore: So, to clarify the Chairman's point, on the receipt and I've talked with a few certificate holders, I want to make sure that everybody has an equal opportunity to understand this. Currently many of you list extra and the Chairman's concern is that "extra" to a customer sounds like the driver is padding his fare or the company padding their fare. The Chairman has made it clear, it is in everyone's interest to have Airport Fee, rather



than "Extra" on the receipt. I believe many of the certificate holders have already made that change. So, again, that is simply a discussion item, there is no vote necessary.

Chairman Olsen: Okay, thank you.

5. Authorization to begin McCarran/Las Vegas Strip corridor Flat Fare Zone Implementation on December 20, 2019, prior to original authorization of January 1, 2020.

Chairman Olsen: Now we'll look at Agenda Item 5.

Administrator Whittemore: Okay. 5, again, this Board has already voted to approve the three-zone implementation that was originally authorized as of January 1, 2020. However, based on information provided in subsequent workshops, the concern around January 1 is, A) its proximity to New Years'. But B) leads right into CES, starting the 6th, as LVCVA, Maria Soto, put on the record, is that the concern would be there's not enough time to make that transition smoothly and that doing it in advance of Christmas, New Years' and CES, ideally and we all understand, this is going to be a process. It is—it has been talked about as a six-month trial process. We're going to learn a lot. We expect every certificate holder to charge the proper amount. Every driver to charge the proper amount with the technology and making sure that that, it becomes seamless. This is new, and we understand it's new, but as long as we're communicating it properly, we will be having an additional workshop. We will be bringing this up to the December meeting. We have this room all day on the 12th, at this point. That is my intention. What I want from the industry is clarification as to what they think is best to communicate to the customer. There has got to be something in the backseat that indicates what this zone system is going to look like. The issue—typically, you would just say, do a map. The problem we have with a map is, you have 42 million tourists coming to Las Vegas, many of whom don't know the Las Vegas Strip. They simply say, take me to the Bellagio. They're not going to know the Bellagio is in the second zone. So, rather than doing a map where you have to find it, what I suggested is an alphabetized list of the major destinations within the resort corridor with a price. If the industry wants to see something different, they need to speak up on that December 12th workshop. It is crucial



that we have agreement of what is going to be in the back of that taxicab. I'm open to doing it before then, certainly, because I understand the 12th to the 20th is not a huge, you know, lead time, but there has to be communication, visually for the customer in the back. The Airport is already on top of this. The Airport, we're going to have continuing conversations with—in terms of educating their customers. The industry has said they want to be marketing, advertising of some sort. I don't know where we are in that process in terms of a final decision. But it's crucial that we tell the customers, this is an advantage for you. So, as to the specific agenda item what we are asking for and what the industry is asking for is you already approved this January 1, 2020 effective date. Please consider moving it up to December 20th so that they can better prepare for New Years' and CES rather than doing that change.

Member Groover: Quick question.

Administrator Whittemore: Yes sir.

Member Groover: Do we have authority for signage at the Airport?

Administrator Whittemore: We do not have, I would call it, per se, authority. We certainly can work on that relationship. At the last workshop, the Airport did send a representative and was engaged in those conversations. There's a few certificate holders who had been willing to go out to the Airport and have those conversations. It is a top priority, but prior to us setting something, I need the date certain. So, now if we do have a date certain, of December 20th, if that's your will, then we can move off of that very, very quickly.

Chairman Olsen: Okay. Now, on my agenda items, it shows interested parties.

Administrator Whittemore: There are interested parties.

Chairman Olsen: Okay. There are interested parties listed, A-Cab, ITPEU, Lucky, Nellis and Yellow Checker Star.

Do any of you want to come up on this item?

Jay Nady – A Cab: No.

[laughter]



Chairman Olsen: For the record, that was Jay Nady. Okay, thank you. Pull it back for Board discussion. Seeing none, a motion.

Member Holmes: I move that we move the date to December 20th.

Chairman Olsen: Okay, we have a motion to move to December 20th, is there a second?

Member Groover: I'll second the motion.

Chairman Olsen: Second by Mr. Groover. All in favor, aye.

[ayes around] Opposed? Passes. Thank you.

