



**DEPARTMENT OF BUSINESS AND INDUSTRY  
TAXICAB AUTHORITY**

**MINUTES OF THE MARCH 20, 2024 BOARD MEETING**

**1. Call to Order**

Chairman Dan Reaser called the meeting to order on Wednesday, March 20, 2024, at 9:30 a.m., at the location of the Nevada State 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

Present from the Taxicab Authority

Todd Park, Interim Administrator

**A. Pledge of Allegiance**

Member Decker led the Pledge of Allegiance

**B. Compliance with Open Meeting Law**

Secretary Gail Gaison-Tyler stated that the meeting was in compliance with the Open Meeting Law.

**2. Public Comment**

*No public comments. Item closed.*

**3. Action Item: Approve Board Meeting Minutes from February 22, 2024 Board Meeting**

No changes, additions, or corrections requested by any Board Member. Chairman Reaser moved to approve the minutes.

*Motion passed and minutes approved. Item closed.*

**4. Industry Discussion (For Discussion Only)**

*No industry discussions. Item closed.*

**5. Public Hearing-Application for Approval of Special Event Surcharge – (For Discussion and Possible Action)**

Application to Modify Taxi Rates by Henderson Taxi, Whittlesea Blue Cab, Nevada Yellow Cab, Nevada Checker Cab, New Cab Co, Nevada Star Cab, Virgin Valley, and Desert Cab to provide for a special event surcharge fee for certain hours commencing March 20, 2024, through March 25, 2024, during the 2024 Men's NCAA Basketball Tournament.

The hearing will be conducted pursuant to NRS Chapter 223B, NRS 706.8818 and NAC 706.909 and 706.924, and may involve discussion of, but is not limited to, NRS 706.8819, NAC 706.471, NRS Chapter 706 and NAC Chapter 706 generally, and any other relevant statutes and regulations.

Further information is available at the Taxicab Authority office located at 2090 E. Flamingo Road, Suite 200, Las Vegas, Nevada 89119.

Chairman Reaser stated this is the public hearing for the special event surcharge for taxicab rides pursuant to an application noted on the agenda to modify taxi rates to include a special event surcharge for services provided during specified hours commencing on March 20, 2024 to March 25, 2024 of round one of the 2024 men's NCAA basketball. And if you make appearances, please put your names on the record.

Kimberly Maxson Rushton, Law firm Cooper Levenson

Rich Frakes, Desert Cab/Virgin Valley

Cheryl Gibbons, Henderson/Whittlesea

Michael Bailin, YCS/New Cab

Kimberly Rushton stated this is an application requesting the authority to modify taxi rates, specifically to add a Tier 2 surcharge fee consistent with round one of the 2024 men's basketball tournament. Based on the fact that we have the beginning of the basketball tournament as well as spring break and in order to incentivize the taxi drivers to operate during this peak period to work versus operating their own vehicles for TNC's, the carriers seek to impose the surcharge in the application. There is no need for any modifications relative to the existing zones, but the surcharge is consistent with the F1 and the Super Bowl surcharge which would go into effect when the taxis are operating in between the zones and then coming in and out of these specific zones. Unlike the last two surcharge applications before you, this one has intermittent time periods.



Cheryl Gibbons stated that Kaptyn developed some statistics relative to all the vehicles that had the GT5 meters, and we wanted to show that this is probably the 3rd or 4th busiest time of the year for us. We wanted to illustrate the week before March Madness, the week after, and the week of with these stats going back to 2017. It's very clear that except for 2021, every single year from 2017, you see a significant increase in the number of trips operated by taxis during this peak time of March Madness. We saw no reason to do a 24-hour cycle like we did with F1 and with the Super Bowl. It's our intention to file one application for the entire years' worth of the events so that we don't have to do this every month and to have all the stats for what we've already done.

Michael Bailin stated Taxi Management supports this and when we've done these surcharges, it does get us more drivers out on the road instead of driving for Uber and we would like to see this approved.

