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DEPARTMENT OF BUSINESS AND INDUSTRY
NEVADA TRANSPORTATION AUTHORITY

REQUEST FOR INFORMATION/QUALIFICATIONS
To provide information on a computerized real-time data system for the taxicab and charter limousine industries.

Overview and Scope
The Nevada State Legislature passed, and Nevada Governor Brian Sandoval signed, Senate Bill 430; a measure concerning safety and technology enhancements in the for-hire vehicle industry. As a result of this measure, Nevada Department of Business and Industry divisions, Nevada Transportation Authority (Authority) and Nevada Taxicab Authority (Taxicab Authority), are requesting information regarding proposals to implement technological improvements in safety, reliability and efficiency, including the implementation of a computerized real-time data system to assist the Authority and Taxicab Authority in carrying out their duties. The system will be utilized by all taxicab operators and charter limousine operators in Clark County (Las Vegas), Nevada and shall provide cooperative dispatch and electronic hailing services; capable of collecting in real-time, from an onboard diagnostic device utilizing a global positioning system, the location and telemetric and operating data for the vehicle; and keep an electronic version of a the daily trip sheet.

Regulatory Background
The Taxicab Authority is charged with the responsibility of regulating the taxicab industry in Clark County, Nevada. There are currently 16 taxicab companies in Clark County; employing approximately 9,000 drivers and operating a taxicab fleet of approximately 3,000 vehicles.

The Authority is responsible for the statewide regulation of various transportation industries including, but not limited to: the tow car industry, the household goods moving industry, the taxicab industry outside of Clark County, the charter bus industry, and the charter limousine industry. There are currently 40 charter limousine companies in Clark County that operate a total fleet of approximately 1,200 vehicles.

Specific Requirements

- **For taxicabs operating under the authority of Nevada Taxicab Authority:**

  o The computerized real-time data system must, at a minimum, satisfy the following criteria:
    1. While a taxicab is in service the system must be capable of collecting in real-time from the onboard computer of the taxicab, by wireless access through the onboard diagnostic port or other means, the vehicle identification number and operating and telemetric data for the vehicle.

2. While a taxicab is in service, the system must be capable of collecting in real-time, from an onboard diagnostic device capable of using a global positioning system that is installed in the taxicab or any other onboard computer software system capable of using a global positioning system that is installed in the taxicab, the location of the taxicab by latitude and longitude, a record of the time at which the taxicab is at that location and operating and telemetric data for the vehicle.

3. The system must be capable of allowing the driver of a taxicab, while the taxicab is in service, to register in the system, at the beginning and end of each shift, his or her identity and the number of his or her driver's permit.

4. The system must be capable of allowing, in a manner prescribed by the Taxicab Authority, a certificate holder to digitally associate a taxicab with a temporary or permanent medallion for the purpose of verifying the validity of a temporary or permanent medallion pursuant to NRS 706.88183. As used in this paragraph, "medallion" has the meaning ascribed to it in NRS 706.88183.

5. The system must be capable of presenting, in real-time to the Taxicab Authority, searchable histories, in both a format that displays the information and data in tables and a digital map format that displays streets and highways, of:
    i. The information and data described previously; and
    ii. The information described in NRS 706.8844.

6. The system must be capable of presenting to a passenger, through an application on a mobile device or on an interactive, digital display or other onboard system in the taxicab, sufficient information for the passenger to select and direct the driver to the passenger's desired destination by the passenger's desired route. The information must include, without limitation, sufficient information for the passenger to:
    i. Select the shortest route by time or distance to the passenger's desired destination;
    ii. Select a multi-segment trip directed by the passenger;
    iii. Select the least expensive route to the passenger's desired destination; and
    iv. Make a digital record of the passenger's selection that is accessible during and after the trip by the passenger, the Taxicab Authority, the driver and the certificate holder.

7. The system must be capable of presenting to the driver, through an application on a mobile device or an interactive, digital display or other onboard system in the taxicab, sufficient information for the driver to:

i. Determine the shortest route by time or distance to the passenger's desired destination and the least expensive route to the passenger's desired destination;

ii. Follow a multi-segment, passenger-directed trip by the least expensive route to the passenger's desired destination; and

iii. Allow the passenger to make a digital record of a selection of a desired route to the passenger's destination that is accessible during and after the trip by the passenger, the Taxicab Authority, the driver and the certificate holder.

8. The system must be capable of allowing passengers to register comments and complaints with the Taxicab Authority, the driver and the certificate holder, through an application on a mobile device or an interactive digital display screen or other onboard system in the taxicab.

9. The system must be capable of assisting the Taxicab Authority in the development of additional preventive measures to detect, investigate and deter the practice of transporting a passenger to a selected destination by a route that is more expensive than necessary under the circumstances of the trip.

10. The system must be capable of providing to the Taxicab Authority reliable real-time and historic information concerning service demands, market data, vehicle usage, wait times and customer complaints and comments for use by the Taxicab Authority to make decisions concerning the allocation of medallions pursuant to 706.88237, 706.8824 and 706.88245.

11. The system must be capable of allowing certificate holders to use the system to provide cooperative dispatch and electronic hailing services to the public.

**As used these sections, "real-time" means the transmission of information at a rate no longer than once every 6 seconds, unless the Taxicab Authority authorizes a longer rate while a taxicab is experiencing a low volume of trips.

