

PROPOSED AMENDMENTS TO NAC CHAPTER 706

Section 1. Definitions

As used in these regulations, unless the context otherwise requires:

- **"Electronic Ride Hailing System"** means the digital network or software application used to connect a passenger to a driver for transportation services.
 - **"First-Party (1P) Taxi Technology"** means an electronic ride hailing system owned, operated, or contracted directly by a certificate holder to dispatch taxicabs under the certificate holder's standard tariff.
 - **"Third-Party (3P) TNC Integration"** means the technical integration of a Transportation Network Company's (TNC) digital network with a certificate holder's taxi technology vendor, enabling TNC-originated ride requests to be received through the taxi's existing technology interface.
+2
 - **"Upfront Fare"** means a fixed charge for transportation services specified to a passenger and accepted before the trip begins.
+1
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Section 2. Codification of 3P TNC Integration

1. **Integration Pathway:** A certificate holder may enter into an agreement with a **taxi technology vendor** to facilitate 3P TNC integration. This integration shall serve as the exclusive digital interface for a driver to receive TNC-originated trips while operating a taxicab.
+1
 2. **Technical Architecture:** The 3P integration must allow the TNC's software to communicate directly with the taxi technology vendor's system to:
 - Facilitate passenger connections via wireless mobile devices.
 - Transmit complete statements of terms, conditions, and upfront charges for review.
 - Record and present documentation of the fare charged.
 - Process payments through an electronic payment processing system.+1
 3. **Vendor Agnosticism:** The Administrator shall approve any taxi technology vendor that demonstrates the technical capacity to integrate with a TNC digital network while maintaining compliance with state data and reporting standards.
+1
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Section 3. Operational Rates and Upfront Pricing

1. **TNC-Originated Fares:** A taxicab providing services via an approved 3P TNC integration may charge an **Upfront Fare** determined by the TNC. This fare is permitted to deviate from the standard meter tariff approved by the Authority.
+4
 2. **1P Taxi App Fares:** A first party taxi technology utilizing its own electronic ride hailing system (1P) may offer an Upfront Fare to passengers, provided the calculation methodology is filed with and approved by the Authority.
 3. **Disclosure:** All upfront fares must be disclosed to the passenger before the trip commences.
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Section 4. Driver Conduct and Restrictions

1. **Prohibition of Direct 1P TNC App Usage:** It is unlawful for a driver to log into, remain active on, or accept trips from a TNC-branded mobile application (1P TNC App) while operating a taxicab or while the taximeter is in "vacant" or "hired" status.
 2. **Exclusive Interface:** All TNC-originated ride requests must be received and processed solely through the approved 3P TNC integration on the taxi technology vendor's hardware or interface.
 3. **Opt-Out Rights:** A taxicab driver shall have the absolute right to opt out of receiving 3P TNC-originated ride offers without penalty or adverse action from the certificate holder or technology vendor.
 4. **Dispatch Transparency:** The integrated system must allow the driver to evaluate the TNC offer before accepting or declining the request.
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Section 5. Reporting and Compliance

1. **Annual Statistical Review:** On or before July 15th of each year, the Administrator shall prepare and submit a report to the Authority.
2. **Report Contents:** The report must include:
 - A statistical review of passenger trips completed via 3P TNC integration.
 - A comparison of average revenue per trip between 3P integrated trips and standard meter hauls.