

JOE LOMBARDO
Governor

TERRY REYNOLDS
Director



Todd Park
Deputy Administrator

DAN R. REASER
Chairman

DONALD SODERBERG
Vice Chairman

Members
J.D. DECKER
RUSTY GRAF
JAVIER TRUJILLO

STATE OF NEVADA
DEPARTMENT OF BUSINESS AND INDUSTRY
TAXICAB AUTHORITY

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MINUTES OF THE OCTOBER 18, 2023, BOARD MEETING

1. Call to Order

- A. Chairman Dan Reaser called the meeting to order at 9:30 a.m. at the Nevada Business Center, 3300 West Sahara Avenue, Suite 400, Nevada Room, Las Vegas, Nevada 89102.

Present from the Nevada Taxicab Authority Board

Chairman Dan Reaser
Vice Chairman Donald Soderberg
Member J.D. Decker
Member Rusty Graf
Member Javier Trujillo

Also Present

Administrator Karl Armstrong
Ziwei Zheng, Deputy Attorney General

B. Pledge of Allegiance

Member Rusty Graf led the Pledge of Allegiance.

C. Compliance with Open Law Meeting

Chairman Reaser stated the meeting was in compliance with the Open Law Meeting.

2. Public Comment

No public comment. Item closed.

3. Action Item: Approve Board Meeting Minutes from September 20, 2023, Board Meeting

Chairman Reaser requested a motion to approve the minutes from September 20, 2023, Board Meeting. All Members in favor – *motion passes*.



Nevada Department of Business & Industry

4. Discussion and Approval of Application for Event Surcharge Rates

Chairman Reaser: Discussion for action of an application for event surcharge rates application filed October 3, 2023, by Kimberly Rushton.

Kimberly Maxson-Rushton – Law Firm of Cooper Levenson: Appearing on behalf of the Livery Operators Association and joining me today are several members of the LOA, and in particular, Mr. Brent Bell, President of the LOA. The matter we report to you today is an application requesting to add a surcharge to the applicable taxi rates here in Clark County specific to the F1 race. The objective is to primarily incentivize drivers, so when we do have the F1 race, we have an ample supply of transportation services available for our visitors. After careful consideration the operators have come together and have put the proposal that is in front of you however, we do have a brief amendment to that and currently with your permission I'll turn it over to Mr. Bell to explain the amendment to walk you through some of the specifics of the surcharge.

Brent Bell – President of Blue Cab, Henderson Taxi and President of LOA: I'm speaking for the entire industry and at the end of my presentation last month there was only one question asked which was from Administrator Armstrong who asked if \$10 was enough for the surcharge and my response was, I don't know. We think \$15 makes a little bit more sense and we're here to amend Kimberly's application. Lease drivers will receive the entire amount and the employee drivers will receive approximately 43% depending on which company they work for, and that's part of the problem. The employee drivers weren't going to be receiving what we thought was enough but really isn't.

Kimberly Maxson-Rushton: I would like to just note for the record the fact that the agenda simply notes consideration of an application for surcharge. Therefore, I do not believe that the amendment, as proposed by Mr. Bell, would conflict with the open meeting law in any way.

Chairman Reaser: Subject to the attorney general's office disagreeing with me, I concur there's nothing in the notice that sets an actual rate.

Kimberly Rushton: Thank you.

Chairman Reaser: Any disagreement with that?

Ziwei Zheng, Deputy Attorney General: No, Sir.



Chairman Reaser: Can you briefly put on the record because the public might not have read the application how you intend to implement the rate and for what period of time just so the record is clear.

Brent Bell: Sure, for the record at noon November 16th, we will be adding a second tariff to the meter. All flat rates are already on tariff #1 and we have the ability to add a second tariff for the times from November 16th at noon through the following Monday at noon. Tariff #2 will automatically include the additional \$15 surcharge. We proposed putting a small decal on the back of the taxicab explaining the hours, dates, and reason for the surcharges. Very simple, nothing too complicated. At the end of the time period on Monday at noon, tariff #2 will drop off the meter and we will go back to normal rates.

Chairman Reaser: If I understand the additional surcharge rate, whatever it is on tariff #2 is going to be added to flat fixed rates and that it's not going to apply outside of those zones.

