Overview

GOED currently has two bill drafts for the 2017 Legislative Session:

- **AB 6** – Removes a state business license exemption for film production offices
- **AB 69** – Authorizes the use of an autonomous vehicle to transport persons or property

In addition to these two measures, potential changes to NRS 231, 360, 361, 271, and 278 are being discussed with legislators. Concepts being considered are outlined below.

### AB 6

Existing law requires certain businesses to obtain a state business registration from the Secretary of State and to pay an annual fee for such registration. Existing law also allows for an exemption from the business license and annual fee for businesses whose primary purpose is to create or produce motion pictures. This bill removes the exemption from the state business registration and annual fee requirement for businesses whose primary purpose is to create or produce motion pictures.

View the BDR at: [https://www.leg.state.nv.us/Session/79th2017/Bills/AB/AB6.pdf](https://www.leg.state.nv.us/Session/79th2017/Bills/AB/AB6.pdf)

### AB 69

AB 69 provides a pathway for full implementation of autonomous vehicles in Nevada - from testing to deployment - for personal and commercial use. The measure updates definitions and creates new definitions, gives authority to the Department of Motor Vehicles to adopt additional regulations, and authorizes the use of an autonomous vehicle to provide transportation services by persons licensed by the Nevada Transportation Authority or the Taxicab Authority.

Although a draft of this bill is complete, GOED continues to work with industry and other regulatory agencies on a friendly amendment to the measure to ensure that it adequately protects human and property safety, while also allowing for innovation to occur in this rapidly developing and dynamic sector.

View the BDR at: [https://www.leg.state.nv.us/Session/79th2017/Bills/AB/AB69.pdf](https://www.leg.state.nv.us/Session/79th2017/Bills/AB/AB69.pdf)

### Proposed Changes to NRS 231

1. **231.069 – Confidentiality**
   a. Clarify that all conversations with companies, and information from those companies, are confidential prior to the company taking steps to move to, or expand in, Nevada
   b. Clarify the existence of confidentiality agreement is confidential
2. 231.151 – WINN Account – WINN funds carry forward and do not revert
3. 231.053 – State Plan – eliminate provision requiring reporting of state’s weaknesses
4. 231.0545 – Non-profit Corporations – at determination of GOED Board, allow exemption of board memberships and reporting requirements not applicable to a particular Non-profit Corporation.
5. 231.14075 – ESB Annual Report – change reporting date to 12/1 from 9/15
6. 231.075 – Inland Ports – delete section

**Proposed Changes to NRS 360, 361, 271, 278**

1. 361.0687 – Keep capital investment threshold at:
   a. Urban
      i. $5,000,000, if industrial or manufacturing
      ii. $1,000,000, in not industrial or manufacturing
   b. Rural
      i. $1,000,000, if industrial or manufacturing
      ii. $500,000, if not industrial or manufacturing
2. 360.989 – Need to specify how Economic Development Financing Proposal is made in the event proposal involves more than one jurisdiction?
3. Make clear that aviation abatement of sales tax is precluded for commercial airlines
4. 360.754(4) – remove phrase “or anticipated to be engaged” with respect to construction employment
5. 360.930 – clarify the term “project” means a project undertaken by a business or group of businesses located within the geographic boundaries of a single project site, and engaged in a common business purpose or industry, including supply-chains, components, and services related to that common business purpose or industry
6. Require the lead participant of a qualified project to provide reimbursable design fees sufficient to reasonably determine the cost of the municipal improvements
7. 276C (Tax Increment Areas) and in 271 (Local Improvements) – replace the term “rail port” and “rail project” and substitute “Rail Freight Project” which mean any railroad, railroad tracks, rail spurs, and any structure or facilities necessary for freight rail service provided by a regional transportation commission pursuant to NRS 277A.283, including equipment, terminals, stations, platforms and other facilities necessary, useful, or desirable for such a project, and all property, easements, rights-of-way and other rights or interest incidental to the project.
8. 271 – add Rail Freight Projects to the authority of counties and cities
9. 278C – Add provision stating the governing body of a county or city, on behalf of, and in the name of, the county or city, may enter into a contract with any property owner in a tax increment area agreeing to pay tax increment revenues for the tax increment account created by NRS 278C.250 to such owner for costs uncured by such owner in connection with an undertaking. Such a contract constitutes an indebtedness of the municipality for purposes of Chapter 278C, but is not a security for purposes of section 278C.280.
10. **278C.157** – subsequent to #9, allow a municipality to adopt an ordinance ordering an undertaking and creating the tax increment area and the tax increment account pertaining thereto pursuant to NRS 278C.220 which includes provisions for making a contract with any property owner in a tax increment area agreeing to pay tax increment revenues from the tax increment account created by NRS 278C.250 to such property owner to reimburse such owner for costs incurred by such owner in connection with an undertaking, which contract constitutes an indebtedness of the municipality for purposes of Chapter 278 but is not a security for purposes of section 278C.280.

11. Upon default of a qualified project, authorize all abated taxes held in trust to be first used to repay municipal financings related to the Qualified Project. Such payment from the trust does not relieve the qualified project from liability.

12. **278C.150** – permit Executive Director of GOED to include liens created by NRS 271 can be used in the determination of adequate security

13. **278C** – clarify that public-private partnerships are included as eligible for tax increment area financing

14. **278C** – redefine “water projects” as “natural resource projects” to cause consistent definition in law

15. **278C** – lower minimum water project cost requirement from $50,000,000 to $5,000,000, or eliminate minimum requirement
AN ACT relating to business; removing an exemption from the requirement to obtain a state business registration for businesses whose primary purpose is to create or produce motion pictures; and providing other matters properly relating thereto.

Legislative Counsel’s Digest:
Existing law requires certain businesses to obtain a state business registration from the Secretary of State and to pay an annual fee for such registration. (NRS 76.100, 76.130) This bill removes the exemption from this requirement for businesses whose primary purpose is to create or produce motion pictures and, thus, requires such businesses to obtain a state business registration and pay the annual fee.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. NRS 76.020 is hereby amended to read as follows:

1. Except as otherwise provided in subsection 2, “business” means:
   (a) Any person, except a natural person, that performs a service or engages in a trade for profit;
(b) Any natural person who performs a service or engages in a trade for profit if the person is required to file with the Internal Revenue Service a Schedule C (Form 1040), Profit or Loss From Business Form, or its equivalent or successor form, a Schedule E (Form 1040), Supplemental Income and Loss Form, or its equivalent or successor form, or a Schedule F (Form 1040), Profit or Loss From Farming Form, or its equivalent or successor form, for that activity; or
(c) Any entity organized pursuant to this title, including, without limitation, those entities required to file with the Secretary of State, whether or not the entity performs a service or engages in a business for profit.

2. The term does not include:
(a) A governmental entity.
(b) A nonprofit religious, charitable, fraternal or other organization that qualifies as a tax-exempt organization pursuant to 26 U.S.C. § 501(c).
(c) A person who operates a business from his or her home and whose net earnings from that business are not more than 66 2/3 percent of the average annual wage, as computed for the preceding calendar year pursuant to chapter 612 of NRS and rounded to the nearest hundred dollars.
(d) A natural person whose sole business is the rental of four or fewer dwelling units to others.
(e) [A business whose primary purpose is to create or produce motion pictures. As used in this paragraph, “motion pictures” has the meaning ascribed to it in NRS 231.020.
(f) A business organized pursuant to chapter 82 or 84 of NRS.
(g) A business organized pursuant to chapter 81 of NRS if the business is a nonprofit unit-owners’ association.