6. **An Application of KAPTYN Nevada, LLC for Authority to acquire CPC T410 and allocated medallions – currently held by Whittlesea Blue Cab Co.**
7. **An Application of KAPTYN Nevada, LLC for Authority to acquire CPC T 717 and allocated medallions - currently held by Henderson Taxi.**
8. **An Application of KAPTYN Nevada, LLC for Authority to acquire CPC T 887 and allocation medallions – currently held by Desert Cab Company.**
9. **An Application of KAPTYN Nevada, LLC for Authority to acquire CPC T 94-1 and allocated medallions – currently held by Blue Desert Cab, LLC dba Virgin Valley Cab.**

Agenda Item 6-9 were combined

- Kimberly Maxson-Rushton presented a power point on KAPTYN. The presentation discussed the experience and capabilities the KAPTYN will be equipped with.
- A discussion was held between Kimberly Maxson-Rushton, Andrew Meyers, Brent Bell, George Balaban and the Board regarding the experience brought by Andrew Meyers, Brent Bell and George Balaban.
- Administrator Whittemore presented information regarding regulations to the Board for the investigative work done by Chief and his staff.
- Chief Aquino, Sergeant Wither and Investigator Mumpower went over all the background investigations that took place for Henry McGovern, Andrew Meyers, Thomas Byrne, Brent Bell and George Balaban with the Board.
- Intervener Jay Nady and Mike Malloy spoke and had no opposition for the approval of the KAPTYN applications.



- Intervener T. Ruthie Jones for ITPEU spoke and had no opposition for the approval of the KAPTYN applications.

Chairman Olsen: Next up on Interested Parties is Lucky Cab.

Desiree Dante, Lucky/Western Cab: Good morning.

Chairman Olsen: Good morning.

Desiree Dante: Desiree Dante on behalf of Lucky and Western Cab. We're very happy to see that the TA did a very formal and thorough investigation. We did just have some concerns regarding Mr. Myers, involvement with Taxi Pass. However, following our intervention, Andrew sat down with Mr. Awad and stated that he was not involved with Taxi Pass around the time that we had those issues with them.

So, based upon that meeting and the TA Investigation, we have no opposition.

Chairman Olsen: Okay, thank you. Next up, Nellis Cab.

Dan Migliore: Dan Migliore on behalf of Nellis Cab. Over the past few weeks I've had the opportunity to chat with both Brent and George and ensured them at that time that Nellis had none then and we have none now, any opposition to this transaction. We also shared that sentiment with Scott. The reason that Nellis had intervened was to ensure that we would have a regular flow, accurate flow of adequate information; including backgrounds and over the past few weeks again, I've had the opportunity to ask Scott and speak with Brent and Brad again, review some of the information. It's clearly thorough and more than adequate. Certainly, at KAPTYN appears to us to be more than qualified and will I'm sure be good partners in the industry. I'd like to on behalf of Nellis thank George. I know it's going to continue, George and Brent for the contributions they have made over these many years to this industry.

Chairman Olsen: Okay. Last is Yellow Checker Star.



Attorney Marc Gordon: Good morning Mr. Chair and Members of the Board. Attorney Marc Gordon on behalf of Yellow Checker Star and New Cab and also for the record, Las Vegas High School.

{Laughter}

Chairman Olsen: The old one or the new one?

Attorney Gordon: The old one.

Chairman Olsen: Yeah. {laughter}

Attorney Gordon: The purpose—just like Mr. Migliore stated, the purpose of our intervention was simply to assure ourselves of the flow of information and the ability to ask any questions that we felt that needed to be ask, from the presentations today. We feel at this point that everything's been answered to our satisfaction. I think Mr. Wilden wants to say a couple of things.

Joel Wilden - YCS: Joel Wilden for the record, thank you Chairman Olsen and Members of the Board. Staff. I want to get up here and let you guys know, we're excited about this. We think the taxi industry needs an injection, new good, that's healthy. We've heard some other operators speaking to pressure. That's good pressure. That's pressure that's going to up our standards. That's pressure that's going to up the way we treat our drivers. And so, I hope we all feel it, we're feeling it, but it's good. It's going to push us to operate our companies better and ultimately serve the riding public. So, again, we're excited about this and we welcome them to the industry.

Chairman Olesen: Okay, thank you very much.

Joel Wilden - YCS: Thank you.

Chairman Olsen: Okay, we're going to pull it back to the Board for discussion. Mr. Groover?

