

**STATE OF NEVADA  
LEGISLATIVE COUNSEL BUREAU**

**LEGISLATIVE COMMISSION (775) 684-6800**  
RANDOLPH J. TOWNSEND, *Senator, Chairman*  
Lorne J. Malkiewich, *Director, Secretary*

**CARSON CITY OFFICE:**  
Legislative Building, 401 S. Carson Street  
Carson City, Nevada 89701-4747  
Fax No.: (775) 684-6600  
LORNE J. MALKIEWICH, *Director* (775) 684-6800  
PAUL V. TOWNSEND, *Legislative Auditor* (775) 684-6815  
DONALD O. WILLIAMS, *Research Director* (775) 684-6825  
BRENDA J. ERDOES, *Legislative Counsel* (775) 684-6830




**INTERIM FINANCE COMMITTEE (775) 684-6821**  
MORSE ARBERRY, JR., *Assemblyman, Chairman*  
Mark W. Stevens, *Fiscal Analyst*  
Gary L. Ghiggeri, *Fiscal Analyst*

**LAS VEGAS OFFICE:**  
555 E. Washington Avenue, Room 4400  
Las Vegas, Nevada 89101-1049  
Fax No.: (702) 486-2810  
BRIAN L. DAVIE, *Legislative Services Officer* (702) 486-2800

**MEMORANDUM**

**DATE:** March 31, 2004

**TO:** Chairwoman and Members, Legislative Commission's Subcommittee to Study the Allocation of Limousines (A.B. 518)

**FROM:** Brian L. Davie, Legislative Services Officer 

**SUBJECT:** Regulation of Limousines in Other Jurisdictions

During the previous meeting of the Subcommittee, interest was expressed about information concerning the regulation of limousines in other jurisdictions around the country. While it was generally acknowledged that Las Vegas is unique as a tourist destination in relationship to the limousine industry, Subcommittee members indicated it might be helpful to see if similar regulatory issues have arisen in other areas.

I reviewed various Internet sites relating to the regulation of limousines and spoke with Alfred LaGasse, Executive Vice-President of the Taxicab, Limousine & Paratransit Association (TLPA) (3849 Farragut Avenue, Kensington, Maryland 20895, telephone 301-946-5701). Mr. LaGasse furnished information through the Transportation Services Authority. This memorandum summarizes that information and provides copies of the documents sent by Mr. LaGasse.

**Summary of Regulatory Information**

According to Mr. LaGasse, the limousine industry generally is not highly regulated around the country. Existing limousine regulation usually occurs at the state level, while taxicab regulation generally happens at the municipal level. Based on recent articles in the TLPA newsletter, regulatory activity in certain areas of the country appear to be focused on the increasing size of limousines and the certification of alterations to ensure public safety, along with growing conflicts in certain areas between luxury sedans and taxicabs.

**Regulation in Miami-Dade County, Florida**

Miami-Dade County, Florida, apparently has one of the most comprehensive regulatory schemes for limousines. The TLPA provided documents on proposed regulations and an ordinance adopted by the county, and the existing county code provisions were found on the Internet.

|   |      |                                     |
|---|------|-------------------------------------|
| EXHIBIT <u>K</u>  | Limo | Document consists of <u>3</u> pages |
| <input type="checkbox"/> Entire document provided.  |      |                                     |
| <input checked="" type="checkbox"/> Due to size limitations, pages <u>1</u> through <u>3</u> provided.                      |      |                                     |
| A copy of the complete document is available through the Research Library (775-684-6827 or e-mail library@lcb.state.nv.us). |      |                                     |
| Meeting Date  |      | <u>4/5/04</u>                       |

Enclosed is a one-page summary on the county's limousine regulation service and a copy of Article VI, Chapter 31 of the *Code of Miami-Dade County, Florida*, which includes requirements for licensing, the distribution of licenses, the establishment of limousine rates, operating permits, insurance, vehicle standards, enforcement and other proceedings.

I spoke with Pedro Orelle in the Limousine Licensing Office of the Consumer Services Department in Miami-Dade County (305-375-4627). He pointed out that the annual license fee for each limousine is \$500, the office has an enforcement staff of about 32 persons, and they regulate 391 luxury sedans and 400 stretch limousines.

### **Attached Documentation**

Other documents provided by the TLPA highlight other limousine regulatory issues around the country. The following is a list of those attached documents along with a brief summary of the issues addressed.

Articles from recent issues of the *Limousine* newsletter published by the TLPA:

"Long Limos Make Money for Owners, Provide Challenges for Regulators" Feb. 2004  
Stretch limos carrying 15 or more persons are regulated as buses by N.Y. DOT to certify safety.

"The Long and Short of Limos" Oct. 2003  
Highlights regulations on the certification of limo builders in New York City to ensure public safety.

"Chicago Steers Toward Curbing Stretch Limousines" Aug. 2003  
Illinois DOT inspects all limos twice per year.

"Massachusetts Liveries Say Proposed Fee is Unfair" June 2003  
Addresses local regulation and proposed \$250 annual limo license fee in Boston.

"Playing by the Rules Costs Limousine Owners" Feb. 2003  
Enforcement problems in Cincinnati.

"New York TLC Releases New Limousine Regulations" Aug. 2002  
New York City's Taxicab and Limousine Commission's regulations on stretch limos and certified alterations.

"Houston Limousine Ordinance Covers Many Details" June 2002  
Summarizes Houston's ordinance which includes an annual \$400 license fee; \$25 annual limo inspection fee; a \$50 temporary 30-day medallion; the requirement to file a schedule of fares; and a minimum \$50 fare (2 hours or less) and \$12 per hour thereafter for limos.

Articles on Regulation in Pennsylvania, June 2001  
Two articles on regulation and certain deregulation in PA.

“A New Law for Detroit Limousines” April 2001

New requirement for bond plate for small limos and luxury sedans.

The Corradino Group, “The Regulation of Taxicabs and Luxury Sedans in Detroit, Michigan,” Dec. 2000, Louisville, KY.

This study focuses on state and local regulation in Michigan and Detroit and includes some examples in other jurisdictions (see San Francisco on Page 8) and lessons learned (see page 10).

New Jersey Assembly Bill 2722 of 2000.

This measure excludes funeral vehicles from the definition of limousine, provides for the definition of leased limousine vehicles, and allows municipalities to regulate limousine services and charge a \$50 licensing fee.

Please let me know if you have any questions or need further information on these materials.

BLD/AB518Memo3.doc

Encls.