Sec. 2. This act becomes effective on July 1, 2017.
ASSEMBLY BILL NO. 69—COMMITTEE ON TRANSPORTATION

(ON BEHALF OF THE OFFICE OF ECONOMIC DEVELOPMENT
IN THE OFFICE OF THE GOVERNOR)

PREFILED NOVEMBER 17, 2016

Referred to Committee on Transportation

SUMMARY—Authorizes the use of an autonomous vehicle to transport persons or property in certain circumstances. (BDR 43-246)

FISCAL NOTE: Effect on Local Government: May have Fiscal Impact. Effect on the State: Yes.

EXPLANATION – Matter in bolded italics is new; matter between brackets [omitted material] is material to be omitted.

AN ACT relating to transportation; requiring the approval of the Department of Motor Vehicles before an autonomous vehicle or autonomous technology may be used in this State; authorizing the use of an autonomous vehicle or autonomous technology to provide transportation services in certain circumstances by persons licensed by the Nevada Transportation Authority or Taxicab Authority; revising provisions relating to the testing of an autonomous vehicle and autonomous technology; revising requirements relating to the operation of autonomous vehicles on the highways within this State; establishing provisions relating to the use of an autonomous vehicle or autonomous technology by a common motor carrier, contract motor carrier, holder of a certificate of public convenience and necessity for the operation of a taxicab business or transportation network company; providing penalties; and providing other matters properly relating thereto.

Legislative Counsel’s Digest:
1 Existing law requires the Department of Motor Vehicles to adopt regulations
2 authorizing the operation of autonomous vehicles on highways within this State.
3 (NRS 482A.100) Existing law also provides certain requirements which must be
met before an autonomous vehicle is tested or operated on a highway within this State. (NRS 482A.060-482A.080) Section 5 of this bill requires the Department to adopt regulations necessary to authorize the use of a human machine interface or operator interface to communicate with the autonomous technology in an autonomous vehicle. Section 6 of this bill requires the Department to adopt regulations authorizing the testing and use of an autonomous vehicle or autonomous technology without a human operator on the highways within this State. Section 10 of this bill requires the Department to adopt regulations establishing certain requirements for the testing and use of an autonomous vehicle on the highways within this State.

Existing law requires each person operating as a common, contract or private motor carrier in this State to obtain a license from the Nevada Transportation Authority. (NRS 706.491) Section 21 of this bill requires the Nevada Transportation Authority to authorize the use of an autonomous vehicle or autonomous technology by a common motor carrier or a contract motor carrier in certain circumstances. Section 22 of this bill establishes a requirement for insurance to be maintained by a common motor carrier or contract motor carrier that uses an autonomous vehicle to provide transportation services. Section 23 of this bill requires the use of an autonomous vehicle by a common motor carrier or contract motor carrier to meet the requirements imposed by certain agencies and the provisions of state law relating to autonomous vehicles. Section 24 of this bill establishes certain requirements for the operator of an autonomous vehicle.

Existing law requires each person who engages in the taxicab business in certain counties to hold a certificate of public convenience and necessity issued by the Public Service Commission of Nevada before July 1, 1981, or by the Taxicab Authority. (NRS 706.881, 706.8827) Sections 31-34 of this bill establish provisions for taxicab businesses regulated by the Taxicab Authority to use autonomous vehicles or autonomous technology which are similar to those established by sections 21-24 for motor carriers regulated by the Nevada Transportation Authority.

Existing law requires each person who engages in the business of a transportation network company in this State to hold a permit issued by the Nevada Transportation Authority. (NRS 706A.110) Sections 54-57 of this bill establish provisions for transportation network companies to use autonomous vehicles or autonomous technology which are similar to those established by sections 21-24 for motor carriers and sections 31-34 for taxicabs. Sections 59-67 and 69 of this bill revise various provisions of existing law to authorize the use of an autonomous vehicle by a transportation network company to provide transportation services.

Existing law establishes penalties for violations of the provisions of law or regulation applicable to motor carriers, taxicab companies and transportation network companies. (NRS 706.775, 706.8848, 706.8849, 706A.300) Section 5 of this bill requires the Department of Motor Vehicles, in consultation with several other agencies, to adopt regulations which must include provisions governing actions to be taken and sanctions that may be imposed if an autonomous vehicle or autonomous technology fails or violates any law or regulation of this State. Sections 25, 46 and 68 of this bill revise provisions of existing law which impose sanctions for certain violations relating to motor carriers, taxicab businesses and transportation network companies to make failure of autonomous technology or the violation of any law or regulation by an autonomous vehicle subject to the sanctions or requirements for corrective action, or both, provided in the regulations adopted by the Department of Motor Vehicles pursuant to section 4 of this bill.
THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 482A of NRS is hereby amended by
adding thereto the provisions set forth as sections 2 to 6, inclusive,
of this act.

Sec. 2. “Human machine interface” means the method by
which a human operator or passenger in an autonomous vehicle
communicates with the autonomous technology in the
autonomous vehicle.

Sec. 3. “Human operator” means a natural person who is
located within and capable of taking immediate control of an
autonomous vehicle.

Sec. 4. “Operator interface” means the method by which a
person outside of an autonomous vehicle communicates with the
autonomous technology in the autonomous vehicle.

Sec. 5. 1. The Department shall, in consultation with the
Department of Public Safety, the Department of Transportation,
the Nevada Transportation Authority and the Taxicab Authority,
adopt such regulations as are necessary to authorize the use of a
human machine interface and an operator interface to
communicate with the autonomous technology in an autonomous
vehicle tested or used on a highway within this State.

2. The regulations adopted pursuant to subsection 1 must:
(a) Include provisions governing actions to be taken and any
sanctions that may be imposed if an autonomous vehicle,
autonomous technology, human machine interface or operator
interface fails or violates any law or regulation of this State; and
(b) Set forth such other requirements as the Department
determines to be necessary.

Sec. 6. The Department shall adopt such regulations as are
necessary to authorize the testing and use of an autonomous
vehicle or autonomous technology without a human operator on a
highway within this State. The regulations may include
requirements or other standards that the Department determines
to be necessary to ensure the safety of the public.

Sec. 7. NRS 482A.010 is hereby amended to read as follows:
482A.010 As used in this chapter, unless the context otherwise
requires, the words and terms defined in NRS 482A.025, 482A.030
and 482A.040 and sections 2, 3 and 4 of this act have the meanings
ascribed to them in those sections.

Sec. 8. NRS 482A.070 is hereby amended to read as follows:
482A.070 Except as otherwise provided in section 6 of
this act, if an autonomous vehicle or autonomous technology is
being tested on a highway within this State, a human operator must be:

1. Seated in a position which allows the human operator to take immediate manual control of the autonomous vehicle;
2. Monitoring the safe operation of the autonomous vehicle; and
3. Capable of taking over immediate manual control of the autonomous vehicle in the event of a failure of the autonomous technology or other emergency.

**Sec. 9.** NRS 482A.080 is hereby amended to read as follows:

482A.080 1. An autonomous vehicle shall not be registered in this State unless the autonomous vehicle meets all state and federal standards and regulations that are applicable to a motor vehicle.