Rich Frakes stated that there are more drivers who would like to lease, and they are anticipating that the weekend will be strong, so they have drivers coming in to work extra days to fill in some of the gaps.

Cheryl Gibbons stated I think the stats from the Super Bowl hit home because we were able to get more shifts out during Super Bowl this year versus last year. As we move forward with each of these events, we're going to be able to fine tune it even more.

Chairman Reaser asked do you have an exhibit or is this the exhibit?

Kimberly Maxson Rushton said yes, it is and at this time, we'd like to present the statistical information relative to March Madness going back from 2017.

Chairman Reaser replied that would be exhibit 1 without objection. Entered. And to put on the record just to confirm the times you are asking for.

Kimberly Maxson Rushton stated I'd also like to present on behalf of Henderson Taxi and Whittlesea the proposed rate cards that will go in the car. Those will specifically enumerate the times, so effective starting today at 2:00 PM the surcharge fee will go into effect and will continue until 2:00 AM tomorrow morning. It'll pick up again at 8:00 AM on Thursday morning and continue through 2:00 AM on Monday morning. And then again, resume at 5:00 AM on Monday morning through 12:00 PM, so they'll end at noon on Monday, and we consider these to be passed through time periods. We've demonstrated these to Administrator Park I believe that there were no objections. We asked all the carriers to do so in anticipation of being able to launch today. Administrator Park I believe I asked you if it was done to your satisfaction, correct?

Administrator Park replied that's correct.

Kimberly Maxson Rushton stated she'd like to move to exhibit 2 which would be the proposed rate card.

Cheryl Gibbons stated she'd like to reiterate on the times so that it's clear for the record. March 20<sup>th</sup> the surcharge will be in effect from 2:00 PM to 2:00 AM, March 21<sup>st</sup> from 8:00 AM to 2:00 AM, March 22<sup>nd</sup> from 8:00 AM to 2:00 AM, March 23<sup>rd</sup> from 8:00 AM to 2:00 AM, March 24<sup>th</sup> from 8:00 AM to 2:00 AM and then March 25<sup>th</sup> from 5:00 AM to 12:00 PM.



Chairman Reaser asked so it's Monday morning at 2:00 AM not Sunday morning at 2:00 AM?

Cheryl Gibbons replied that would be correct. We submitted a copy of the rate card during industry discussion at the last board meeting to the Administrator, which all the companies have already and the signage at the airport is completed as well. The Taxicab Authority logo will be on it and the airport signage looks exactly like the rate card.

Chairman Reaser stated the sample rate card will be exhibit 2 without objection.

Member Graf asked if the rate card was right because he didn't think it was and it needs to be changed.

Cheryl Gibbons stated that the rate cards were printed already.

Member Graf asked if the cards are laminated and if we can print a 5 and put it over the 4?

Kimberly Maxson-Rushton stated that with respect to modifying the rate cards the industry would rather go to the extra expense and modify the rate cards and be able to have them operational on Sunday because that is such a peak day being it's round two.

Chairman Reaser asked can you print the rate cards?

Kimberly Maxson-Rushton replied I think that they would rather go to the extra expense of printing new rate cards than not to have the ability of the surcharge on that day.

Chairman Reaser asked what about the airport signage?

Cheryl Gibbons replies she can get a sticker and put it over the date.

Member Decker stated he noticed that the surcharge is the same across the recent events in which you requested. I think for consistency it shows that you can land it on the target as to what is effective. My guess is that the surcharge is going to be effective based on geography. The events that you have requested are generally on or near the strip, maybe different if they're downtown or Fremont Street versus say, the Speedway. I would suggest maybe that it should be taken into consideration if you request surcharges on events that are not in the same spot. I'm not a huge fan of breaking up the days and times which I understand what you're trying to do and the benefit of the depth of the public, I think it could be more confusing to people than just having the surcharge through the events. You still must service the regular population of tourists and locals during the off times, we'll see how that works.

