

STEVE SISLOLAK
Governor

STATE OF NEVADA



TERRY REYNOLDS
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DEPARTMENT OF BUSINESS AND INDUSTRY
NEVADA TRANSPORTATION AUTHORITY

**MINUTES OF THE September 30, 2021 WORKSHOP TO
SOLICIT COMMENTS REGARDING ASSEMBLY BILL 301**

WEBEX LINK: <https://businessnv2.webex.com>

DIAL IN NUMBER: 1-844-621-3956

THURSDAY, SEPTEMBER 30, 2021 MEETING ACCESS CODE: 2485 198 0690

THURSDAY, SEPTEMBER 30, 2021 MEETING PASSWORD: kmFGidRp359

The purpose of this workshop is to determine impact of the proposed regulations on small businesses and to solicit comments from interested persons on the following general topics that may be addressed in proposed regulations. The proposal has been designated as Docket Number 21-09007 by the Authority.

Assembly Bill 301, please see attached.

Robert Segura, ABC Towing, Titan Towing and King Towing, stated a \$50.00 charge for a hardship tow is not a reasonable rate and asked that the Authority establish a framework to determine who qualifies for the hardship tariff.

Lucas Folletta, Esq. asked for clarification of what is an unregistered vehicle and what is an expired registration, neither of which can be towed.

Rose Dillon, Action Towing offered information regarding DMV registration requirements.

Brandy Ballard, residential property manager, stated that this is the difficulty they will have with the inability to determine if the vehicle can be towed or not.

Brett Miller offered a statement regarding the difficulties with verifying eligibility for qualification for hardship.

Michael Baumbach, Milne Towing Services, stated the hardship tariff was originally limited to only those with an expired registration.

Drew Ribar, states no one will be looking at license plates as they cannot tow for registration, expired or unregistered.

Shawn, Ashley's Towing, stated the opinion that this workshop does not present a lot of clarity for the tow operators.

Brandy Ballard, stated stolen vehicles get dropped at their property, but the tow company can't mark everything as abandoned.

Shea, Quality Towing, asked how to prove the hardship? Commissioner Assad suggested a 1% or 2% discount for anyone who claims a hardship.

It was agreed the hardship tariff should be a 1 – 2% discount. Deputy Attorney General Csoka indicated that if there are any further questions the operators can file for an Advisory Opinion. A discussion ensued with regard to if/when the NTA will begin citing the tow operators for the other items listed in Assembly Bill 301.

Michael Baumbach, President of the Tow Operators of Northern Nevada, stated their group could start a request for the Advisory Opinion and send it South to be presented before the Authority.

A lengthy discussion ensued questioning permissible tows within residential complexes for expired registration, lack of license plates, unregistered vehicles, out of state vehicles, etc.

Workshop adjourned 4:05 p.m.