2. An autonomous vehicle shall not be tested or [operated] used on a highway within this State with a human operator unless the autonomous vehicle is:
   (a) Equipped with a means to engage and disengage the autonomous technology which is easily accessible to the human operator of the autonomous vehicle;
   (b) Equipped with a visual indicator located inside the autonomous vehicle which indicates when autonomous technology is operating the autonomous vehicle;
   (c) Equipped with a means to alert the human operator to take manual control of the autonomous vehicle if a failure of the autonomous technology has been detected and such failure affects the ability of the autonomous technology to operate safely the autonomous vehicle [ ]; and, if the human operator is unable to do so, to bring the autonomous vehicle to a safe stop; and
   (d) Capable of being [operated] used in compliance with the applicable motor vehicle laws and traffic laws of this State.

3. Autonomous technology shall not be added to a vehicle in this State unless the technology meets all state and federal standards and regulations that are applicable to such technology.

4. An autonomous vehicle shall not be tested or used on a highway within this State without a human operator unless the autonomous vehicle has been approved for such use pursuant to this chapter and any regulations adopted pursuant thereto.

**Sec. 10.** NRS 482A.100 is hereby amended to read as follows:

482A.100 1. The Department shall adopt regulations authorizing the [operation] testing and use of autonomous vehicles on highways within the State of Nevada.

2. The regulations required to be adopted by subsection 1 must:
   (a) Set forth requirements that an autonomous vehicle must meet before it may be [operated] used on a highway within this State;
(b) Set forth requirements for the insurance that is required to test or operate an autonomous vehicle on a highway within this State which are not inconsistent with other laws of this State concerning insurance for the testing or use of an autonomous vehicle;

(c) Establish minimum safety standards for autonomous vehicles and their use;

(d) Provide for the testing and use of autonomous vehicles;

(e) Restrict the testing of autonomous vehicles to specified geographic areas; and

(f) Set forth such other requirements as the Department determines to be necessary.

3. The Department shall consider the guidelines, standards, recommendations and regulations proposed or adopted by the National Highway Traffic Safety Administration in adopting regulations pursuant to this section.

Sec. 11. NRS 482A.200 is hereby amended to read as follows:

482A.200 The Department shall by regulation establish a driver’s license endorsement for the operation of an autonomous vehicle on the highways of this State. The driver’s license endorsement described in this section must, in its restrictions or lack thereof, recognize the fact that a person is not required to actively drive an autonomous vehicle.

Sec. 12. NRS 484B.165 is hereby amended to read as follows:

484B.165 1. Except as otherwise provided in this section, a person shall not, while operating a motor vehicle on a highway in this State:

(a) Manually type or enter text into a cellular telephone or other handheld wireless communications device, or send or read data using any such device to access or search the Internet or to engage in nonvoice communications with another person, including, without limitation, texting, electronic messaging and instant messaging.

(b) Use a cellular telephone or other handheld wireless communications device to engage in voice communications with another person, unless the device is used with an accessory which allows the person to communicate without using his or her hands, other than to activate, deactivate or initiate a feature or function on the device.

2. The provisions of this section do not apply to:

(a) A paid or volunteer firefighter, emergency medical technician, advanced emergency medical technician, paramedic, ambulance attendant or other person trained to provide emergency medical services who is acting within the course and scope of his or her employment.
(b) A law enforcement officer or any person designated by a sheriff or chief of police or the Director of the Department of Public Safety who is acting within the course and scope of his or her employment.

c) A person who is reporting a medical emergency, a safety hazard or criminal activity or who is requesting assistance relating to a medical emergency, a safety hazard or criminal activity.

d) A person who is responding to a situation requiring immediate action to protect the health, welfare or safety of the driver or another person and stopping the vehicle would be inadvisable, impractical or dangerous.

e) A person who is licensed by the Federal Communications Commission as an amateur radio operator and who is providing a communication service in connection with an actual or impending disaster or emergency, participating in a drill, test, or other exercise in preparation for a disaster or emergency or otherwise communicating public information.

(f) An employee or contractor of a public utility who uses a handheld wireless communications device:

(1) That has been provided by the public utility; and

(2) While responding to a dispatch by the public utility to respond to an emergency, including, without limitation, a response to a power outage or an interruption in utility service.

3. The provisions of this section do not prohibit the use of a voice-operated global positioning or navigation system that is affixed to the vehicle.

4. A person who violates any provision of subsection 1 is guilty of a misdemeanor and:

(a) For the first offense within the immediately preceding 7 years, shall pay a fine of $50.

(b) For the second offense within the immediately preceding 7 years, shall pay a fine of $100.

(c) For the third or subsequent offense within the immediately preceding 7 years, shall pay a fine of $250.

5. A person who violates any provision of subsection 1 may be subject to any additional penalty set forth in NRS 484B.130 or 484B.135.

6. The Department of Motor Vehicles shall not treat a first violation of this section in the manner statutorily required for a moving traffic violation.

7. For the purposes of this section, a person shall be deemed not to be operating a motor vehicle if the motor vehicle is driven autonomously through the use of artificial-intelligence software and the autonomous operation of the motor vehicle is authorized by law.
8. As used in this section:

(a) “Handheld wireless communications device” means a handheld device for the transfer of information without the use of electrical conductors or wires and includes, without limitation, a cellular telephone, a personal digital assistant, a pager and a text messaging device. The term does not include a device used for two-way radio communications if:

1. The person using the device has a license to operate the device, if required; and
2. All the controls for operating the device, other than the microphone and a control to speak into the microphone, are located on a unit which is used to transmit and receive communications and which is separate from the microphone and is not intended to be held.

(b) “Public utility” means a supplier of electricity or natural gas or a provider of telecommunications service for public use who is subject to regulation by the Public Utilities Commission of Nevada.

Sec. 13. NRS 484D.490 is hereby amended to read as follows:

484D.490 1. Except as otherwise provided in subsection 2, a person shall not drive any motor vehicle equipped with television-type receiving equipment so located that the viewer or screen is visible from the driver’s seat.

2. This section does not prohibit the use of television-type receiving equipment used exclusively for traffic safety, law enforcement or the navigation of a motor vehicle or in an autonomous vehicle.

Sec. 14. NRS 239.010 is hereby amended to read as follows:

books and public records of a governmental entity must be open at all times during office hours to inspection by any person, and may be fully copied or an abstract or memorandum may be prepared from those public books and public records. Any such copies, abstracts or memoranda may be used to supply the general public with copies, abstracts or memoranda of the records or may be used in any other way to the advantage of the governmental entity or of the general public. This section does not supersede or in any manner affect the federal laws governing copyrights or enlarge, diminish or affect in any other manner the rights of a person in any written book or record which is copyrighted pursuant to federal law.

2. A governmental entity may not reject a book or record which is copyrighted solely because it is copyrighted.

3. A governmental entity that has legal custody or control of a public book or record shall not deny a request made pursuant to subsection 1 to inspect or copy or receive a copy of a public book or record on the basis that the requested public book or record contains information that is confidential if the governmental entity can redact, delete, conceal or separate the confidential information from the information included in the public book or record that is not otherwise confidential.