Chairman Reaser stated for the record that the rate card will be marked as exhibit 2 and we will reserve exhibit 3 which you will be able to provide this.

Member Decker questioned whether the surcharge would be in effect March 25<sup>th</sup> from midnight to 2:00 AM and then 5:00 AM to noon? I want to make sure that wasn't all day till midnight.

Chairman Reaser stated to follow up on Member Deckers's question, there's going to be a 3-hour period on Sunday morning from 2:01 AM to 5:00 AM, during which the surcharge will not fly.

Cheryl Gibbons replied that's correct. I think by trying to fine tune this, we've convoluted it even more.

Member Decker stated I think you're doing the right thing by trying to give the public the benefit of the doubt and determine when you won't have peak hours. But the reality is that you aren't as limber as the TNC, computer generated algorithms and because of all the signs that you must post it's probably easy to program the meters. With the best intentions to just do it to specified days.

Chairman Reaser replied he believes that's probably correct and for the purposes of this pilot program this might generate some interesting instructive statistical experiences and in a way you may not like. What I'm going to tell you the statistic may be the number of complaints.

Kimberly Maxson-Rushton stated its exactly what Member Decker said that the taxi industry does not have the flexibility to modify the rates and so the objective is that when there's not a peak period why do the surcharge? And you're right, it's finding that balance between wanting to ensure that we serve the public properly and not gauge them or be perceived as gouging them. The end note is to say thank you for the opportunity to allow us to continue to massage this application process in this modification of the rates, I think the objective is to ensure the safety of the traveling public and the public interest are being met. We appreciate the relationship that we can have with the board and working together and especially with respect to Administrator Park and his guidance. We'll continue to do that and report back to you the statistics on April 8th, I believe your next meeting is on April 17th and hopefully we'll get some further clarification of how we can continue to do this and do it better.

Chairman Reaser asked if there are any questions? I would entertain a motion, but I will tell the board members that the order has already been written. The board members can look at the order. Hearing no additional questions I will entertain a motion.

Member Graf stated he will move to adopt the order as amended and Vice Chairman Soderberg second the motion.



Chairman Reaser asked if there was any further discussion? He stated the only discussion is I'd like to avoid all this last-minute business issue. I'm not sure I will support an application on this kind of a time frame. My colleagues can do whatever they want to do. Any further comment, hearing none, all those in favor signify by saying aye. I'm going to sign the order because we only have a limited period of time. I don't think we have anything else on this matter.

*Motion passed. Item closed.*

**6. Public Hearing-Joint Application of Eliades Post Road LLC and Asteri LLC for Authority to Transfer Interests in Certificate Holders Taxi Transport, LLC, Cab Transport, LLC, and Twenty First Century Taxi LLC ("NewCab") (For Discussion and Possible Action)**

Consideration of the Joint Application where Eliades Post Road LLC desires to transfer his 16.6667% ownership interest in NewCab, including any subsidiary rights created thereafter to Asteri LLC for the purpose of ownership restructuring within the family.

The hearing will be conducted pursuant to NRS Chapter 223B, NRS 706.8818 and NAC 706.924, and is expected to involve discussion of, but is not limited to, NRS 706.8819, NAC 706.465, NRS Chapter 706 and NAC Chapter 706 generally, and any other relevant statutes and regulations. Pursuant to NRS 240.030, the State of Nevada Taxicab Authority may conduct a closed meeting to consider the character, alleged misconduct, professional competence, or physical or mental health of a person.

Further information is available at the Taxicab Authority office located at 2090 E. Flamingo Road, Suite 200, Las Vegas, Nevada 89119.

The following persons participated in the discussion:

Michael Bailin – YCS and New Cab Taxi

Sheila Robinson – Paralegal and Legal Secretary for the Board of Directors

Chairman Reaser asked if there were any affirmative presentation. Michael Bailin and Sheila Robinson both replied no.

