

JOE LOMBARDO
Governor

STATE OF NEVADA

DR. KRISTOPHER SANCHEZ
Director



TODD PARK
Administrator

DEPARTMENT OF BUSINESS AND INDUSTRY TAXICAB AUTHORITY

MINUTES OF NOVEMBER 19, 2025 BOARD MEETING

1. Call to Order

Chair Reaser called the regularly scheduled monthly meeting of the Nevada Taxicab Authority Board to order at 9:32 am. The meeting was held at 3300 W. Sahara Avenue, Suite 400, Las Vegas, Nevada.

Board Members Present:

- Chair Dan Reaser
- Vice Chair Rusty Graf
- Member Vazquez
- Matthew Feeley, Deputy Attorney General

Board Members Not Present:

- Member J.D. Decker

Taxicab Authority Members:

- Todd Park, Administrator
- Lona Webb, Attorney

The Chairperson noted Board Member Weekly is expected to arrive later and the Board will proceed with preliminary matters.

A. Pledge of Allegiance

Member Vazquez led the Pledge of Allegiance.

B. Compliance with Open Meeting Law

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

2. Public Comment

Chair Reaser opened public comment.

No public comments were offered in Las Vegas or via remote connection.

Item closed.

3. Approve Board Meeting Minutes from October 15, 2025 Board Meeting - (For Possible Action)

The minutes of the October 15, 2025 meeting were presented for review.

Motion to approve by: Member Vazquez. Second by: Vice Chair Graf. Motion passed.

4. Industry Discussion (For Discussion Only)

Chair Reaser opened industry discussion and no member of the industry requested to speak.

Item closed.

5. Public Hearing-Applications For Pilot Programs by ACAB SERIES, LLC. Each pilot program will allow a passenger using a technology network company's ("TNC") app (i.e. "Uber") to connect to a taxicab serviced either i) by Curb Mobility, LLC's in-vehicle technology ("Curb") (fares set by Curb) or ii) by Kaptyn DT5 (fares set by Uber) In-Vehicle Data Terminal dispatch system and driven by a Taxicab Authority permitted driver. The rates may vary from current regulated taxi rates set by the Nevada Taxicab Authority. The hearings will be conducted pursuant to NRS Chapter 2338, NRS 706.8818, NRS 706.8819, NAC 706.471, NAC 706.876, 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)

Michael Malloy, General Manager of A-Cab Taxi thanked the Chair, Board Members, Administrator Park, and staff for considering A-Cab's "humble application." A-Cab had misunderstood the earlier meeting schedule and thought new applications would be taken up sooner. Because of that, they were now asking to be added so they can participate along with the other companies.

He corrected a mistake in A-Cab's written application:

- The application said that taxi trips ordered through the Curb app "would be paid by Curb."
- He clarified that this was a typo. Curb sets the prices for trips that start in the Curb app, but Uber, not Curb, pays for the TNC-originated rides.

A-Cab plans to test both the Curb system and Kaptyn/CMT technology:

- About 10 vehicles will use Curb equipment.
- The rest of the fleet will stay on Kaptyn so they can compare both systems and see what works best.

Mr. Malloy said he was happy to answer any questions.

- Lona Webb asked for clarification on the pricing correction. Mr. Malloy confirmed the typo and the correct information on the record.
- Chair Reaser confirmed that A-Cab's use of Curb would follow the same rules and compliance requirements already used for the other approved Curb-based applicants.

During this discussion, Chair Reaser noted Board Member Weekly's arrival and updated him, explaining that Item 5 was an application that had been submitted after the earlier group of applications that would be covered under Item 6.

Chair Reaser recommended approval of A-Cab's application with the same compliance conditions applied to the other pilot participants.

Motion: Member Vazquez motioned to approve A-Cab's application to join the pilot program under the same compliance requirements as the others.

Second: Vice Chair Graf second. Passed.

For the record, Chair noted that Member Decker was absent due to state business travel.