4. A person may request a copy of a public record in any medium in which the public record is readily available. An officer, employee or agent of a governmental entity who has legal custody or control of a public record:
   (a) Shall not refuse to provide a copy of that public record in a readily available medium because the officer, employee or agent has already prepared or would prefer to provide the copy in a different medium.
   (b) Except as otherwise provided in NRS 239.030, shall, upon request, prepare the copy of the public record and shall not require the person who has requested the copy to prepare the copy himself or herself.

Sec. 15. Chapter 706 of NRS is hereby amended by adding thereto the provisions set forth as sections 16 to 34, inclusive, of this act.

Sec. 16. “Autonomous technology” has the meaning ascribed to it in NRS 482A.025.
Sec. 17. “Autonomous vehicle” has the meaning ascribed to it in NRS 482A.030.

Sec. 18. “Human machine interface” has the meaning ascribed to it in section 2 of this act.

Sec. 19. “Operator interface” has the meaning ascribed to it in section 4 of this act.

Sec. 20. “Operator of an autonomous vehicle” means the holder of a certificate, license or permit issued by the Authority under which an autonomous vehicle is used.

Sec. 21. 1. The Authority shall authorize a common motor carrier or contract motor carrier to use an autonomous vehicle or autonomous technology if:
   (a) The autonomous vehicle has been registered pursuant to chapter 482A of NRS and the regulations adopted pursuant thereto;
   (b) The motor carrier has provided insurance as required by NRS 706.291 and 706.305 to 706.306, inclusive, and section 22 of this act and the regulations adopted pursuant to NRS 482.100 and 706.475; and
   (c) The autonomous vehicle or autonomous technology will comply with the requirements of NRS 706.011 to 706.791, inclusive, and sections 16 to 25, inclusive, of this act, and any regulations adopted pursuant thereto.

   2. The Authority shall adopt regulations providing for the substitution of autonomous vehicles for traditional vehicles in the operations of a common motor carrier or contract motor carrier under the jurisdiction of the Authority or for the approval of the use of autonomous vehicles or autonomous technology. The regulations adopted pursuant to this subsection may not regulate the autonomous technology used in an autonomous vehicle, the human machine interface or operator interface used to communicate with such autonomous technology or any other aspect of the autonomous vehicle or autonomous technology which is regulated by the Department of Motor Vehicles or the National Highway Traffic Safety Administration.

Sec. 22. Each common motor carrier or contract motor carrier that uses an autonomous vehicle to provide transportation services shall maintain insurance provided by an insurance company licensed by the Division of Insurance of the Department of Business and Industry and approved to do business in this State or a broker licensed pursuant to chapter 685A of NRS, procured directly from a nonadmitted insurer, as defined in NRS 685A.0375, or a program of self-insurance which meets criteria established by the Authority in an amount of $5,000,000 or more for bodily injury to or death of one or more persons and injury to
or destruction of property of others in any one accident or motor
vehicle crash that occurs during the operation of an autonomous
vehicle.

Sec. 23. Each autonomous vehicle used under NRS 706.011
to 706.791, inclusive, and sections 16 to 25, inclusive, of this act
must meet the requirements imposed by the Authority, the
Department of Motor Vehicles, the Department of Transportation
and the National Highway Traffic Safety Administration and the
provisions of chapter 482A of NRS.

Sec. 24. The operator of an autonomous vehicle shall:

1. Not permit the autonomous vehicle to remain at a taxicab
stand unless it is being held out for hire.

2. Discourage passengers from entering or leaving the
autonomous vehicle from the left side except at the left curb of a
one-way street or while the autonomous vehicle is parked
perpendicularly to a curb.

3. Not load or unload passengers or luggage at an
intersection or crosswalk or at any place in any manner that will
interfere with the orderly flow of traffic.

4. Not carry more passengers in the front seat or in a back
seat of the autonomous vehicle than are authorized by the
manufacturer’s recommendations.

5. Use the autonomous vehicle in accordance with all
applicable state and local laws and regulations and with due
regard for the safety, comfort and convenience of the passengers
and of the general public.

Sec. 25. If a violation of NRS 706.011 to 706.791, inclusive,
and sections 16 to 25, inclusive, of this act is the result of the
failure of an autonomous vehicle, autonomous technology, human
machine interface or operator interface, the Administrator shall
impose a sanction or require corrective action, or both, in
accordance with the regulations adopted pursuant to section 5 of
this act.

Sec. 26. “Autonomous technology” has the meaning
ascribed to it in NRS 482A.025.

Sec. 27. “Autonomous vehicle” has the meaning ascribed to
it in NRS 482A.030.

Sec. 28. “Human machine interface” has the meaning
ascribed to it in section 2 of this act.

Sec. 29. “Operator interface” has the meaning ascribed to it
in section 4 of this act.

Sec. 30. “Operator of an autonomous vehicle” means the
certificate holder under whose certificate of public convenience
and necessity an autonomous vehicle is operated.
Sec. 31. 1. The Taxicab Authority shall authorize a certific ate holder to use an autonomous vehicle or autonomous technology if:
   (a) The autonomous vehicle has been pursuant to chapter 482A of NRS and the regulations adopted pursuant thereto;
   (b) The certificate holder has provided insurance as required by NRS 706.8828 and section 32 of this act and the regulations adopted pursuant to NRS 482.100 and 706.88181; and
   (c) The autonomous vehicle or autonomous technology will comply with the requirements of sections 706.881 to 706.885, inclusive, and sections 26 to 34, inclusive, of this act, and any regulations adopted pursuant thereto.

2. The Taxicab Authority shall adopt regulations providing for the substitution of autonomous vehicles for traditional taxicabs in the operations of a certificate holder under the jurisdiction of the Taxicab Authority or for the approval of the use of autonomous vehicles or autonomous technology. The regulations adopted pursuant to this subsection may not regulate the autonomous technology used in an autonomous vehicle, the human machine interface or operator interface used to communicate with such autonomous technology or any other aspect of the autonomous vehicle or autonomous technology which is regulated by the Department of Motor Vehicles or the National Highway Traffic Safety Administration.

Sec. 32. Each certificate holder that uses an autonomous vehicle as a taxicab shall maintain insurance provided by an insurance company licensed by the Division of Insurance of the Department of Business and Industry and approved to do business in this State or a broker licensed pursuant to chapter 685A of NRS, procured directly from a nonadmitted insurer, as defined in NRS 685A.0375, or a program of self-insurance which meets criteria established by the Taxicab Authority in an amount of $5,000,000 or more for bodily injury to or death of one or more persons and injury to or destruction of property of others in any one accident or motor vehicle crash that occurs during the operation of an autonomous vehicle.

Sec. 33. Each autonomous vehicle used under NRS 706.881 to 706.885, inclusive, and sections 26 to 34, inclusive, of this act, must meet all requirements imposed by the Taxicab Authority, the Department of Motor Vehicles, the Department of Transportation and the National Highway Traffic Safety Administration and the provisions of chapter 482A of NRS.

Sec. 34. The operator of an autonomous vehicle shall:
   1. Not permit the autonomous vehicle to remain at a taxicab stand unless it is being held out for hire.
2. Discourage passengers from entering or leaving the autonomous vehicle from the left side except at the left curb of a one-way street or while the autonomous vehicle is parked perpendicularly to a curb.

3. Not load or unload passengers or luggage at an intersection or crosswalk or at any place in any manner that will interfere with the orderly flow of traffic.

