

AUG 19 '25 FILED

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I.

II.

DC and VV submit that authorizing this pilot program is in the public interest because it will allow a passenger to select transportation, via a TNC app, that is performed by a taxicab. By doing so, the passenger and the driver are provided the rate in advance of the trip and given the option to

1 accept of decline the taxi trip. DC and VV submit that the utilization of a TNC app to connect a
2 passenger to a taxi is no different than Universal Dispatch or Kabit sending trips to member taxicab
3 companies. Most important, as stated by zTrip and Deluxe, the objective of the pilot is to
4 demonstrate the multiple benefits the taxi industry and the traveling public will receive from
5 allowing a TNC to dispatch taxi rides.

6 III.

7 Support for Pilot Program

8 To ensure the pilot is consistent with the TA's expectation, DC and VV hereby agree to provide
9 regular reports to the TA regarding the trips performed, the corresponding pricing and whether any
10 complaints or objections have been received during the pilot. Additionally, DC and VV note that this
11 practice – of allowing a passenger to hail a taxi using a TNC app – is currently in place in major
12 cities across the United States.

13 IV.

14 Terms of Pilot Program

15 In approved to participate in the pilot program, DC and VV agree to provide any and all reports
16 as required by the TA including but not limited to:

- 17 • The fare(s) charged by the TNC to the taxi customer(s)
- 18 • The payment the TNC remits to the driver
- 19 • The taximeter fare that the customer would have been charged
- 20 • Customer feedback

21 V.

22 Authority

23 DC and VV request to participate in the proposed pilot program as a means of determining
24 whether this will increase taxi ridership and be beneficial to both passengers and drivers. If the pilot
25 program is authorized, it will provide the TA with the ability to see how close the TNC rates are to
26 the currently approved meter rate. See, NAC 706.461. Additionally, the pilot will be in the public
27 interest as it will provide greater opportunities for residents to obtain taxi rides off the Strip and
28 away from Reid Airport. Therefore, DC and VV assert that good cause exists to deviate from NAC

1 706.461, during the pilot program and allow a passenger to hail a ride using a TNC app. See, NAC
2 706.876.

3 VI.

4 Conclusion

5 In conclusion, approval of this pilot program will benefit the traveling public by allowing taxis
6 in Clark County to provide expanded taxi services and increase ridership without compromising
7 safety (i.e. permitted drivers, cameras in the car, mandatory vehicle maintenance, etc.). For the
8 reasons set forth herein, Desert Cab and Virgin Valley request authority to engage in the pilot
9 program currently being considered by the TA.

10 DATED this 18th day of August 2025.

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13 George T. Balaban
14 Desert Cab and Virgin Valley Taxi
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BEFORE THE NEVADA TRANSPORTATION AUTHORITY

Whittlesea - Henderson
ATTN: Cheryl Gibbons
1910 Industrial Road
Las Vegas, NV 89102

A-Cab
ATTN: Mike Malloy
1500 Searles Avenue
Las Vegas, NV 89101

Deluxe
ATTN: Richard Flaven
6055 Emerald Ave.
Las Vegas, NV 89122

Lucky/Western/Nellis Cab
ATTN: Desiree Dante
4195 W. Diablo , Las Vegas, NV 89118

Nellis Cab
ATTN: Michelle Langille
4195 W. Diablo
Las Vegas, NV 89118

Yellow Checker Star
ATTN: Michael Bailin
5225 W. Post Road
Las Vegas, NV 89118

New Cab Co.
ATTN: Michael Bailin
5225 W. Post Road
Las Vegas, NV 89118