6. **Public Hearing- In the matter of the Application For a Pilot Program by Whittlesea Blue Cab and Henderson Taxi to examine the use by passengers of a transportation network company ("TNC") technology application to connect to a taxicab driven by a Taxicab Authority permitted driver, and similarly (i) the Applications for a Pilot Program using the Curb Mobility, LLC technology by CAB Transport, LLC dba NewCab; Deluxe Taxicab Service; Lucky Cab Company, Western Cab Company and Nellis Cab Company; Nevada Checker Cab Corporation; Nevada Star Cab Corporation; Nevada Yellow Cab Corporation; Taxi Management, LLC; Taxi Transport, LLC; Twenty First Century Taxi, LLC dba NewCab; YCS Acquisition, LLC dba NewCab; (ii) Applications for a Pilot Program using the Kaptyn DT5 In-Vehicle Mobile Data Terminal by CAB Transport, LLC dba NewCab; Deluxe Taxicab Service; Nevada Checker Cab Corporation; Nevada Star Cab Corporation; Nevada Yellow Cab Corporation; Taxi Management, LLC; Taxi Transport, LLC; Twenty First Century Taxi, LLC dba NewCab; YCS Acquisition, LLC dba NewCab; and (iii) Applications for a Pilot Program using the zTrip/Taxicab Authority system by Desert Cab and Virgin Valley.** The pilot programs for which the applicants seek authority to conduct are similar to the Trip pilot program applied for by Whittlesea Blue Cab and Henderson Taxi which was heard and approved on July 16, 2025, August 20, 2025, and October 15, 2025 when it was extended to April 17, 2026. The programs proposed by the applicants will allow a passenger using either or both a technology network company's ("TNC") application and other third-party service provider software and hardware systems to connect to a taxicab driven by a Taxicab Authority permitted driver with all operational and insurance obligations mandated by NRS Chapter 706 required for those services. At the Public Hearing the Nevada Taxicab Authority Board will receive reports on and data generated by the pilot programs and may consider whether, and under what terms and conditions, passenger use of the TNC technology application should receive final authorization. Each Applicant will provide to the Board independent data and statistics, and if all compliance items are met as determined by the Administrator at the time of the hearing, the Board may consider extending that particular compliant Applicant the authority to fully commence for the same time period (to April 17, 2026) as granted to Whittlesea Blue Cab and Henderson Taxi during the October 2025 public hearing. Applicants state their proposed pilot programs are intended to determine if this arrangement benefits passengers and drivers without jeopardizing a passenger's safety, and to provide data about the comparability between a meter rate and up-front pricing supplied through the TNC application. They seek to use technology provided by Curb Mobility, LLC, the Kaptyn DT5 In-Vehicle Mobile Data Terminal or technology identified as the zTrip/Taxicab Authority or other taxi carriers such as Deluxe system to conduct the pilot program. In accordance with action taken on October 15, 2025, by the Nevada Taxicab Authority Board, the pilot programs were approved for 184 days to end April 17, 2026. The hearing will be conducted pursuant to NRS Chapter 233B, NRS 706.8818, NRS 706.8819, NAC 706.471, NAC 706.876, and NAC 706.924. The hearing 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)

Chair Reaser introduced the item and explained that this part of the agenda is used to track which companies, already approved to join the pilot program, have completed all required steps (A–F) so they can “flip the switch” and begin operating under the Uber–taxi integration.

- zTrip is already active in the pilot.
- The goal is to bring in the remaining approved companies (using Curb or Kaptyn technology) so the Board can eventually look at full, industry-wide data.

Deputy Administrator Curtis Mell gave an update on where Curb stands:

- Curb met with TA staff and demonstrated how Uber trips will be sent to taxicabs.
- Staff saw how rides are requested in Uber, dispatched to cabs, and how pickup and drop-drop locations work.
- The system met the same compliance items previously required for zTrip.

Venues & Geofencing

- Curb and the taxi companies met with the airport and several Strip properties to determine which locations would allow hybrid Uber-to-taxi pickups.
- Any location that *did not* want those pickups are geofenced out, meaning the app will block pickups there.
- Their approach will follow the same structure zTrip uses for matching venue requirements.

Testing

- While the earlier framework mentioned a possible two-week live test, it was not required.
- Curb ran simulated/mock trips for staff to review, which was enough.

Reporting

- Curb will provide monthly reports showing which companies have activated the integration and when live trips begin.

Additional Notes

- Curb is linked to Lucky, Western, Nellis, Deluxe, and other fleets already using Curb tablets/meters.
- Inspectors will be notified as each meter/device is activated to confirm proper setup.

George Balaban (Desert Cab & Virgin Valley)

- Explained that while zTrip uses one system, most other companies use Curb, and *his* companies will use Kaptyn for their integration.
- Introduced Chris Bordonaro from Kaptyn to provide an update.

Chris Bordonaro – Kaptyn

- **Remaining steps:**
 - They are waiting for Uber to finish several business-side contract items.
 - After that, they will begin administrative testing:
 - running real Uber test calls,
 - dispatching trips to cabs using Uber test payments.
 - They had hoped to finish by last Friday; now they expect completion this week.

- **Technical readiness:**
 - All DP-5 software updates are already sent out to the companies.
 - Once Uber sends test rides, final configuration can be completed.
 - Kaptyn hopes to be fully ready to operate in December.
- Kaptyn reviewed the revised compliance items and had no issues; they are prepared to provide extra reporting dashboards.

Chair Reaser's Comments

- The Board expects Kaptyn and its companies to be ready by the December meeting so staff can confirm all compliance conditions are complete.
- Agenda Item 6 will stay on every agenda until all carriers have been activated.
- After activation, the focus will shift to monthly reports and performance data.

Vice Chair Graf moved to motion.

Member Weekly second. Passed.