4. Not carry more passengers in the front seat or in a back seat of the autonomous vehicle than are authorized by the manufacturer’s recommendations.

5. Use the autonomous vehicle in accordance with all applicable state and local laws and regulations and with due regard for the safety, comfort and convenience of the passengers and of the general public.

Sec. 35. NRS 706.011 is hereby amended to read as follows:

706.011 As used in NRS 706.011 to 706.791, inclusive, and sections 16 to 25, inclusive, of this act, unless the context otherwise requires, the words and terms defined in NRS 706.013 to 706.146, inclusive, and sections 16 to 20, inclusive, of this act have the meanings ascribed to them in those sections.

Sec. 36. NRS 706.124 is hereby amended to read as follows:

706.124 “Taxicab” means a vehicle which is not operated over a fixed route, is designed or constructed to accommodate and transport not more than six passengers, including the driver if the vehicle is not an autonomous vehicle, and:

1. Uses a taximeter or some other device, method or system to indicate and determine the passenger fare charged for the distance traveled;

2. Is used in the transportation of passengers or light express, or both, for which a charge or fee is received; or

3. Is operated in any service which is held out to the public as being available for the transportation of passengers from place to place in the State of Nevada.

Sec. 37. NRS 706.2885 is hereby amended to read as follows:

706.2885 1. A certificate of public convenience and necessity, permit or license issued in accordance with this chapter is not a franchise and may be revoked.

2. The Authority may at any time, for good cause shown, after investigation and hearing and upon 5 days’ written notice to the grantee, suspend any certificate, permit or license issued in accordance with the provisions of NRS 706.011 to 706.791, inclusive, and sections 16 to 25, inclusive, of this act for a period not to exceed 60 days.

3. Upon receipt of a written complaint or on its own motion, the Authority may, after investigation and hearing, revoke any
certificate, permit or license. If service of the notice required by subsection 2 cannot be made or if the grantee relinquishes the grantee’s interest in the certificate, permit or license by so notifying the Authority in writing, the Authority may revoke the certificate, permit or license without a hearing.

4. Except as otherwise provided in NRS 706.1519, the proceedings thereafter are governed by the provisions of chapter 233B of NRS.

Sec. 38. NRS 706.756 is hereby amended to read as follows:

706.756 1. Except as otherwise provided in subsection 2, any person who:

(a) Operates a vehicle or causes it to be operated in any carriage to which the provisions of NRS 706.011 to 706.861, inclusive, and sections 16 to 25, inclusive, of this act apply without first obtaining a certificate, permit or license, or in violation of the terms thereof;

(b) Fails to make any return or report required by the provisions of NRS 706.011 to 706.861, inclusive, and sections 16 to 25, inclusive, of this act or by the Authority or the Department pursuant to the provisions of NRS 706.011 to 706.861, inclusive, and sections 16 to 25, inclusive, of this act;

(c) Violates, or procures, aids or abets the violating of, any provision of NRS 706.011 to 706.861, inclusive, and sections 16 to 25, inclusive, of this act;

(d) Fails to obey any order, decision or regulation of the Authority or the Department;

(e) Procures, aids or abets any person in the failure to obey such an order, decision or regulation of the Authority or the Department;

(f) Advertises, solicits, proffers bids or otherwise is held out to perform transportation as a common or contract carrier in violation of any of the provisions of NRS 706.011 to 706.861, inclusive, and sections 16 to 25, inclusive, of this act;

(g) Advertises as providing:

(1) The services of a fully regulated carrier; or

(2) Towing services,

without including the number of the person’s certificate of public convenience and necessity or contract carrier’s permit in each advertisement;

(h) Knowingly offers, gives, solicits or accepts any rebate, concession or discrimination in violation of the provisions of this chapter;

(i) Knowingly, willfully and fraudulently seeks to evade or defeat the purposes of this chapter;

(j) Operates or causes to be operated a vehicle which does not have the proper identifying device;
(k) Displays or causes or permits to be displayed a certificate, permit, license or identifying device, knowing it to be fictitious or to have been cancelled, revoked, suspended or altered;

(l) Lends or knowingly permits the use of by one not entitled thereto any certificate, permit, license or identifying device issued to the person so lending or permitting the use thereof; or

(m) Refuses or fails to surrender to the Authority or Department any certificate, permit, license or identifying device which has been suspended, cancelled or revoked pursuant to the provisions of this chapter.

is guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than $100 nor more than $1,000, or by imprisonment in the county jail for not more than 6 months, or by both fine and imprisonment.

2. Any person who, in violation of the provisions of NRS 706.386, operates as a fully regulated common motor carrier without first obtaining a certificate of public convenience and necessity or any person who, in violation of the provisions of NRS 706.421, operates as a contract motor carrier without first obtaining a permit is guilty of a misdemeanor and shall be punished:

(a) For a first offense within a period of 12 consecutive months, by a fine of not less than $500 nor more than $1,000. In addition to the fine, the person may be punished by imprisonment in the county jail for not more than 6 months.

(b) For a second offense within a period of 12 consecutive months and for each subsequent offense that is committed within a period of 12 consecutive months of any prior offense under this subsection, by a fine of $1,000. In addition to the fine, the person may be punished by imprisonment in the county jail for not more than 6 months.

3. Any person who, in violation of the provisions of NRS 706.386, operates or permits the operation of a vehicle in passenger service without first obtaining a certificate of public convenience and necessity is guilty of a gross misdemeanor.

4. If a law enforcement officer witnesses a violation of any provision of subsection 2 or 3, the law enforcement officer may cause the vehicle to be towed immediately from the scene and impounded in accordance with NRS 706.476.

5. The fines provided in this section are mandatory and must not be reduced under any circumstances by the court.

6. Any bail allowed must not be less than the appropriate fine provided for by this section.

Sec. 39. NRS 706.781 is hereby amended to read as follows:

706.781 In addition to all the other remedies provided by NRS 706.011 to 706.861, inclusive, and sections 16 to 25, inclusive, of
this act for the prevention and punishment of any violation of the
provisions thereof and of all orders of the Authority or the
Department, the Authority or the Department may compel
compliance with the provisions of NRS 706.011 to 706.861,
inclusive, and sections 16 to 25, inclusive, of this act and with the
orders of the Authority or the Department by proceedings in
mandamus, injunction or by other civil remedies.

Sec. 40. NRS 706.881 is hereby amended to read as follows:
706.881 1. The provisions of NRS 372B.160 and 706.8811 to
706.885, inclusive, and sections 26 to 34, inclusive, of this act
apply to any county:
(a) Whose population is 700,000 or more; or
(b) For whom regulation by the Taxicab Authority is not
required, if the board of county commissioners of the county has
enacted an ordinance approving the inclusion of the county within
the jurisdiction of the Taxicab Authority.
2. Upon receipt of a certified copy of such an ordinance from a
county for whom regulation by the Taxicab Authority is not
required, the Taxicab Authority shall exercise its regulatory
authority pursuant to NRS 706.8811 to 706.885, inclusive, and
sections 26 to 34, inclusive, of this act within that county.
3. Within any such county, the provisions of this chapter which
confer regulatory authority over taxicab motor carriers upon the
Nevada Transportation Authority do not apply.