Brent Bell: That's correct. Thank you for bringing that up. It will apply to any run leaving McCarran Airport going to the zone, any run leaving the three zones going back to McCarran Airport and any run within those 3 zones. It will not apply to somebody from the airport and heading to the Red Rock, Green Valley Ranch, or anything like that. If you're not going to one of those zones in the strip corridors, it will not affect those passengers.

Chairman Reaser: The legend page two, line 11 through 14 of your application, is that the decal you're recommending?

Brent Bell: We have something that's a little more descriptive than that which we will propose to you. It basically says effective noon 11/16/23 through noon 11/20/23 there will be a \$15 per trip fee on every trip originating or terminating around the airport/strip corridor.

Kimberly Maxson-Rushton: Chairman for the record it's a slight variation from the language that was contained in the application, more succinct and everything, and we thought that the carriers looked at it and felt like that was the easiest decal.

Chairman Reaser asking Administrator Armstrong: Do you need that re-read into the record for you?

Administrator Armstrong: If they would give me a copy, I would appreciate it. Could I ask a couple of questions?

Chairman Reaser: Yes, let's let them finish. Is there anything else affirmatively that you need to present?

Brent Bell: Nope, I think that concludes.



Administrator Armstrong: I want to make sure that I understand exactly how we're going to do this. If you're going to the airport from a strip property does that mean that anything in Zone 1, 2, or 3 the meter will geo fence that area and anything that comes in or out of that area will be attached to the second tariff? Is that what you're telling me?

Brent Bell: All the zones are in the meter already, so anytime you get into a cab that's in that zone, that meter provides the drop for that zone. It's going to provide a drop that's \$15 more than the normal drop.

Administrator Armstrong: The question I have is that a party is not going to the airport, but they are in zones 1, 2 and 3. Do they still get the \$15?

Brent Bell: Yes, Sir, they do.

Administrator Armstrong: And how do you do that?

Brent Bell: The meter's going to recognize that you're in that zone and if you get into the cab during that time, it's going to charge an extra \$15.

Chairman Reaser: On top of the zone rate? I just want to follow up. If I'm in a hotel in zone 1, and I'm going to some venue related to F1 in Zone 3, I'm going to be charged both the zone rate or just the \$15 plus whatever the actual meter is?

Brent Bell: If you're coming from within the zone and you're not going to the airport, you'll be charged that extra \$15 and then whatever the normal meter rate is.

Chairman Reaser: I just wanted to make sure that's what we want. Any questions?

Member J.D. Decker: I look at the traffic which is essentially what we're trying to incentivize drivers to deal with and I look at the Speedway events where distance is an obstacle but in this case, we're trying to overcome traffic and density as an obstacle to the drivers wanting to serve the series. Is that correct?

Brent Bell: Yes, and I can't think of an occupation that's more disrupted from F1. Our industry wants to put our best foot forward and lockstep with the LVCVA and casino resorts to provide the best service that we possibly can. And incentivized drivers to come in and do the best job that they can. In this situation, we're going to have



five major properties that there's no access to, so they're going to be telling their customers this is as close as I can get you.

Member J.D. Decker: I understand that this is also speculative because we haven't had an event like this here before. We're trying to figure out what dollar amount would incentivize drivers, which accounts for the change in the request. Is there any input from drivers that the LOA has obtained that speculates on their side as to what might incentivize them or is this as close as we can come?

Brent Bell: Well, we've heard between last month and this month that the lease drivers were extremely excited about it because they were to get the whole \$10. And then I've learned more this morning that a lot of the employee drivers weren't because of the employee relationship. They weren't going to get the whole \$10.00, so that's the purpose for the increase that we're asking for today. \$15 is going to get them a lot closer to the \$10.

Member J.D. Decker: Can you put on the record why the employee drivers only get 43%?

Brent Bell: Because employee drivers are employees obviously and they earn a portion of the meter and 43% is a rough estimate of all the companies combined and my two companies. They earn a portion of the meter as part of a Commission for their payroll. So that's why they're only getting 43% and the taxicab company will be receiving the remainder.

Member J.D. Decker: And to the extent that it would help with this rate increase or if this fee is approved, would you be putting a notice on the taxi cabs prior to the event so that the public is entitled to notice and we're talking about people who might be in a cab in Vegas and see that prior to F1 or would you be installing them in the cabs just prior to the event?

Brent Bell: It's going to take a couple of days to get all the decals on all the cabs, so all the operators will probably be starting two or three days in advance and then we'll be pulling the decals at the end. I did inform Harry Reid Airport officials of this a few weeks ago at that point the surcharge was \$10 so I'll let them know it's \$15. And I told them that we would have the appropriate signage in front of their flat rate sign of the times the surcharge starts and ends, which they had absolutely no problem with it and thought it was a good idea and a good incentive as well.

