



**DEPARTMENT OF BUSINESS AND INDUSTRY
TAXICAB AUTHORITY**

MINUTES OF THE MARCH 19, 2025, BOARD MEETING

1. A. Call to Order

Chairman Dan Reaser called the meeting to order at 9:30 am, at the location of the Nevada State Business Center, 3300 West Sahara Avenue, Suite 400, Nevada Room, Las Vegas, Nevada 89102.

Board Members Present

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

Not Present Board Member

Member Lawrence Weekly

Present from the Taxicab Authority

Todd Park, Administrator
Lona Webb, Attorney

B. Pledge of Allegiance

Member Decker led the Pledge of Allegiance

C. Compliance with Open Meeting Law

The Chairperson confirmed that the meeting was properly posted in accordance with Nevada's Open Meeting Law, as verified by the Secretary.

2. Public Comment

No public comment. Item closed.

3. Approval of February 19, 2025, Board Meeting Minutes – (For Possible Action)

No changes, additions, or corrections requested by any Board Member. Motioned by Vice Chair Soderberg and seconded by Member Graf. Member Decker abstained from voting as he was not present at the previous meeting.

Motion passed and minutes approved. Item closed.

4. Presentation by Jeff Duncan and Ivette Sanchez – Aging and Disability Services

Jeff Duncan, Agency Manager, and Yvette Sanchez, Supervisor, from the Aging and Disability Services, Department of Health and Human Services, provided a presentation on the Taxi Assistance Program (TAP).

- **History of TAP:**

- TAP was founded in 1980 under the Taxicab Authority, initially named Senior Ride, and was later expanded in 1989 to include individuals with disabilities.
- The program was transferred to the Nevada Aging and Disability Services Division in 1995.
- In 2012, the program was renamed the Taxi Assistance Program to reflect its broader scope. It offers discounted taxi coupons to eligible participants in Clark County.
- The program experienced a caseload reduction from 6,089 participants in 2012 to 508 participants today, primarily due to funding constraints and eligibility criteria adjustments.

- **Eligibility and Enrollment:**

- The program is income-based, with eligibility for individuals 60 years or older or those with a permanent disability.
- Income limits for eligibility:
 - Single applicants: \$46,950
 - Married applicants: \$63,450
 - Proof of residency and income is required for application.

- **TAP Voucher Use:**

- Vouchers are used as cash to pay for taxi fares, with no change provided. They can also be used for tips.
- Participants may purchase up to 7 voucher books per month (depending on tier).
- The current caseload includes 508 clients: 483 senior clients and 25 clients with diagnosed disabilities.

- **Benefits and Challenges:**

- **Benefits:** TAP enhances mobility for seniors and those with disabilities, fostering independence by providing affordable transportation.
- **Challenges:** Issues raised include difficulty reaching live customer service representatives when scheduling rides and delays in taxi pickups. Some taxi drivers also do not accept TAP vouchers.

- **Application Process:**

- Applications are available online or by calling the TAP line at 702-486-3581 to request an application by mail or email.

- **Funding & Budget:** The program is primarily funded by a fee collected from the taxi industry, specifically the taxicab authority. However, the budget is tightly tied to the previous biennium's expenditure, meaning it doesn't automatically account for increases in demand or additional funds collected if ridership is higher.

- **Program Limits:** The program serves a limited number of people (508 currently) based on the available funding. There's no waitlist or explicit cap on applicants, but the number of books allocated to each participant is based on budget availability. If funding is insufficient, the program may need to reduce the number of coupon books provided to avoid overspending.
- **Operational Concerns:** The program, despite being well-run with only two directly funded individuals, faces operational challenges, especially related to its reliance on paper-based vouchers. Moving toward a more modern electronic system is being discussed, though there are logistical hurdles to overcome.
- **Usage of Coupons:** The coupons are used for transportation, primarily for medical appointments and grocery stores. However, some participants find the program less effective due to the limited number of rides that can be obtained with the coupon books.
- **Future of the Program:** There is an appetite to expand the program, though funding remains a significant limitation. The conversation suggests that, while the program is efficient, there is a desire to increase the number of people served, which would likely require increased funding.
- **Program Participation:** The program could be expanded to serve more individuals, especially as the population in Clark County grows but this would depend on securing more funds. The program already faces challenges in balancing budget constraints with demand, and any increase in outreach would further strain the resources unless the budget is adjusted accordingly.

5. Industry Discussion (For Discussion Only)

No industry discussion. Item closed.

6. Public Hearing—Taxicab Authority annual review required by NRS 706.8824(6) of existing rates, charges or fares and existing allocation of taxicabs, of the certificate holders in its jurisdiction. The hearing will be conducted pursuant to NRS Chapter 223B, NRS 706.8824, NRS 706.8818, NRS 706.8819 and NAC 706.909, NAC 706.471 and NAC 706.924, and is expected to involve discussion of, but is not limited to NRS Chapter 706 and NAC Chapter 706 generally, and any other relevant statutes and regulations. *(For Discussion and Possible Action)*

Kimberly Maxon Rushton - representing the Livery Operators Association (LOA), thanked the board for the opportunity to initiate the discussion on the rate matrix. She noted the importance of this dialogue at this time. She explained that the LOA has hired Jeremy Aguero to develop a proposed matrix to guide future rate changes for the industry. The matrix would define specific factors that, if met, would automatically trigger a rate change (e.g., a 1-2% adjustment).

- The goal is for the matrix to be a long-term framework that provides a consistent approach for rate changes.
- Since Jeremy Aguero is currently involved in the legislative session, he will not be available until June. Rushton requested that the board consider continuing discussions on this matter through June and possibly into July.

