



DEPARTMENT OF BUSINESS AND INDUSTRY
NEVADA TRANSPORTATION AUTHORITY

**MINUTES OF THE June 4, 2018 WORKSHOP TO
SOLICIT COMMENTS ON PROPOSED REGULATIONS**

1. Call to Order

Commissioner Newton called the workshop to order at 9:05 a.m.

The proposal has been designated as Docket Number 18-03028.

- 1) Add definitions regarding “mini bus limousines”;
- 2) Discuss potential changes to NAC 706.022, “Bus’ defined;”
- 3) Discuss potential changes to NAC 706.032, “Charter order’ defined;”
- 4) Discuss potential changes NAC 706.034, “Charter service by bus’ defined;”
- 5) Discuss potential changes to NAC 706.036, “Charter Service by Limousine’ defined;”
- 6) Discuss potential changes to NAC 706.1015, “Prearranged’ defined;”
- 7) Discuss potential changes to NAC 706.191, “Insurance;”
- 8) Define “Kelly Transportation,” Discuss potential changes to NAC 706.147, “Provider of Free Shuttle service,” and
- 9) Other matters related thereto

2. Discussion and public comment

Commissioner Newton detailed the previous workshop and opened the workshop for comment.

Kimberly Maxson-Rushton, Esquire appeared, complemented the Authority on the work done up to this point and suggested several changes.

Tony Clark, 24/7 Limousines offered several comments regarding the current changes. He expressed concerns with the mini-bus definition and suggested “livery” be used for vehicles 9-24 passenger, fully regulated. He stated the need to take the free shuttle changes further to insure public safety and suggested an exemption be drafted for hotel requested types of vehicles. A discussion ensued regarding the “livery” definition.

James Kent, Esquire suggested the elimination of “at time of original manufacture” and use “at time of use” to determine capacity. He questioned if current carriers, carriers in compliance and current applicants are going to be grandfathered in? He expressed concerns with the restriction of “kellying” at hotels and the airport as the charter buses are not fully regulated.

Numa Gonzales, offered the statement that the Authority is the problem, not the carriers, and that the Authority has not kept up with technology. He suggested better technology be implemented instead of more regulation.

Walter DiAmaya and Yordany Gonzalez, Owner, Vegas First Class, read a statement and stated he feels the charter bus industry is being targeted and their biggest competition is the ride share industry.

Sam Kurabi, DDS Transportation, made comments regarding driver qualifications, the hotel/casino monopoly by big companies and supported staging to enable charter transportation.

Eddie Mussa, Eddie Party Bus, offered a statement that healthy competition brings better service for the traveling customers and the city benefits.

Dan Nunes, Vegas VIP Transportation, offered a general statement regarding the regulated industry and the proposed regulations. He asked the Authority to take into consideration the "staging" requirements as getting to a property in a minimum amount of time can be difficult if the domicile is 10-15 minutes away, suggested the "free shuttle" language be expanded and the possible increase of fines as a deterrent.

James Kent, Esquire questioned NAC 706.034, the removal of language "without limitation" and whether this is an effort to inhibit certain types of services that the industry currently provides.

Tony Clark, 24/7 Limousines, made a statement to clarify he is in support of the grandfather clause to allow smaller operators to continue, that his comment regarding unqualified drivers was directed toward the free shuttle operators and that he would like to see an exemption for hotel approved carriers to provide transportation.

James Kent, Esquire, suggested the possibility that the hotels could regulate bus staging to accommodate charter requests beyond their current contracts with their preferred carrier.

Alesandro Lavecchia, questioned the reason behind the passenger count change and asked if it is related to safety. He stated his business is with international travelers and the 24 passenger buses are too large for his 12 to 15 client tours, that the 24 passenger buses do not have the capacity for the extra luggage and that his business plan is based on the 16 passenger Sprinter type bus. Numa Gonzales stated his agreement with Mr. Lavecchia that the Sprinter type vehicle is better suited for their type of business model. Sam Kurabi, DDS Transportation, stated there are many situations where the Sprinter is the only type of vehicle that will accommodate the client's luggage.

Kimberly Maxson-Rushton, Esquire stated the important thing to remember is to clarify the difference between charter service and fully regulated carriers. The proposed regulations are attempting to do just that. (49CFR part 60)

Workshop adjourned at 10:50 a.m.