Member J.D. Decker: To the extent that which you may not know we would all assume that TNC will be implementing surge pricing during the event. Will we still be even after the fees implemented, would we wind up with a fair that's cheaper than TNC surge price or do we have any way to know that?

Brent Bell: Based on my knowledge of how the TNC's work I believe our fair is going to be substantially cheaper.



Kimberly Maxson-Rushton: I would like to note that last week NTA approved a \$350.00 add on to all the tariffs on the day of the race. Limousines operating in and around the F1 race their walk-up rates are an additional \$350 on top of their tariff rate. That was approved by the three larger limo companies not the members of the LOA.

Brent Bell: Our limousine and bus tariff will go up 30% during the time of the race though that is kind of consistent with what we're doing here with taxicabs.

Vice Chairman Donald Soderberg: Do you have in your association the analytical ability to come back to us in December or maybe our January meeting to tell us how this worked out? What we want to know is we estimate we had x number of drivers who did not want to work but because of this surcharge we got this amount. But we're not going to know until after the fact.

Brent Bell: We anticipate coming back in December or whenever you request, preferably before the Super Bowl to provide you with a presentation from Kaptyn who will have all the analytics and can tell you exactly whether it worked or not.

Vice Chairman Donald Soderberg: Knowing that you and your colleagues in the industry have testified in the past when we look at how the numbers are changing, the construction of this event has already put drivers in a in a position. Where are you now with drivers wanting to drive?

Brent Bell: As I mentioned before, we have a pile of people wanting time off for this event and we can only give so much time off.

Vice Chairman Donald Soderberg: Let me interrupt you for just a minute I understand all of that but I'm wondering today, October 18th are you starting to experience drivers not wanting to drive because of all the road closures or is it kind of normal?

Brent Bell: We've been dealing with complaints for a while now, ever since the construction began back in April with drivers not wanting to deal with it, we've lost a lot of good drivers throughout the industry because they're just sick and tired of the traffic. It's getting worse as it leads up to F1 but hopefully this will help incentivize them.

Vice Chairman Donald Soderberg: Chairman that leads me to my last thought. I don't know if it's a question, but when I look at the dates and time that this proposed surcharge would be in effect the first thing that hits me is, is that the right time to start it or should we be starting it earlier? I'm trying to put my head in that of a driver if I didn't want to drive during the event and we've created an incentive to start pretty much at the start of the event, it seems to me there will be days before the event where it's going to be the same situation because you



can't get around and they don't have the choice of avoiding it. So, the question I raised for thought before we get to the point of motion is do we need to start this a couple days, three days earlier or are we fine with noon on the 16th and I don't know and I'm not making a proposal, but I think it's something we need to think about and make a decision on before we leave here today.

Chairman Reaser: Anything else?

Member Graf: Couple different thoughts. One of the things that I was looking at in this is the request for a deviation from 7069095, which is the financial requirements. I don't necessarily have a problem with this because I did have a conversation after the last meeting about the temporary nature of it. And the specific event that we're talking about but in conjunction with what Member Soderberg and Member Decker talked about, I think it would be important to get in return for agreeing to that deviation, some added statistics back regarding this time period. And that would include, in my mind at least, the to and from in the zone, the to and from out of the zone, the to and from outside completely of the zone. And the reason why I'm asking is, what's in place to make sure that we have taxis outside of the zones and I get the incentives of having taxi drivers in the zone and to drive and pick people up at the airport for the event and everything else, that's great. Our job is a little bit broader than that where we're supposed to service the entire county, so I want to make sure that these incentives seem to be going towards people working inside that zone and everything else. What incentives do we have for those drivers to work outside of the zone. There's always going to be those drivers that are going to try and stay within that zone as opposed to being outside the zone. I want to make sure that we get some response back as to servicing the whole valley as opposed to just that event. So, is that something that you're open to or do you have questions about that?