- She emphasized that the framework would be reviewed periodically, with a major reevaluation every 5-7 years to ensure its long-term relevance.
- Chairman Reaser asked if the matrix is intended to be an ongoing tool. Rushton confirmed that it would be a continuous framework and not a one-time solution.
- Vice Chair Soderberg inquired about the timeline for continued discussions, asking if July would be a suitable timeframe. Rushton replied that Jeremy Aguero would likely be ready in July but suggested that a more comprehensive conversation could take place in August if that was agreeable to the board.
- Kimberly Maxon Rushton reiterated the long-term nature of the framework and its potential to address future issues such as surcharge adjustments.

The Chair asked for a motion to continue public hearing. Member Decker motioned to continue the public hearing until the August meeting and Vice Chair Soderberg seconded the motion. Administrator Park confirmed that there were no objections to the motion.

Motion passed. Item closed.

7. Report by the Administrator re status of appointment of hearing officer, interventions, and prehearing tasks regarding the Amended Application of Desert Cab Co. to Adjust Taxicab Charges to Include a Fifty-Cent (\$0.50) Pass Through Software License Charge Incurred as the Result of a Negotiated License Agreement by KAPTYN with third-party patent owner IVSC IP, LLC on Every Taxi Trip. (For Discussion and Possible Action)

- Administrator Park provided an update on the status of appointments and pre-hearing tasks related to the application addressing taxicab charges, including the pass-through software license charge.
- The amended application has been filed with the agency, and notice has been sent to the newspaper regarding the amended filing and renewed intervention deadline.
- The intervention deadline is March 24, 2025.
- Lona Webb has been appointed as the hearing officer for the case, and pre-hearing conference orders are currently in draft form.
- The pre-hearing conference will be scheduled shortly after the intervention deadline.
- No questions were raised by board members regarding the update.

Item closed.

8. Taxicab Authority fiscal discussion concerning upcoming biennium 2026-2027 (For Discussion and Possible Action)

- Administrator Park presented a fiscal update, explaining the difficulties the agency has encountered over the past few months due to budget constraints.

- **Challenges highlighted:**
 - Loss of 3 enforcement positions as of July 1st, which is two enforcement officers and a supervisor.
 - Additional budget shortfalls due to lower-than-expected revenues from ride services.
 - Recent raises for state employees (including the agency's staff) were not fully funded, further exacerbating the situation in a self-funded agency with declining revenues.
 - Discussions are ongoing with the industry to resolve the budget challenges, and industry stakeholders have expressed a willingness to help stabilize the situation.
- The current agency budget is between \$5 million and \$6 million, with a projected shortfall of around \$2 million for the biennium.
- Despite the challenges, Administrator Park emphasized that the agency is operating as efficiently as possible, and the industry has shown support in the agency's efforts to address the issues.
- Board members acknowledged the difficulty of the situation and expressed a willingness to provide support.
- Member Graf inquired about the budget shortfall, noting that salary savings had previously helped cover budget gaps, but now, with fewer vacancies, there are no savings to offset the shortfall.
- Administrator Park confirmed that the agency has made efforts to reduce vacancies and maintain full staffing, which has contributed to the lack of salary savings.
- The issue of increased salary costs due to recent raises was also discussed, with an emphasis on the impact of these raises not being fully funded in a self-funded agency.
- The drop fee and tech fee have not been increased since 2003 and 2013, respectively, and inflation has significantly impacted the agency's finances.
- The proposed increase would be \$0.15 for the drop fee (from \$0.20 to \$0.35) and \$0.05 for the tech fee (from \$0.05 to \$0.10).
- Administrator Park indicated that this increase would help cover the agency's budget shortfall, assuming there was no increase in ridership.
- The agency is working under the assumption that ridership will remain stable, though new technologies and efforts to improve the industry could potentially increase ridership over time.

9. Staff Report (*For Discussion Only*)

A. Administrator's Report

- February's numbers were compared to previous years, highlighting a significant dip in performance for the month.
 - **Revenue & Rides:**
 - For the month of February, the revenue did not exceed one million dollars, unlike the previous year where it surpassed the million-dollar mark.
 - Employee and lease revenues were also down, reflected in the red figures on the reports.
 - Combined trips for the first two months of the year showed a decrease.
 - **Year-to-Date Comparison:**
 - A general summary of the first 4-5 pages of the reports was presented. The total number of trips for employees and leases will be added in the following month's report.

- **Medallions:**
 - There was no change in the medallion numbers.
- **Agency Statistics:**
 - There was a drop in agency statistics, with fewer people attending conventions, especially in February.

B. Enforcement/Compliance Report
No discussion

C. Stats

- There was a drop in agency statistics, with fewer people attending conventions, especially in February.

D. Legal Counsel
No discussion

E. Future Agenda Items

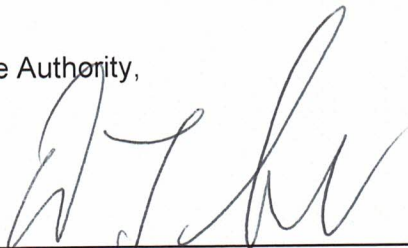
9. Public Comment

No public comment. Item closed.

11. Adjournment (Action)

Motion was made and seconded to adjourn meeting.
Motion passed. Item closed.

By the Authority,



Donald Soderberg, Vice Chairman
Nevada Taxicab Authority Board

Dated: April 16, 2025
Las Vegas, Nevada