Sec. 41. NRS 706.8811 is hereby amended to read as follows:
706.8811 As used in NRS 706.881 to 706.885, inclusive, and
sections 26 to 34, inclusive, of this act, unless the context otherwise
requires, the words and terms defined in NRS 706.8812 to
706.8817, inclusive, and sections 26 to 30, inclusive, of this act
have the meanings ascribed to them in those sections.

Sec. 42. NRS 706.8814 is hereby amended to read as follows:
706.8814 “Driver” means an individual who operates a taxicab
and includes a certificate holder when the certificate holder operates
a taxicab. The term does not include a certificate holder when the
certificate holder acts as the operator of an autonomous vehicle.

Sec. 43. NRS 706.8816 is hereby amended to read as follows:
706.8816 1. “Taxicab” means a motor vehicle or vehicles
which is designed or constructed to accommodate and transport not
more than six passengers, including the driver if the motor
vehicle is not an autonomous vehicle, and:
(a) Uses a taximeter or some other device, method or system to
indicate and determine the passenger fare charged;
(b) Is used in the transportation of passengers or light express or
both for which a charge or fee is received; or
(c) Is operated in any service which is held out to the public as being available for the transportation of passengers from place to place in the State of Nevada.

2. “Taxicab” does not include a motor vehicle of:
   (a) A common motor carrier.
   (b) A contract motor carrier which operates along fixed routes.
   (c) An employer who operates the vehicle for the transportation of the employees of that employer, whether or not the employees pay for the transportation.

Sec. 44. NRS 706.8846 is hereby amended to read as follows:

706.8846 With respect to a passenger’s destination, a driver or an operator of an autonomous vehicle shall not:
1. Deceive or attempt to deceive any passenger who rides or desires to ride in the [driver’s] taxicab [of the driver or operator].
2. Convey or attempt to convey any passenger to a destination other than the one directed by the passenger.
3. Take a longer or slower route to the passenger’s destination than is necessary, unless approved by or specifically requested so to do by the passenger.
4. Fail to comply with the reasonable and lawful requests of the passenger as to speed of travel and route to be taken.

Sec. 45. NRS 706.8847 is hereby amended to read as follows:

706.8847 1. A driver or an operator of an autonomous vehicle shall not refuse or neglect to transport any orderly person to that person’s destination if:
   (a) That person requests the driver or operator to transport the person; and
   (b) The requested destination is within the area allocated to the certificate holder who employs the driver [or operator].
2. Subsection 1 does not apply if the driver or operator of an autonomous vehicle can show beyond a reasonable doubt that:
   (a) The driver or operator has good reason to fear for the [driver’s] personal safety [of the driver or operator];
   (b) The taxicab has been previously engaged by another person; or
   (c) The driver or operator is forbidden by law or regulation to carry the person requesting transportation.

Sec. 46. NRS 706.8848 is hereby amended to read as follows:

706.8848 1. Except as otherwise provided in subsection 3, if a driver or an operator of an autonomous vehicle violates any provision of NRS 706.8844 to 706.8847, inclusive, the Administrator may impose the following sanctions:
   (a) First offense: Warning notice or a fine of not more than $100, or both warning and fine.
(b) Second offense: 1 to 3 days’ suspension of a driver’s permit or a fine of not more than $200, or both suspension and fine.
(c) Third offense: 4 to 6 days’ suspension of a driver’s permit or a fine of not more than $300, or both suspension and fine.
(d) Fourth offense: 10 days’ suspension of a driver’s permit or a fine of not more than $500, or both suspension and fine.
(e) Fifth offense: Revocation of a driver’s permit or a fine of not more than $500, or both revocation and fine.
2. Only violations occurring in the 12 months immediately preceding the most current violation shall be considered for the purposes of subsection 1. The Administrator shall inspect the record of the driver or operator of an autonomous vehicle for that period to compute the number of offenses committed.
3. If a violation is the result of a failure of an autonomous vehicle, autonomous technology, human machine interface or operator interface, the Administrator shall impose a sanction or require corrective action, or both, in accordance with the regulations adopted pursuant to section 5 of this act.
4. The Administrator shall conduct a hearing prior to suspension or revocation of a driver’s permit or imposing a fine under this section or NRS 706.8849.
5. Nothing in this section shall be construed to require the operator of an autonomous vehicle or any passenger in an autonomous vehicle used without a human operator to obtain a driver’s permit.

Sec. 47. NRS 706.885 is hereby amended to read as follows:

706.885 1. Any person who knowingly makes or causes to be made, either directly or indirectly, a false statement on an application, account or other statement required by the Taxicab Authority or the Administrator or who violates any of the provisions of NRS 706.881 to 706.885, inclusive, and sections 26 to 34, inclusive, of this act is guilty of a misdemeanor.
2. The Taxicab Authority or Administrator may at any time, for good cause shown and upon at least 5 days’ notice to the grantee of any certificate or driver’s permit, and after a hearing unless waived by the grantee, penalize the grantee of a certificate to a maximum amount of $15,000 or penalize the grantee of a driver’s permit to a maximum amount of $500 or suspend or revoke the certificate or driver’s permit granted by the Taxicab Authority or Administrator, respectively, for:

(a) Any violation of any provision of NRS 706.881 to 706.885, inclusive, and sections 26 to 34, inclusive, of this act or any regulation of the Taxicab Authority or Administrator.
(b) Knowingly permitting or requiring any employee to violate any provision of NRS 706.881 to 706.885, inclusive, and sections 26 to 34, inclusive, of this act or any regulation of the Taxicab Authority or Administrator.

If a penalty is imposed on the grantee of a certificate pursuant to this section, the Taxicab Authority or Administrator may require the grantee to pay the costs of the proceeding, including investigative costs and attorney’s fees.

3. When a driver or certificate holder fails to appear at the time and place stated in the notice for the hearing, the Administrator shall enter a finding of default. Upon a finding of default, the Administrator may suspend or revoke the license, permit or certificate of the person who failed to appear and impose the penalties provided in this chapter. For good cause shown, the Administrator may set aside a finding of default and proceed with the hearing.

4. Any person who operates or permits a taxicab to be operated in passenger service without a certificate of public convenience and necessity issued pursuant to NRS 706.8827, is guilty of a gross misdemeanor. If a law enforcement officer witnesses a violation of this subsection, the law enforcement officer may cause the vehicle to be towed immediately from the scene.

5. The conviction of a person pursuant to subsection 1 does not bar the Taxicab Authority or Administrator from suspending or revoking any certificate, permit or license of the person convicted. The imposition of a fine or suspension or revocation of any certificate, permit or license by the Taxicab Authority or Administrator does not operate as a defense in any proceeding brought under subsection 1.

Sec. 48. Chapter 706A of NRS is hereby amended by adding thereto the provisions set forth as sections 49 to 57, inclusive, of this act.

Sec. 49. “Autonomous technology” has the meaning ascribed to it in NRS 482A.025.

Sec. 50. “Autonomous vehicle” has the meaning ascribed to it in NRS 482A.030.

Sec. 51. “Human machine interface” has the meaning ascribed to it in section 2 of this act.

Sec. 52. “Operator interface” has the meaning ascribed to it in section 4 of this act.

