



STATE OF NEVADA
DEPARTMENT OF BUSINESS AND INDUSTRY
OFFICE OF THE DIRECTOR

MEMORANDUM

DATE: May 16, 2022

TO: Chair Jauregui and members of the Committee

FROM: Terry J. Reynolds, Director

SUBJECT: **Statement before the Sunset Subcommittee of the Legislative Commission - May 18, 2022**

Chair Jauregui and members of the Committee, thank you for this opportunity to address the committee concerning two of our Divisions within Business and Industry, the Nevada Taxi Authority, and the Nevada Transportation Authority. There has been a dramatic change from where these agencies are today, to where they were in the second quarter of 2020. We are still recovering from the impacts of the pandemic.

In April of 2020 the Taxi Authority hit the low point with 12,210 cab rides. Frankly I am surprised they had that many trips. In the past month (April 2022) the Taxi Authority trip count was just under 1.2 million trips. That represents a 74% increase over April 2021 which had 896,711. This fiscal year there have been significant increases in visitor traffic due to new hotels and the opening of several new event venues, as well as the resurgence of convention traffic. However, convention attendance is only at 50% of 2019 due to the lag time to book conventions.

With the increase in visitors there has been positive impacts to shuttles, charter buses and limos. It has been good to see shuttles and buses lined up at the airport again. TNC's (UBER and LYFT) drivers have returned, but not in large numbers due to issues of health concerns, insurance costs, a competitive job market, price of gas, and drivers going to other TNC platforms (i.e., food delivery). The taxi medallion count is at 3,530 which has remained constant since 2020. The taxi leased decal count is at 959 which is up 8.98% over 2021.

Where do we find ourselves today and what are our challenges?

- With the increase in visitor traffic, new hotels, and event venues we need all the transportation options available to handle our increased transportation needs.
- We need to modernize our agencies and the laws that govern them. The regulatory construct is over 50 years old and does not meet the industry or regulatory needs.
- The taxi industry in many areas is over regulated, and in other areas like TNC's our state laws need to be modernized. Transportation has become more dynamic and will continue to change with the utilization of autonomous transportation vehicles.
- For our divisions, we need to change the compensation and benefit structure of our compliance enforcement officers. We have constant turnover, and it is very difficult to hire people in this job market. This is a national issue.
- Without first tackling these issues, it does not make sense to consider consolidation.