Brent Bell: We'll be happy to provide those analytics after it happens. There is no incentive right now that we plan for out of the zone, but I believe there's still going to be plenty of drivers out there that want nothing to do with going to the strip and they have to work. They'll still be in service because they're not going to want to be around that area, but we'll have to wait and look at the analytics. Getting back to Vice Chair Soderberg's point, we approached this as a conservative industry. This is the first time we've ever done this. I'm not sure if this is the right time or even the right amount of money and listening to Vice Chair Soderberg and everything that he's talked about, maybe we need to start a day or two earlier. The reason why we closed on Monday instead of Sunday is that the race ends at 2:00 o'clock in the morning on Saturday night. We wanted to make sure that we had a day to get people back to the airport. It might take an additional day to provide the proper service to get everyone back to the airport, so we certainly wouldn't be opposed to Vice Chair Soderberg suggestion of maybe starting a day earlier and staying on a day later. Once again, we're a new territory and we've never done this before so when the industry sat down, we kind of were very conservative and now we're hearing that we were probably too conservative. We're open to Mr. Soderberg suggestions, and once again, there's no incentive outside except for the drivers that have made it very clear that they don't want anything to do with it. The employee drivers will still have to work, so I believe there's still going to be service in the outlying areas.

Member Graf: I can tell you that I have family coming and going on the 15th and the 17th of that week, and they're already being indicated from airlines and everything else that it's going to be a significant impact



meaning even back to the 15th so I would tend to agree with Member Soderberg that you may want to look at and adjustment of a day or two on each end.

Kimberly Maxson-Rushton: And to that point, I would note the fact that you've got practice on the 16th and then qualifying on the 17th and the race is on the 18th. So, the local packages that are being offered now specifically are for those days of practice and qualifying. That will anticipate transportation to and from the areas starting as early as the 16th, specific to the race. People will be coming in beforehand. They'll be setting up and I think again, to your point, Vice Chair, that you will have congestion and you will have disruption to a point that if people will not want to be in that area. People will be in the grandstands on the 16th watching the race, so it may be a good idea to start this earlier so that we can accommodate those individuals as they're coming to Las Vegas.

Chairman Reaser: On record it should reflect at 9:36am Member Trujillo joined. Member Trujillo do you have any questions we're on agenda item for the application for the surcharge?

Member Trujillo: Good morning, Mr. Chairman not at this moment, thank you.

Chairman Reaser: Some similar thoughts to my colleagues. First, I think we need to expand the time frame. Thursday to Monday, that's like a typical Vegas trip for people. My thought is 15th to the 21st at least, tack on a day on each side especially because as council indicated there's grandstand time on the 16th, so you'd expect people to at least fly in the day before for that. I don't have a firm view of whether it should be the 14th to the 22nd. I'm pretty sure by the 21st they'll clear out, but I think somebody who travels to Vegas from other locales Mondays are jammed with people getting out of McCarran, so I think at least Tuesday on that end and maybe the 14th but certainly the 15th. On Vice Chair Soderberg and Member Graf inquiries about statistics and I do want those statistics I will ask that the motion to approve this includes a reporting requirement and I'd like those statistics to somehow also provide us a baseline so the control group that we're testing that against. I'm thinking out loud and I want you to tell me all that doesn't work. Do we ask for you to give us the statistics for the 72 hours before the event begins and the 72 hours after it or is there some other metric you already have that would give us control? Does that make sense to what I'm asking, or do you need me to be more elaborate? I want to compare the statistics you give us about how the surcharge works with some baseline. Is the baseline just our monthly statistics on rides? Is that a fair calculation or should we perhaps do something else?

Brent Bell: For the record, I don't know where we were going to get a real baseline, since this has never been done before. We like to look at things year upon year, so we can certainly provide you with the same dates for the year prior and November there's one baseline, but then we'd have to anticipate we have F1, and we didn't have F1 last year. We can provide you year over year and then we could also provide you with data from the weekend prior which would probably be better than year over year so we could provide both of those and then next year would be easy to answer your question. Because it would be the second year with F1. But I don't know how to give you a baseline when we've never had this event before.



Chairman Reaser: I'm good with the year prior statistics, the weekend prior statistics and the weekend following.

Brent Bell: Not a problem.

Chairman Reaser: Administrator do you think that's adequate for stats?

Administrator Armstrong: I'll put that in a proposed order and what's going to probably end up happening is that I talk to the parties that we're going to have to get that information from and have it digested between both of us. We'll cooperate with each other in terms of us asking for certain information such as trip sheets in some of those areas to compare information so that we can provide some kind of report to this board. My argument would be that discussion would probably end up having to take place at our December meeting at the latest because the Super Bowl is January February, but I would like to have that button down before we begin our planning relative to the Super Bowl. We must fine tune it and we have to figure out how to do that.