Member Groover: I see this as a very, very positive move for the industry. It's something new, kind of exciting. One thing that gets me is Mr. Bell says, you know, they've been in business since 1941 and this is something that can really push it forward. They've taken it from '41 to present, now we need something different. So, I see it as a very positive, positive thing for the industry."



Chairman Olsen: Mr. Thompson?

Member Thompson: Well, I've stated my limited reservations and I can get over that. I think this is a good idea and I would like to see KAPTYN be aggressive in modernization and future thinking. It's very important for the entire industry.

Member Holmes: Any suspicions I had before this meeting have dissolved. There's been ample evidence, especially presented in the background checks and [inaudible] authority. So, I'm very comfortable about moving forward with this.

Chairman Olsen: I see this as, and the Administrator and I had this conversation some time ago, as a true, first-time modernization, well since KAPTYN and Universal Dispatch maybe, but a modernization of the industry of something that I've been pushing for since I came here and beating my head against the wall, when I had dark hair, before I came. It puts me in mind and again, the Administrator and I talked about this, by the way, he had hair when he started. [laughter] When the Mirage was built and there was a lot of naysayers saying, oh my God, you're going to kill the industry, you can't do this. You have to make a \$1 million a day, just to break even, you're going to hurt the industry, guess what, it forced the industry, the gaming industry to up their game. Same thing happened with a couple other hotels since they came online. They had to up their game. I see this as a future for the industry, as an upping the game and as many of the other people said, it's going to encourage them to up their game and I see nothing but positive about it. So, with that, I'll entertain a motion on Agenda 6, 7, 8 and 9.

Member Groover: I'll make that motion. I will make a motion to approve Agenda Items 6, 7, 8 and 9, which Agenda Item 6 is an Application of KAPTYN Nevada, LLC for Authority to acquire CPC T410 and allocated medallions currently held by Whittlesea Blue Cab Co. Agenda Item 7, Application of KAPTYN Nevada, LLC for Authority to acquire CPC T717 and allocated medallions currently held by Henderson Taxi. Approval of Agenda Item #8, an Application of KAPTYN Nevada, LLC for Authority to acquire CPC T887 and allocated medallions currently held by



Desert Cab Company, Inc. And, approval of Agenda Item 9, an Application of KAPTYN Nevada, LLC for Authority to acquire CPC T94-1 and allocated medallions currently held by Blue Desert Cab Company, LLC, dba Virgin Valley Cab.

Chairman Olsen: We have a motion, is there a second?

Member Thompson: I will second all of that.

CHAIRMAN OLSEN: Okay. Motion and second. All in favor approving the agenda items?

[ayes around] Opposed? Passes.

SPEAKER-unknown: Thank you.

Chairman Olsen: Make us proud.

[applause]

10. Staff Report

A. Administrator's Report

Chairman Olsen: Okay, now, Item 10, Staff Report. Administrator's Report. Mr. Administrator, anything more to do?

Administrator Whittemore: I just want to say, thank you. I don't have anything additionally, give me one second, no, I do not. I want to thank the industry, I want to thank KAPTYN, I want to thank the Balaban's, I want to thank the Bells. This has been a significant process. It has been incredibly forthright. It's amazing what you can accomplish when people are willing to just meet you every time you turn. My staff has been non-stop for the last three weeks, four weeks, really putting the rubber to the road on this. I want to just say thank you to the KAPTYN folks for meeting a regulator and being forthright and going through this process. It's not easy having somebody come and look from zero to where you are today and say, I'm going to find every nook and cranny, but that's my folks job. They were professional with my staff. So, I want to say thank you. It's been a great process.