7. **Staff Reports (For Discussion Only)**

A. Administrator's Report

- October ridership: Approximately 1.2 million trips, nearly equal to October of the previous year.
- Trend: Annual decline of approximately 1.6% in total rides.
- Ridership remains steady but is not increasing.+

B. Enforcement/Compliance Report

- Lost property calls: Up 25%.
- Citations: Slight decrease.
- Impound: Increased to 7.

C. Stats:

- Leased cabs - \$20.95 per trip
- Employee cabs - \$20.00 per trip
- Medallions - 3530
- Decals - 2124
- Inspections - 3130

D. Legal Counsel

Nothing to report.

E. Future Agenda Items

Nothing to report.

Administrator Park - Technology Fee and Fiscal Solvency Presentation

Administrator Park gave a detailed PowerPoint presentation outlining the Authority's financial challenges and the need for a \$0.25 technology fee increase.

A. Background

- Taxicab Authority faces continued financial strain, worsened by declining ride volumes.
- Technology fee originally created in 2013; base rates have not been raised since 2003.
- Inflation has risen 68.5% since the last adjustment, averaging 2.68% per year.

B. Operational Strain

The Authority must continue:

- Regulatory examinations
- Licensing functions
- Investigations and enforcement
- Oversight of fiduciary and depository license types
- Management of state programs such as the taxi assistance (TAP) subsidy program

Budget cuts eliminated positions, including:

- Enforcement staff
- Dispatch positions funded through the tech fee
- Taxi Assistance Program (previously cut due to lack of funding)

C. Statutory Framework

Administrator Park cited:

- **NRS 706.8825** – Establishes the Taxicab Authority Fund and authorizes a technology fee per compensable trip.
- **NRS 706.8826** – Confirms the Board's authority to set the technology fee.
- Technology fees increasing automatically apply to meters; carriers do not need to request a rate change to pass the cost through.

D. Legislative Direction

During the most recent legislative session:

- LCB advised that technology fee revenue may be used broadly for regulatory operations, not just technology-specific expenses.
- This provides expanded flexibility to support core operations and prevent insolvency.

E. Financial Projection

- At the current rate of revenue decline (1.68% decrease in rides), the Taxicab Authority will become insolvent by June 2028 under its stripped-down budget.

A \$0.25 technology fee increase would:

- Generate approximately \$3 million annually
- Provide two full biennium's of solvency
- Support essential technology and dispatch needs
- Not restore previously cut enforcement positions, but stabilize baseline operations

F. Administrator's Request

- Today's presentation is not an action item.
- Administrator Park will formally place the \$0.25 technology fee increase request on the next Board meeting agenda.

Fiscal Analyst Emily Cervi (Business & Industry):

Confirmed she will provide:

- Full budget for the current biennium
- Current reserve balances
- Collective bargaining agreement cost impacts
- Projections of expenditure burn-rate
- Any additional fiscal documentation requested

Chair Reaser and Vice Chair Graf:

Requested the following before placing the item for action:

- Complete annual and biennial budget documentation
- "Sources and uses" breakdown similar to commercial lending analysis
- Confirmation that revenues can legally support the intended expenditure
- Verification that \$0.25 is the correct figure, neither too high nor too low
- Assurance that technology-fee funds will not be diverted in unintended ways

Additional Financial Clarifications:

- Current budget is on target but reliant on drawing down reserves.
- Declining rides threaten the Authority's solvency.
- For biennium calculation:
 - $\$0.25 \times \sim 12 \text{ million annual rides} \approx \$3 \text{ million per year}$
 - $\approx \$6 \text{ million per biennium}$

The Chair requested that Ms. Webb prepare the public notice be published in the newspaper no later than 2:00 PM on the upcoming Tuesday. Ms. Webb confirmed the timeline was feasible. The Board will hear in December a transfer application related to Nellis Cab by a new entity. Based on preliminary review, the Board anticipates that evidence will show the applicants are existing certificate holders, and therefore no significant new background checks are expected. A special meeting is scheduled for December 4. The purpose is to conduct the final hearing for the Visit Cab Company Rate Adjustment Pass-Through Case. Public notice states the meeting will commence at 9:30 AM. It was noted that the website incorrectly listed the start time as 8:30 AM, and staff were instructed to update it. The Chair emphasized that the calendar call and all final arguments from parties who previously reserved argument time will be heard beginning at 9:30 AM on December 4.

8. Public Comment

George Balaban raised concerns regarding the senior ride subsidy program, specifically:

- Inefficiency in past administration
- Excessive funding consumed by staffing and printing costs
- Limited funds reaching seniors directly
- Requested that the Board review the program's efficiency if technology-fee funds are used for related support

The Board acknowledged the comment and indicated:

- Review of the TAP program may be warranted
- The administering agency should be advised in advance if efficient issues are discussed

No additional public comments were offered in Las Vegas or via remote connection.

9. Adjournment (Action)

A motion to adjourn was made and seconded.

Vote: Unanimous – Meeting adjourned.

By the Authority,



Dated: December 17, 2025

Dan Reaser, Chair
Nevada Taxicab Authority

Las Vegas, Nevada