Sheila Robinson provided a history of YCS and New Cab taxi. Asteri was formed for estate planning purposes to hold ownership of Taxi Transport LLC, Cab Transport LLC and Twenty First Century Taxi, LLC through Eliades' daughters Katerina, Effie and Eleni Eliades. Mistakenly the 1/6 interest in Taxi Transport, Cab Transport and Twenty First Century Taxi went to Eliades Post Road LLC instead of Asteri.

Chairman Reaser asked if these are transfers to basically sync the ownership structure up to what it should have been at the time of the Frias acquisition?

Sheila Robinson replied that is correct.

Chairman Reaser asked, and that acquisition was when?

Michael Bailin and Sheila Robinson replied March 19, 2019.

Chairman Reaser asked if the transfers are being made to sync to the estate planning documents for the LLC ownership.

Sheila Robinson replied that's correct.

Member Graf stated it would be helpful in the future when we have these types of transfers and maybe this should be directed to Administrator Park that we should have an organizational chart so it would be easier to understand and better organized.

Chairman Reaser stated I also agree. If you were in front of the Banking Commissioner or the mortgage Lending Commissioner or the PUCN or the Gaming Commission, your application would have required that and would have been rejected without it. We need to amend that TOI application to require a before and after wire diagram.

Chairman Reaser makes an administrative record on what items are public and confidential.  
Vice Chairman made the motion and second by Member Decker.

Member Graf stated a concern and one caveat to the motion would be some trusts are revocable and some operating agreements can be amended. If we approve the caveat and if there are any amendments or changes, the applicant acknowledges that no change in the holdings in the company, and no change in the trustees or beneficiaries of the trusts can take place without the prior approval of the Authority.

Vice Chairman Soderberg stated I will accept that as an amendment to my motion.

Chairman Reaser stated all those in favor say aye.  
*Motion passed. Item closed.*

## **7. Staff Report (*For Discussion Only*)**

### **A. Administrator's Report**

Administrator Park stated there are 2 new hires and 4 positions for enforcement which we have a month-long recruitment. He thanked the staff at the TA for stepping in and helping the department and our Attorney who cleaned up a lot of things that were backed up. We took custody of 7 vehicles that were ordered, and they are in the process of getting fitted with the police equipment. We have a language study going on right now that has been requested by the federal government and it ends this month. As of right now we have 30 dialects that are spoken in our industry.

### **B. Enforcement/Compliance Report** *None to report.*

### **C. Stats**

- Monthly trips 1,197,380 compared to 1,085,426 in 2023.
- Revenue per trip is \$21.10 compared to \$18.41 in 2023.
- Lease revenue per trip is at \$21.64 compared to \$19.08 in 2023.
- Monthly combined trip for 2024 is \$2,278,668.



- Medallions haven't changed, they're still at 3,530.
- Lease decals 1,463.
- Credit card transactions \$746,508.
- 41 citations, 44 violations including impounds, 3 no CPCN, 42 violations resolved, 9, failed to appear in court, 42 no contest and released 3 vehicles.
- 858 events for the month.

The Administrator asked if there were any questions.

Member Decker stated that there were 42 citations issued and 42 no contest pleadings which is outstanding and that means not one person challenged it.

Vice Chairman Soderberg asked that there were only 3 impounds this month and wanted to know if that was a reflection that there's less illegal activity out there, or a reflection of that was a month we weren't focusing?

Administrator Park replied I think the illegal activity is still out there but there's a couple things that came into play last month which was the Super Bowl. It was difficult to do impound enforcement because we were spread so thin in other areas, and I think that's part of it. But we also wanted to look more at citations this last month and probably next month as well.

Vice Chairman stated I understand that every period of time you'll have a different focus and that's why I was curious because I noticed that number was just not what it had been.

Chairman Reaser asked if there are any legal reports and if Ms. Webb had anything.

Attorney Lona Webb stated I would like to say that with respect to the Eliades application that I did attempt to make the chart that you wanted. That's why I put together our description hoping that would help because I know it was a long road to follow and next time, we'll make sure we have a chart that might be easier to follow.