As it—as to the zones and this is really important for the industry. I know Chris from KAPTYN has been bugging me for the next workshop, informal workshop. We will be holding it sooner rather than later. We might use a date before the 12th and the 12th. I think there's a lot to talk about, as to getting the zone implementation right. Everybody please bring your ideas. Let's try and build some consensus at those workshops as to what visually is going to be in the car. I'm hearing great things around having the passenger be able to verify the flat zone in the back. I think that is a no-brainer because it engages the meter. It makes sure the passenger understands what that fare is going to be. There's complete transparency. I know one group is going so far as to if somebody wants to make a stop, there's a prompt again in the back that says, you're going off the flat zone because you want to make a stop? Yes, I agree. That type of transparency, in my view is going to leaps and bounds to get us to—you know, get the industry to compete with Uber and Lyft. Right, the transparency of that fare in your phone and that transparency on that ride is crucial. So, again, I appreciate everyone's time. They've been great during these workshops. I think prior to the 20th, I could see probably two workshops and I just look forward to the process. Other than that, we've talked a lot today about other things, so I'll leave it there. There's—I do want to say thank you, I believe it was Whittlesea Henderson, and I don't know if this is all DT5, so maybe there's credit deserving to everybody on the DT5. There were two messages that my inspection staff brought back and Mr. Chair, could I share those with you? On the DT5, Roger, excuse me, Board Member Thompson, I shared—it was expressing, get your passenger's understanding as to their route, so that you don't be hit for a long-route because it's going to cost you money. The other one was, high flagging is a problem and if you're caught high flagging, you'll either be terminated or the lease will be terminated. In those type of messages, just put everybody on the same page, right. Level playing field. I really appreciate that type of you know, communication with the drivers so that they're not caught off guard. Those stings will continue to happen. High flagging is an issue that we're just not going to tolerate. So, other than that, it's all been very positive, and I look forward to our future workshops.



B. Chief Investigator's Report

Chairman Olsen: Chief Investigator's Report, anything important?

Chief Aquino: Real quick. Ruben Aquino, Chief Investigator, Taxicab Authority. Class of '84, Chaparral High School.

Chairman Olsen: '84?

Chief Aquino: Yes sir. 1984.

Administrator Whittemore: I was 3.

[laughter]

CHIEF AQUINO: So, as a—just an honorable mention to YCS, there was a new concert event that reached Las Vegas November 1st, 2nd and 3rd. YCS stepped up to the bat in regard to providing some cab service for this new concert venue for us. It was Day in Vegas. So, I just want to make that honorable mention to those folks out there at YCS. Stay tuned for additional talks with NFL and Raiders in regard to the draft that's coming here shortly. In April, right. So, that's all I have sir.

Chairman Olsen: Okay.

C. Stats for September and October 2019

CHAIRMAN OLSEN: I don't think we need to go over the stats.

D. Future Agenda Items

- Member Groover requested that the dress code be revisited at the next meeting.
- Also requested by Member Groover was the correction of the minutes for the September 2019 meeting. There was a section where it was stated that he was the speaker. It was actually Member Thompson who was the speaker during that time.

11. Report of Legal Counsel

Nothing to Report



12. Public Comment

Chairman Olsen: Okay. Next is Public Comment. Anybody wishing to step forward, now is the time. Seeing none—okay.

SPEAKER: I'll go.

Good morning, how are you?

Chairman Olsen: Good. Please identify yourself for the record.

James Salmeron: My name is James Richard Salmeron. I work for Henderson Cab. I'm a professional driver for 40 years. Having my first CDL 40 years when they were called chauffer's licenses. I really do like this new system going on. You can see the difference right away, when you started with the KAPTYN and it's just progressively got better. I can see, you know, we were put on our knees as the cab industry by Uber and Lyft, by technology. I think technology is going to get stuck on our feet. I see this as being a way.

Chairman Olsen: Thank you.

Joe Craddock: Hi, my name is Joe Craddock, I'm with Whittlesea and Blue Cab. I've been around long enough to see that life before ride share and see how it has affected. We all see the numbers. We don't really need to bemoan that too much. We all have seen the progression of the app on the meter and what it has brought to the industry has increased rides, confidence. Everybody talks about the fact that trust, several cab companies being called for one ride that's 15 miles away. And so, those are things that are being eliminated. So, it's good. And, there's not much I can add, what has already been said today, in so far as the technology and how it's affecting us. And so, I know if we do nothing it doesn't get better. And all you have to do is, let's just look at one fine example. Let's just look at Sears Roebuck for a minute. We all know Sears from many years ago, the large catalogs. They were king of mail order. But, as time went on, they never progressed and here, just a couple of



years ago, if you go into a Sears, it looked like you were stepping back into time. That's what, I think is being brought to the table right now. We're not becoming another Sears Roebuck, what we call it.

Cheryl Knapp, Whittlesea Blue: I'm just here for moral support.

Chairman Olsen: Thank you.

13. Adjournment (Action)

All in favor of adjournment – Motion passes