Sec. 53. “Operator of an autonomous vehicle” means the holder of a permit issued by the Authority under which an autonomous vehicle is operated.
Sec. 54. 1. The Authority shall authorize a transportation network company to use an autonomous vehicle or autonomous technology if:
   (a) The autonomous vehicle has been pursuant to Chapter 482A of NRS and the regulations adopted pursuant thereto;
   (b) The company has provided insurance as required by NRS 690B.470 and section 55 of this act and the regulations adopted pursuant to NRS 482A.100 and 706A.100; and
   (c) The autonomous vehicle or autonomous technology will comply with the requirements of this chapter and any regulations adopted pursuant thereto.

2. The Authority shall adopt regulations providing for the substitution of autonomous vehicles for drivers in the operations of a transportation network company under the jurisdiction of the Authority or for the approval of the use of autonomous vehicles or autonomous technology. The regulations adopted pursuant to this subsection:
   (a) Must specify conditions for the safe and economical use of autonomous vehicles by a transportation network company; and
   (b) May not regulate the autonomous technology used in an autonomous vehicle or the human machine interface or operator interface used to communicate with such autonomous technology.

Sec. 55. Each transportation network company that uses an autonomous vehicle to provide transportation services shall maintain insurance provided by an insurance company licensed by the Division of Insurance of the Department of Business and Industry and approved to do business in this State or a broker licensed pursuant to chapter 685A of NRS, procured directly from a nonadmitted insurer, as defined in NRS 685A.0375, or a program of self-insurance which meets criteria established by the Authority in an amount of $5,000,000 or more for bodily injury to or death of one or more persons and injury to or destruction of property of others in any one accident or motor vehicle crash that occurs during the operation of an autonomous vehicle.

Sec. 56. Each autonomous vehicle used under this chapter must meet all requirements imposed by the Authority, the Department of Motor Vehicles, the Department of Transportation and the National Highway Traffic Safety Administration and the provisions of chapter 482A of NRS.

Sec. 57. The operator of an autonomous vehicle shall:
1. Not permit the autonomous vehicle to remain at a taxicab stand, or a similar location designated for use by transportation network companies, unless it is being held out for hire.
2. Discourage passengers from entering or leaving the autonomous vehicle from the left side except at the left curb of a
one-way street or while the autonomous vehicle is parked perpendicularly to a curb.

3. Not load or unload passengers or luggage at an intersection or crosswalk or at any place in any manner that will interfere with the orderly flow of traffic.

4. Not carry more passengers in the front seat or in a back seat of the autonomous vehicle than are authorized by the manufacturer’s recommendations.

5. Use the autonomous vehicle in accordance with all applicable state and local laws and regulations and with due regard for the safety, comfort and convenience of the passengers and of the general public.

Sec. 58. NRS 706A.020 is hereby amended to read as follows:

706A.020 As used in this chapter, unless the context otherwise requires, the words and terms defined in NRS 706A.030 to 706A.060, inclusive, and sections 49 to 53, inclusive, of this act have the meanings ascribed to them in those sections.

Sec. 59. NRS 706A.050 is hereby amended to read as follows:

706A.050 “Transportation network company” or “company” means an entity that uses a digital network or software application service to connect a passenger to:

1. A driver who can provide transportation services to the passenger; or

2. An autonomous vehicle to provide transportation services to the passenger.

Sec. 60. NRS 706A.060 is hereby amended to read as follows:

706A.060 “Transportation services” means the transportation by a driver or an autonomous vehicle of one or more passengers between points chosen by the passenger or passengers and prearranged through the use of the digital network or software application service of a transportation network company. The term includes only the period beginning when a driver or an operator of an autonomous vehicle accepts a request by a passenger for transportation through the digital network or software application service of a transportation network company and ending when the last such passenger fully disembarks from the motor vehicle operated by the driver or operator of an autonomous vehicle.

Sec. 61. NRS 706A.130 is hereby amended to read as follows:

706A.130 1. Upon receipt of a completed application and upon a determination by the Authority that an applicant meets the requirements for the issuance of a permit to operate a transportation network company, the Authority shall issue to the applicant within 30 days a permit to operate a transportation network company in this State.
2. In accordance with the provisions of this chapter, a permit issued pursuant to this section:

(a) Authorizes a transportation network company to connect one or more passengers through the use of a digital network or software application service to:[a]

1. A driver who can provide transportation services[4]; or
2. An autonomous vehicle to provide transportation services.

(b) Authorizes a transportation network company to make its digital network or software application service available to one or more drivers to receive connections to potential passengers from the company in exchange for the payment of a fee by the driver to the company.

(c) Does not authorize a transportation network company or any driver to engage in any activity otherwise regulated pursuant to chapter 706 of NRS other than the activity authorized by this chapter.

3. Nothing in this chapter prohibits the issuance of a permit to operate a transportation network company to a person who is regulated pursuant to chapter 706 of NRS if the person submits an application pursuant to NRS 706A.120 and meets the requirements for the issuance of a permit.

Sec. 62. NRS 706A.170 is hereby amended to read as follows:

706A.170 1. In accordance with the provisions of this chapter, a transportation network company which holds a valid permit issued by the Authority pursuant to this chapter may, on behalf of a driver or for the transportation services provided using an autonomous vehicle, charge a fare for transportation services provided to a passenger by the driver or autonomous vehicle.

2. If a fare is charged, the company must disclose the rates charged by the company and the method by which the amount of a fare is calculated:

(a) On an Internet website maintained by the company; or
(b) Within the digital network or software application service of the company.

3. If a fare is charged, the company must offer to each passenger the option to receive, before the passenger enters the motor vehicle of a driver or the autonomous vehicle, as applicable, an estimate of the amount of the fare that will be charged to the passenger.

4. A transportation network company may accept payment of a fare only electronically. A transportation network company or a driver shall not solicit or accept cash as payment of a fare.
5. A transportation network company shall not impose any additional charge for a driver who provides transportation services to a person with a physical disability because of the disability or for providing transportation services using an autonomous vehicle to a person with a physical disability because of the disability.

6. The Authority may adopt regulations establishing a maximum fare that may be charged during an emergency, as defined in NRS 414.0345.

Sec. 63. NRS 706A.180 is hereby amended to read as follows:

706A.180 1. A transportation network company shall not allow a driver to be connected to potential passengers and shall not connect potential passengers to an autonomous vehicle using the digital network or software application service of the company if the motor vehicle operated by the driver to provide transportation services:

(a) Is not in compliance with all federal, state and local laws concerning the operation and maintenance of the motor vehicle.

(b) Has less than four doors.

(c) Is designed to carry more than eight passengers, including the driver, if applicable.

(d) Is a farm tractor, mobile home, recreational vehicle, semitractor, semitrailer, trailer, bus, motorcycle or tow car.

2. A transportation network company shall inspect or cause to be inspected every motor vehicle used by a driver to provide transportation services before allowing the driver to use the motor vehicle to provide transportation services and not less than once each year thereafter:

(a) Motor vehicle used by a driver to provide transportation services before allowing the driver to use the motor vehicle to provide transportation services and not less than once each year thereafter.

(b) Autonomous vehicle used to provide transportation services before allowing the use of the autonomous vehicle to provide transportation services and not less than once each year thereafter.

3. The inspection required by subsection 2 must include, without limitation, an inspection of the foot and emergency brakes, steering, windshield, rear window, other glass, windshield wipers, headlights, tail lights, turn indicator lights, braking lights, front seat adjustment mechanism, doors, horn, speedometer, bumpers, muffler, exhaust, tires, rear view mirrors and safety belts of the vehicle which ensures the proper functioning of each component.

