



DEPARTMENT OF BUSINESS AND INDUSTRY
NEVADA TRANSPORTATION AUTHORITY

MINUTES OF THE August 3, 2023 REGULATION WORKSHOP

The purpose of the workshop is to determine whether the attached proposed regulations will have any impact on small businesses and to solicit comments from interested persons on the proposed regulations. These proposals have been designated as **Docket Number 23-07009** by the Authority.

AGENDA

Call to Order

Chairman Vaughn Hartung called the meeting to order at 1:15 p.m.

Roll Call

Present: Chairman Vaughn Hartung, Commissioner Dawn Gibbons, Commissioner R. David Groover, Interim Deputy Commissioner Paul Servello, Administrative Attorney Patricia Erickson, Applications Manager Liz Babcock, Deputy Attorney General Matthew Feeley

Pledge of Allegiance

James Kent, Esq. led a recital of the pledge.

Public Comment

Kevin O'Connor, TMS/TI, offered a statement regarding special events and the requirements of the Authority. Harry Hartfield, Uber, offered a comment. John Haggerty, General Manager for TLC offered the comment that the Agency's current processes are operating very well. Alan Waxler, AWG, offered a statement regarding the possibility of a preferred NFL carrier obtaining a short term CPCN and the Authority staying within the current processing timeframes.

Discussion regarding proposed regulations and any impact the proposals may have on small businesses.

The definition of a special event and requirements for the issuance of special events driver permits.

Commissioner Groover detailed the proposed regulations for special events and the definitions included. Administrative Attorney Patricia Erickson explained how she arrived at the definitions and the processes for special events and the special event driver permitting process. Chief of Compliance, Rene Revens, asked several questions regarding the number of vehicles that will qualify for a "special event" and the requirements for special event driver permit applications. A discussion ensued with regard to the details of the driver permit process. Kevin O'Connor, TMS/TI, stated that there are certain items that need to be clarified for the special event driver.

A discussion ensued with regard to the possible waiver of certain requirements to expedite the special event driver application process. In the future, these items may be provided by the out of state carrier/driver. Mr. O'Connor mentioned the 90 day pushout verification and additional line items that have been cause for rejection. Chief Revens stated there have been modifications made to help with the documentation. Chris Sanchez and John Haggerty, TLC, questioned the ability to access a driver database to determine if the drivers operate with other carriers. Chairman Hartung stated the ongoing search for a viable database to accommodate all the requirements the Authority has. Chief Revens stated the use of Dropbox for document submission has greatly streamlined the process. James Kent, Esq. questioned the use of charter limousine carriers during Special Events and the carriers ability to exceed their cap of vehicles. Chairman Hartung stated it has not yet been addressed. Commissioner Groover stated the possibility of an additional workshop to address these queries. Chief Revens stated the fully regulated carriers are limited to a one-to-one increase. Kimberly Maxson-Rushton, Esq. appearing on behalf of the Livery Operators Association stated the need for a special event application to allow current carriers the ability to add additional vehicles to accommodate the larger events for a short-term time frame and allow the local carriers the opportunity to generate additional revenue. She also suggested the possibility of a pilot program for special event applications. James Kent offered the opinion the current carriers that have already gone through the application process should be allowed an abbreviated application to enable them to increase their fleet size for a limited time. Chairman Hartung stated the need for a definition to quantify exactly what makes a special event. Chief Revens asked that this be addressed prior to F1 to work out any issues, prior to Superbowl. Alan Waxler, AWG stated the definite need for a qualifying number or determination for prearranged transportation in the special events. James Kent questioned if a TNC driver could cross over to a regulated carrier, with Chief Revens stating no, they cannot. Tony Clark, owner of 24/7 Limousines, offered a detailed statement ie: a reduction in red tape for the temporary carriers coming in is totally unfair to the currently operating certificated carriers, that the one-to-one is unfair to the limousine operators, that the background check for TNC operators is unfair to the certificated drivers and that the Authority can't change all the rules for just a few events.

Inspection of vehicles

Chairman Hartung stated the Authority is not endorsing any particular company, simply stated, Rideshare Mechanic is offering a demonstration for informational purposes only. Hamed Yazdi, Chief of Road, Rideshare Mechanic, gave a brief overview of the company and offered a detailed video based presentation. Commissioner Groover stated the use of virtual inspections in other industry areas have been beneficial. Chief Revens stated that, currently, the Authority does not accept virtual inspections for TNC's. She detailed the items the Authority requires during an in-person inspection. Chairman Hartung offered the TNC inspection requirements and asked the Deputy Attorney General to look into the TNC regulation for further clarification. A discussion ensued regarding required inspections and the possible use of video inspections. Tony Clark, 24/7 Limousines, gave a statement regarding how mechanics are certified and the required inspections for the larger vehicles. Mr. Yazdi indicated that not all inspections are the same and that Rideshare Mechanic is a specific type of inspection. Harry Hartfield, Uber, agreed that the TNC's should be able to utilize a virtual inspection and that it would benefit the rural area participation. Chris Sanchez, TLC Luxury, questioned the future procedure for virtual inspections. James Kent asked if the Authority could begin implementing this right away. Johnny Miranda, Johnny's Express, stated the Authority staff goes out of their way to expedite the inspection process and that he, as a carrier, feels much safer putting his buses on the road and that staff has always done the inspections very quickly. Alan Waxler, AWG Ambassador, stated the virtual inspection could be beneficial when vehicles come in on a Friday, they would not have to wait until Monday for an inspection and it would save a great deal of time.

Public Comment

none

Adjournment

Workshop adjourned at 3:10 p.m.