



DEPARTMENT OF BUSINESS AND INDUSTRY  
**NEVADA TRANSPORTATION AUTHORITY**

**NOTICE OF WORKSHOP TO  
SOLICIT COMMENTS ON PROPOSED REGULATIONS  
ASSEMBLY BILL 69 (2017)  
Autonomous Vehicle Network Companies**

**MINUTES OF THE October 26, 2017 Workshop**

**1. Call to Order**

*Chairman Alaina Burtenshaw called the workshop to order 1:35 p.m.*

**2. Workshop**

Establish regulations for Autonomous Vehicle Network Companies pursuant to Assembly Bill 69 (2017). The proposal has been designated as Docket Number 17-10004 by the Authority.

**3. Public Comment**

*John Griffin, Griffin Company, and Patty Robbins, Regulatory counsel for UBER, offered the following suggestions for changes:*

*Section 57 – add sufficient flexibility for variable rates, dynamic pricing and clarify circumstances for customer refunds.*

*Section 50 – additional clarification on the definition of “solicitation of passengers” with the possible addition of limitation language.*

*Section 62 - clarify Authority initiated vehicle inspections ie: vehicle markings etc.*

*Michael Hillerby, Kaempfer Crowell, Timothy Burr and Ian Poirer, from Lyft offered the following suggestions for changes:*

*Section 20 – additional language that an AVNC and a TNC can operate simultaneously.*

*Section 21 – clarification that vehicles can be owned by an AVNC, TNC or another party.*

*Section 29 – remove “cashiers” check from language, simply use check.*

*Section 34 – addition of an initial public offering to trigger application requirement with a single share holder or public entity.*

*Section g – include language “additional insured”.*

*Section 34 – add “fully autonomous” before each instance of the word vehicle, to clarify*

*Section 35 – differentiate revenue between AVNC and TNC to prevent double payment of fees.*

*Section 44 – language detailing the identification on vehicles to include the ability to have multiple trade dress designations per platform being used.*

*Section 49 – add another carve out for an initial public offering.*

*Section 50 – clarification of “solicitation of passengers”.*

*Section 54 – list of supervisory persons, adjust to read point of contact.*

*Section 56 – modify the prohibition of refunds as customer satisfaction is their goal.*

*Section 57 – questioned the reference to referral fees.*

*Administrative Attorney Newton stated the reasoning was to insure price points provided to NTA were inclusive, to insure no carve outs.*

*Section 59 – further detail regarding interruption of service, possibly modify to read “notification to NTA of outage of service”.*

*Section 62 – include limitations on vehicle inspections due to the highly complex nature of the vehicle.*

*Patty Robbins, UBER, indicated agreement with recommendations made by Lyft.*

*Deputy Director Cory Hunt, Governors’ Office of Economic Development appeared in Reno and offered the following comments:*

*Addition of a general timeline for permit approval.*

*Section 49 – requiring approval of the Authority for sale might limit growth of the company.*

*Section 50 – include opportunities for disabled communities ie: utilization of lights, horn etc. for notification of arrival to disabled passenger.*

*Section 57 – modification of refund language.*

*Section 59 – possible use of the term suspension instead of interruption.*

*Section 61 and 62 – additional language stating any inspections are not for the purpose of determining compliances within NRS 42A.*

*AB 69 Section 14.56 states nothing prohibits 706A or 706 carriers from operating an AVNC.*

*Final comment was on the confidentiality provision process whereby the applicant declares certain documents confidential.*

*Chairman Burtenshaw thanked all in attendance and requested all written comments by close of business November 3, 2017.*

#### **4. Adjournment**

*Workshop adjourned at 2:25 p.m.*