Chairman Reaser: I'm 100% in agreement. we need to evaluate that on the December agenda so that we can schedule to hear whether we're going to implement a surcharge for the Super Bowl in advance, I agree with that sentiment, and I'm hoping that if we gave them till Monday, December 4th to submit the reports and that gives you 2 weeks to get a report to us couple days in advance for the next meeting.

Member J.D. Decker: This is a bit of an experiment and it's speculative, I agree with the other members that we should look at this not as a way to get through F1 but as a way to deal with hundreds of events that occur in Las Vegas every year, including the Speedway events that I've talked about for years. If this works, as the administrator said and we can hone it down to figure out what the magic number is to incentivize drivers and provide transportation for the public, that's going to be extremely important in the future, far beyond F1 and the Super Bowl and I think us being available to evaluate how effective this is and be able to adjust the numbers is huge. This is the first time this has ever been done so this is essentially clear an answer to TNC surge price. We've been thinking about this for years and years, so I would just add that it's critically important that we evaluate its effectiveness and be able to adjust it because I think this surge pricing, we've been fighting for more than five years this is a unique opportunity to see how we can address that. So, make sure we calculate the data.

Chairman Reaser: I totally concur, and the Super Bowl will be another data point for us. To tell us whatever we do based on F1, if that worked or didn't work, and I think this will be a matter of honing this down by series of orders. I am not troubled by the request to waive under 706876. We're allowed to waive that if it's burdensome or unnecessary. In my view, it's clearly unnecessary to look at the financials of the companies because that's not what this is about. We're entering this not to prop up the economics of industry, but rather to drive behavior of drivers. On that particular I'm not going to say which company it was, whether you guys are all briefing your drivers, your employee drivers to have these conversations with people in cabs yesterday for my ride from the airport to my office, the only thing my driver wanted to talk about was F1. So, either he knew who he had picked up which is random at the airport, or this is really top of mind with them. And he told me, to your point Member



Soderberg, what a miserable experience it is to try to drop somebody off in any of the zones right now and he was very happy to be taking me to the burbs. Any other questions, thoughts.

Chairman Reaser: Member Trujillo, any follow up questions you might have?

Member Trujillo: Not at this time Mr. Chairman.

Chairman Reaser: Any closing statements?

Kimberly Maxson-Rushton: I would like to thank you for your consideration of the application, thank you Administrator Armstrong for continuing to work with us on this matter and again we appreciate it and we'll come back to you as requested with the statistical information and then we'll have some points to look at as we proceed with the Super Bowl and then next year's F1 race.

Chairman Reaser: I did have one question, I apologize. The 43% on average I just want that record to be clear. Are you testifying that is the ballpark of what a drivers percentage commission is on the meter, regardless of F1 versus anything else, so it's they're getting the same percentage, it's just of a bigger pot.

Brent Bell: That's exactly correct. And when I say approximately 43% of different companies have different policies, some pay for gas, some pay for a portion of gas. That's just a rough estimate of all the companies that have employees.

Chairman Reaser: Not that I am suggesting this for now just asking this question for evaluating the statistics. What would happen if the board wanted to play with that number? In other words, say 50%. Is that capable of being done or is the only lever we can move on employees, the total amount of the surcharge, that's what I'm asking.

Brent Bell: The only lever you can move is the total amount of surcharge many of us have union contracts and the payroll programs that type of thing.

Chairman Reaser: That's why I want to make sure just so that the record was clear that we're limited on the levers we can move relative to employee drivers.

Brent Bell: And that's precisely why we came before you today with the increase because the input we got was it wasn't enough for the employee drivers.



Chairman Reaser: Anything else? Thank you. If somebody's prepared to make a motion, then we can discuss it for a few minutes.

Member J.D. Decker: I would float a motion to approve the \$15.00 F1 surcharge.

Chairman Reaser: And for what time period?

Member J.D. Decker: I would go with the time period that includes the transportation windows, so the expanded time periods that were discussed. I think we're talking from the 15th through the 19th.

Chairman Reaser: 15th through the 21st.

Member J.D. Decker: I think it's critical that we include the window of high volume transportation, not just the event. People are going to have to get to the event.

Member Graf: Noon to noon.