Member Decker stated just so I can read it.

Member Graf stated that he appreciated the effort and I think you are going above and beyond doing your job. Also, I appreciated Chairman Reaser's comment and suggestion to Administrator Park that they add that to the application process because it should be on the applicant and shouldn't be on your office to try and decipher two inches here and two inches there of complicated corporate and wills, trust, and estates knowledge.

Lona Webb replied I appreciate that.

Member Graf asked Administrator Park what the opportunities from the language study are and if there is an opportunity for grant money.

Administrator stated that I'm hoping for some grant money.



Member Graf asked if it was for an interpreter?

Administrator stated I don't know enough about the study yet. We've just been asked to try to gather information.

Member Graf asked if next time we could bring a list of all the dialects so we can make that a part of our record.

Administrator Park stated I will.

Chairman Reaser stated to the Administrator he would like him to consider bringing before the Board a staff proposed special event surcharge for the Electric Daisy Carnival because I'm concerned that we're going to be behind on this topic so we can initiate it ourselves and investigate rates without an application. And I will share also that depending on what you report to us in April relative to that we'll probably have to decide at the April meeting.

Member Decker asked if we can also ask industry to come up with a plan, their plan as well?

Chairman Reaser replied yes if they want to, but I don't want to be dependent on them whether they think it's a good idea or not.

Member Decker stated I think we should put it on them also to come up with a plan, even if the agency is, because this is a public safety issue. There's 180,000 people going to the Speedway and back every day for three to five days and if they can't get rides, they're walking down Las Vegas Blvd in the middle of the night. So, it's a huge safety issue and I think the industry should have some kind of plan as well.

Chairman Reaser replied I don't disagree with you at all Member Decker because it is a public safety issue and because the industry may or may not think it's worth their economic interest, I think we need to look into it. If they want to have control over their destiny that's fine if they don't, that's fine too. To that point, I also believe that if such a surcharge were put in place, that should give us four data points in our pilot programs from which during the July or August time frame the board could see a staff suggestion on a permanent kind of surcharge order that would take care of this. Today we heard the industry's thinking about doing it at the end of the year and I don't know that we're going to see any new data points that we can't use what we have now to get to this point ourselves. We have four different kinds of unique events, and we'll want the data from the March Madness tournament and Electric Daisy Carnival and that should be able to bracket the kinds of events that we would want to look at and that we're not doing this on a piece meal basis. The piece meal basis I agree with because it's a pilot, but I think we need to kind of cut to the chase. So that's kind of my two agenda requests, one for April and then probably one for July or August depending on your staffing.

Member Decker stated that the EDC is its own animal.

Chairman Reaser agreed yes, it is a different animal that's why I'm saying it. We've seen Super Bowl say a major event at a single venue and March Madness is business as usual but an outsized business by comparison and F1 is that it completely shuts down the center strip example and the EDC is an example of long hauling empty one way and coming back people the other way.

Member Decker stated again I'm going to say that I believe that the surcharge needs to address the difference in geography. Other than the obviously F1 shuts down streets, but whether it's March Madness or the Super Bowl, people coming in and out of the same area, similar experience, but when you go to the Speedway, whether it's for a Nascar event or for EDC or whatever it is, that's a whole different animal so the surcharge probably needs to overcome that obstacle. I'll be happy if we get it right on the first one where we can use that as an example and I'm not guessing we will, but I hope the industry will step in and help the agency address the problem, but I do think that it's a public safety issue which has gone on for too long.

*No other comments. Item closed.*

## **8. Public Comment**

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.

*No public comments. Item closed.*

## **9. Adjournment (Action)**

Member Decker moved the motion to adjourn and Vice Chairman second the motion.

*Motion passed. Item closed.*

By the Authority,



Dan Reaser, Chairman  
Nevada Taxicab Authority

Dated: April 17, 2024  
Las Vegas, Nevada