- **For limousines operating under the authority of Nevada Transportation Authority:**

  o The computerized real-time data system must, at a minimum, satisfy the following criteria:

    1. While a vehicle is in service, the system must be capable of collecting in real-time from the onboard computer of the vehicle, by wireless access through the onboard diagnostic port or other means, the vehicle identification number and the operating and telemetric data for the vehicle.

    2. While a vehicle is in service the system must be capable of collecting in real-time, from an onboard diagnostic device capable of using a global positioning system that is installed in the vehicle or

any other onboard computer software system capable of using a global positioning system that is installed in the vehicle, the location of the vehicle by latitude and longitude, a record of the time at which the vehicle is at that location and operating and telemetric data for the vehicle.

3. The system must be capable of allowing the operator of a vehicle, while the vehicle is in service, to register in the system, at the beginning and end of each shift, his or her identity and the number of his or her permit or certificate of public convenience and necessity.

4. The system must be capable of allowing, in a manner prescribed by the Authority, a holder of a certificate of public convenience and necessity to digitally associate himself or herself with a vehicle for which the Authority has issued a certificate, license or other authorization.

5. The system must be capable of presenting, in real-time to the Authority, searchable histories of the information and data described in this subsection in both a format that displays the information and data in tables and a digital map format that displays streets and highways.

6. The system must be capable of presenting to a passenger, through an application on a mobile device or an interactive, digital display or other onboard system in the vehicle, sufficient information for the passenger to select and direct the operator of the vehicle to the passenger's desired destination by the passenger's desired route. The information must include, without limitation, sufficient information for the passenger to:
    i.   Select the shortest route by time or distance to the passenger's desired destination;
    ii. Select a multi-segment trip directed by the passenger;
    iii. Select the least expensive route to the passenger's desired destination; and
    iv. Make a digital record of the passenger's selection that is accessible during and after the trip by the passenger, the Authority, the operator and the holder of the certificate of public convenience and necessity.

7. The system must be capable of presenting to the operator of the vehicle, through an application on a mobile device or an interactive, digital display or other onboard system in the vehicle, sufficient information for the operator to:
    i.   Determine the shortest route by time or distance to the passenger's desired destination and the least expensive route to the passenger's desired destination;
    ii. Follow a multi-segment, passenger-directed trip by the least expensive route to the passenger's desired destination; and

       iii.   Allow the passenger to make a digital record of a selection of a desired route to the passenger's destination that is accessible during and after the trip by the passenger, the Authority, the operator and the holder of the certificate of public convenience and necessity.

8. The system must be capable of allowing a passenger to register comments and complaints with the Authority, the operator of the vehicle and the holder of the certificate of public convenience and necessity, through an application on a mobile device or an interactive digital display screen or other onboard system in the vehicle.

9. The system must be capable of assisting the Authority in the development of additional preventive measures to detect, investigate and deter the practice of transporting a passenger to a selected destination by a route that is more expensive than necessary under the circumstances of the trip.

10. The system must be capable of providing to the Authority reliable real-time and historic information concerning service demands, market data, vehicle usage, wait time and customer complaints and comments.

11. The system must be capable of allowing holders of a certificate of public convenience and necessity to use the system to provide cooperative dispatch and electronic hailing services to the public.

**As used in these sections, "real-time" means the transmission of information at a rate no longer than once every 6 seconds, unless the Authority authorizes a longer rate while a taxicab is experiencing a low volume of trips.

Special Provisions

- The Authority and the Taxicab Authority shall not use the information and data collected from the onboard computer of the vehicle, by wireless access through the onboard diagnostic port or other means, pursuant to paragraphs (1) or (2) related to the Authority and Taxicab Authority, for any purpose other than the purposes set forth in those paragraphs unless the Authority and/or the Taxicab Authority have adopted regulations governing the additional use.

- The Authority and the Taxicab Authority may operate the computerized real-time data system implemented pursuant Section 5, subsection 3 of Senate Bill 430 or enter into an agreement for the provision of such service. If the Authority and/or Taxicab Authority enter into such an agreement, the Authority and Taxicab Authority shall ensure that all the information and data collected by the computerized real-time data system is under the control of the Authority or Taxicab Authority.

- Responses to this Request for Information/Qualifications must be received at the following locations no later than Tuesday, November 12, 2013:

- o **Nevada Taxicab Authority**
  Charles D. Harvey, Administrator
  1785 East Sahara Ave., Suite #200
  Las Vegas, NV 89104

- o **Nevada Transportation Authority**
  Andrew J. MacKay, Chairman
  2290 South Jones Blvd., Suite #110
  Las Vegas, NV 89143

- The Authority and the Taxicab Authority assume no responsibility for any other use of this document. Participation in this process is strictly voluntary and neither the Authority nor the Taxicab Authority will reimburse participants for any costs in connection therewith.

Public Records

- All responses to this request will become the property of the Authority and Taxicab Authority and will become subject to the Nevada Public Records Act (Nevada Revised Statutes Chapter 239 et seq.). Elements of responses that are deemed to be trade secrets or exempt from law from disclosure shall be prominently marked as "Trade Secret," "Confidential," or "Proprietary," and will not be subject to public disclosure. The Authority and Taxicab Authority shall not be deemed liable or responsible for the disclosure or production of such documents, including, but not limited to, those document that are marked as above if disclosure is deemed to be required by law or by Court order. Respondents shall provide explanation as to why certain Items that are notated as exempt from disclosure shall be deemed as such by the Authority or the Taxicab Authority.