Chairman Reaser: Before I get a second, I want to make sure we have the motion. The motion is to approve the \$15 surcharge. That's surcharge will be from noon on 15 November to noon on 21 November. The disclosure will be as provided to the Administrator. Are you also incorporating the reporting requirements discussed?

Member J.D. Decker: Yes, and I would request from industry that they be as detailed as possible and provide us the impact of this fee increase in the December meeting.

Chairman Reaser: Administrator do you have enough in the record on what the terms of the reporting requirements should be.

Administrator Armstrong: Yes, I do, and I'll put that on the order as well, we will also be doing a dive in terms of the statutes and what information that is relative to the situation.

Chairman Reaser: And one final request Member Decker does that motion include a waiver of 706909 subsection pursuant to 706876?



Member J.D. Decker: Yes.

Chairman Reaser: Thank you. Moved by Member Decker second by Vice Chairman Soderberg. All those in favor signify by saying aye. – *motion passes*.

5. Industry Discussion (For Discussion Only)

No comment/discussion by any Industry Members. Item closed.

6. Staff Report

a. Administrator's Report

I thank the board for approving the surcharge and I hope this will be a continuing discussion. Introduction of the newly appointed Deputy Administrator Todd Park. Inspectors have reported that accidents are not being reported and we are looking into it more closely. All accidents, whether they were major or minor, need to be reported to the agency in a timely manner. All accidents need to be reported by statute to the Agency within a timely manner, whether they're minor actions or bumper tabs which can be cleared by dispatch. We will do whatever it takes to make sure all accidents are reported to the agency. This is a reporting requirement.

b. Enforcement/Compliance Report

Administrator Armstrong presented the radio that was purchased for enforcement staff. It's a push talk system that comes with a specialized radio cell phone type operation that basically has better reception also throughout the valley. Taxicab Authority is in the process of purchasing handheld units pursuant to what we got approved for the budget in terms of the first phase. We're in the process of talking to the provider of those radios in terms of making sure that we are compliant with the system that is presently going online to understand DPS. Once we get that information back, then we will purchase the radios for our officers as well as the base units for them as well as the dispatch unit which will be completed by December. Member Graf asked what the staffing situation for F1 is. Administrator replied that they have extended all officers to all the positions that they presently have open at this point and received four additional positions for Compliance Enforcement Investigator II's and are in the process of getting those MPD 19's in and getting those positions filled.

c. Stats

- 2023 rides – 1.138 million
- 2022 rides – 1.2 million
- 2023 employee revenue - \$21.19 per trip
- 2022 employee revenue - \$19.12 per trip
- 2023 lease revenue - \$21.63 per trip



- 2022 lease revenue - \$19.80 per trip
- Citations - 35
- Cabs in Service - 2765

d. Legal Counsel

Deputy Attorney General – nothing to report.

e. Future Agenda Items

Nothing to report.

7. Public Comments

Members of the public must identify themselves for the record and are then invited to use three minutes to comment on items on the meeting agenda or on items not contained therein. Comments shall be directed to the Board and presented in a professional demeanor and not in a threatening, profane, vulgar, or abusive manner. *The Board may limit repetitive comments to balance time constraints.

*NRS 203.090 Disturbing meeting. Every person who, without the authority of law, shall willfully disturb an assembly or meeting not unlawful in its character shall be guilty of a misdemeanor.

Mario Locascio, General Manager Deluxe Cab: Thank you to the Taxicab Authority staff for always being there when I need them. As of today, employees still don't know how to get to work so complaints are going to be through the roof because cabs are going to have the same problem and I just want to put it out there that we keep that in mind.

Chairman Reaser: Is there any member of the public present in the room who would like to address us, seeing none, Madam Secretary, is there anybody online who would like to address this? Seeing none.

-No public comments at this time – item closed

8. Adjournment (Action)

Chairman Reaser: I will entertain the motion to adjourn.

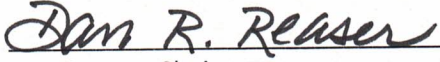
Member Graf: Second the motion

Chairman Reaser: All those in favor signify by saying aye.

All in favor of adjournment – Motion passes.

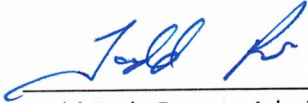


By the Authority,



Dan Reaser, Chairman
Nevada Taxicab Authority

Dated: November 15, 2023
Las Vegas, Nevada



Todd Park, Deputy Administrator
Nevada Taxicab Authority Board

Dated: November 15, 2023
Las Vegas, Nevada