Sec. 64. NRS 706A.200 is hereby amended to read as follows:

706A.200 1. For each instance in which a driver provides transportation services to a passenger, the transportation network company which connected the passenger to the driver shall provide to the passenger, before the passenger enters the motor vehicle of a driver, a photograph of the driver who will provide the
transportation services and the license plate number of the motor
vehicle operated by the driver.

2. For each instance in which a transportation network
company connects a passenger to an autonomous vehicle to
provide transportation services to the passenger, the company
shall provide to the passenger, before the passenger enters the
autonomous vehicle, a photograph of the autonomous vehicle and
the license plate number of the autonomous vehicle.

3. The information required by this section must be provided to
the passenger:
   1. On an Internet website maintained by the company; or
   2. Within the digital network or software application
service of the company.

Sec. 65. NRS 706A.210 is hereby amended to read as follows:
706A.210 A transportation network company which connected
a passenger to a driver or an autonomous vehicle shall, within a
reasonable period following the provision of transportation services
by the driver or using the autonomous vehicle to the passenger,
transmit to the passenger an electronic receipt, which must include,
without limitation:
1. A description of the point of origin and the destination of the
transportation services;
2. The total time for which transportation services were
provided;
3. The total distance traveled; and
4. An itemization of the fare, if any, charged for the
transportation services.

Sec. 66. NRS 706A.230 is hereby amended to read as follows:
706A.230 1. A transportation network company shall
maintain the following records relating to the business of the
company for a period of at least 3 years after the date on which the
record is created:
(a) Trip records;
(b) Driver records, autonomous vehicle records and vehicle
inspection records;
(c) Records of each complaint and the resolution of each
complaint; and
(d) Records of each accident or other incident that involved a
driver or an autonomous vehicle and was reported to the
transportation network company.
2. Each transportation network company shall make its records
available for inspection by the Authority upon request and only as
necessary for the Authority to investigate complaints. This
subsection does not require a company to make any proprietary
information available to the Authority. Any records provided to the
Authority are confidential and must not be disclosed other than to employees of the Authority.

Sec. 67. NRS 706A.270 is hereby amended to read as follows:

706A.270  1. Each transportation network company shall provide to the Authority reports containing information relating to motor vehicle crashes involving drivers affiliated with the company or autonomous vehicles providing transportation services for the company which occurred in this State while the driver was providing transportation services or logged into the digital network or software application service of the company and available to receive requests for transportation services or the autonomous vehicle was providing transportation services. The reports required by this subsection must contain the information identified in subsection 2 and be submitted:

(a) For all crashes that occurred during the first 6 months that the company operates within this State, on or before the date 7 months after the company was issued a permit.

(b) For all crashes that occurred during the first 12 months that the company operates within this State, on or before the date 13 months after the company was issued a permit.

2. The reports submitted pursuant to subsection 1 must include, for the period of time specified in subsection 1:

(a) The number of motor vehicle crashes which occurred in this State involving such a driver or autonomous vehicle;

(b) The highest, lowest and average amount paid for bodily injury or death to one or more persons that occurred as a result of such a crash; and

(c) The highest, lowest and average amount paid for damage to property that occurred as a result of such a crash.

3. The Authority shall collect the reports submitted by transportation network companies pursuant to subsection 1 and determine whether the limits of coverage required pursuant to NRS 690B.470 are sufficient. The Authority shall submit a report stating whether the limits of coverage required pursuant to NRS 690B.470 are sufficient and containing the information, in an aggregated format which does not reveal the identity of any person, submitted by transportation network companies pursuant to subsection 1 since the last report of the Authority pursuant to this subsection:

(a) To the Legislative Commission on or before December 1 of each odd-numbered year.

(b) To the Director of the Legislative Counsel Bureau for transmittal to the Nevada Legislature on or before December 1 of each even-numbered year.
Sec. 68. NRS 706A.300 is hereby amended to read as follows:

706A.300  1. Except as otherwise provided in subsection 4, if the Authority determines that a transportation network company or driver has violated the terms of a permit issued pursuant to this chapter or any provision of this chapter or any regulations adopted pursuant thereto, the Authority may, depending on whether the violation was committed by the company, the driver, or both:

(a) If the Authority determines that the violation is willful and endangers public safety, suspend or revoke the permit issued to the transportation network company;
(b) If the Authority determines that the violation is willful and endangers public safety, impose against the transportation network company an administrative fine in an amount not to exceed $100,000 per violation;
(c) Prohibit a person from operating as a driver; or
(d) Impose any combination of the penalties provided in paragraphs (a), (b) and (c).
2. To determine the amount of an administrative fine imposed pursuant to paragraph (b) or (d) of subsection 1, the Authority shall consider:

(a) The size of the transportation network company;
(b) The severity of the violation;
(c) Any good faith efforts by the transportation network company to remedy the violation;
(d) The history of previous violations by the transportation network company; and
(e) Any other factor that the Authority determines to be relevant.
3. Notwithstanding the provisions of NRS 193.170, a person who violates any provision of this chapter is not subject to any criminal penalty for such a violation.

4. If a violation is the result of a failure of an autonomous vehicle, autonomous technology, human machine interface or operator interface, the Authority shall impose a sanction or require corrective action, or both, in accordance with the regulations adopted pursuant to section 5 of this act.

Sec. 69. NRS 706A.310 is hereby amended to read as follows:

706A.310  1. Except as otherwise provided in subsection 2, a local governmental entity shall not:

(a) Impose any tax or fee on a transportation network company operating within the scope of a valid permit issued by the Authority pursuant to this chapter, a driver who has entered into an agreement with such a company, or a vehicle operated by such a driver or for transportation services provided by such a driver or an autonomous vehicle used to provide transportation services or for
transportation services provided using such an autonomous vehicle.

(b) Require a transportation network company operating within the scope of a valid permit issued by the Authority pursuant to this chapter to obtain from the local government any certificate, license or permit to operate within that scope or require a driver who has entered into an agreement with such a company to obtain from the local government any certificate, license or permit to provide transportation services.

(c) Impose any other requirement upon a transportation network company or a driver which is not of general applicability to all persons who operate a motor vehicle within the jurisdiction of the local government.

2. Nothing in this section:

(a) Prohibits a local governmental entity from requiring a transportation network company or driver to obtain from the local government a business license or to pay any business license fee in the same manner that is generally applicable to any other business that operates within the jurisdiction of the local government.

(b) Prohibits an airport or its governing body from requiring a transportation network company or a driver to:

1. Obtain a permit or certification to operate at the airport;
2. Pay a fee to operate at the airport; or
3. Comply with any other requirement to operate at the airport.

(c) Exempts a vehicle operated by a driver or an autonomous vehicle from any tax imposed pursuant to NRS 354.705, 371.043 or 371.045.

3. The provisions of this chapter do not exempt any person from the requirement to obtain a state business registration issued pursuant to chapter 76 of NRS. A transportation network company shall notify each driver of the requirement to obtain a state business registration issued pursuant to chapter 76 of NRS and the penalties for failing to obtain a state business registration.

Sec. 70. This act becomes effective:

1. Upon passage and approval for the purpose of adopting regulations and performing any other preparatory administrative tasks that are necessary to carry out the provisions of this act; and

2. On January 1, 2018, for all other purposes.