

STATE OF NEVADA

TODD PARK
Administrator



DEPARTMENT OF BUSINESS AND INDUSTRY
TAXICAB AUTHORITY

MINUTES OF JUNE 17, 2026, WORKSHOP

1. Call to Order

Chair Dan Reaser called the Workshop to order on Wednesday, June 17, 2026, at 11:00 a.m. at the Nevada State Business Center, 3300 West Sahara Avenue, Suite 400, Nevada Room, Las Vegas, Nevada.

Board Members Present:

Chair Dan Reaser
Vice Chair Rusty Graf
Member Lawrence Weekly
Member JD Decker
Joseph Ostunio, Deputy Attorney General (Teams)

Board Member Not Present:

Member Alejandro Vazquez– excused

Present from the Taxicab Authority:

Todd Park, Administrator
Curtis Mell, Deputy Administrator
Lona Webb, Attorney
Additional staff present in support roles

A. Pledge of Allegiance

Member JD Decker led the Pledge of Allegiance to the Flag.

B. Compliance with Open Meeting Law

Chair Reaser confirmed the Workshop was properly noticed and posted in compliance with Nevada's Open Meeting Law.

2. Public Comment

Chair Reaser opened the floor for public comment. No members of the public in the room or participating remotely wished to speak. Public comment was closed.

3. Discussion Concerning Amendments/Repeal of Regulations – NAC Chapter 706.450 et seq.

Chair Reaser stated that two sets of regulations were before the Board for Workshop discussion. Both had been previously workshopped, and the purpose of this session was to receive additional comments and review updated language.

A. LCB File No. R006-25 (Temporary Regulations)

Chair Reaser opened discussion on the draft temporary regulations (approximately 49 pages, 53 sections). He noted that the Board previously held a hearing where amendments were proposed and incorporated into the current draft.

Attorney Webb advised that the Deputy Attorney General had raised concern regarding a proposed change on page 13, Section 13, relating to adding a specific number of calendar days. The DAG indicated this change *may* be considered substantive and therefore may not be permissible at this stage. She stated that LCB would ultimately determine whether the change is allowable.

Chair Reaser stated that the Board would not take action at this Workshop and that the regulations would return for adoption at a future meeting following the required 30-day period.

Board members had no further comments. Chair Reaser closed the Workshop discussion on LCB File No. R006-25.

B. Draft Regulations – February 18, 2026, Version (Electronic Ride Hailing / 3P System)

Chair Reaser opened the Workshop on the draft regulations intended to establish a regulatory framework for the ongoing pilot programs using third-party (3P) technology to connect passengers with Taxicab Authority-permitted drivers.

Attorney Webb explained that the draft before the Board included revisions shown in red (strikeout) and green (new language), reflecting changes requested during prior meetings.

Public and Industry Comments

1. Section 3 – Agreements Between Certificate Holders, Technology Providers, and TNCs

Athan Rebelos (Curb Mobility) raised concerns regarding Section 3, noting that the draft language appeared to assume a direct agreement between certificate holders and TNCs. He clarified that under the 3P model used in the pilot programs, the certificate holder contracts with a *technology provider*, which separately contracts with the TNC. He recommended revising the language to reflect this structure and suggested defining “technology provider.”

Chair Reaser agreed that a definition was needed and that the regulation must reflect the 3P model approved by the Administrator.

Cheryl Gibbons (Desert Cab / Virgin Valley) stated that certificate holders should not be restricted from entering direct agreements with TNCs in the future if the statutory framework changes. Chair Reaser responded that the current statutory structure and the Administrator’s position require a 3P model, but the definition of “technology provider” could be drafted broadly enough to allow flexibility without violating statute.

John Griffin (Uber) confirmed that Uber uses 3P systems in other jurisdictions and offered to provide examples of how other states define the intermediary entity.

The Board directed staff to research definitions used in other jurisdictions and refine the draft accordingly.

2. Section 4 – Driver Restrictions

Ms. Gibbons raised concerns that Section 4, as drafted, could conflict with NRS 706.8849(9), which allows independent contractors to operate as TNC drivers. She recommended clarifying that the restriction applies to *employee drivers* to avoid conflict with statute.

3. Section 5 – Driver Ability to Evaluate Compensation

Participants discussed language requiring drivers to “evaluate the respective rate, charges, and fares that the passenger will incur.” Several commenters noted that:

- Drivers cannot see the passenger’s fare under TNC systems.
- TNC dynamic pricing makes precise fare prediction impossible.
- The intent of the section is to ensure drivers can see *their own compensation* before accepting a ride.

Chair Reaser agreed that the language should be revised to focus on the **driver’s compensation**, not the passenger’s fare. He directed staff to strike the reference to passenger charges and replace it with language requiring that the driver be shown the compensation offered by the TNC.

Board Discussion

Chair Reaser summarized that:

- Additional revisions were needed to definitions, including “technology provider.”
- Sections 3, 4, and 5 required clarifying amendments.
- No action would be taken at this Workshop.
- Revised drafts would return at a future meeting for possible adoption.

The Workshop on the draft regulations was closed.

4. Discussion of Impact on Small Businesses

Chair Reaser opened the agenda item. No members of the public or industry offered comments regarding small business impacts. Item closed.

5. Public Comment

Chair Reaser opened the floor for final public comment. No public comment was offered in person or remotely. Public comment was closed.

6. Adjournment

Vice Chair Graf moved to adjourn the Workshop. Member Weekly seconded. All members voted in favor.

The Workshop adjourned at approximately 12:04 p.m.

By the Authority,



Dan Reaser, Chair
Nevada Taxicab Authority



Date