

## DISCLAIMER

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**6. The Authority may not suspend or revoke a certificate, permit or license or impose any other penalties authorized by NRS 706.011 to 706.791, inclusive, and sections 2 to 11, inclusive, of this act which are contrary to existing Federal Law and regulation. If the person aggrieved by the decision of the Authority seeks judicial review pursuant to the provisions of chapter 233B of NRS and the court determines that the law or regulation enforced by the Authority was contrary to Federal Law or Regulation, then the Authority must reimburse the Certificate holder all Attorney fees and court costs incurred.**

Intent for amendment:

Over the past few years, the TSA has been expanding its scope of authority in excess of its statutory authority. Its decisions have been increasingly arbitrary and capricious, which indicates that the TSA has lost its impartiality. The TSA has exceeded its scope of authority far beyond what is outlined in Federal Law Title 4a, 4, Part B, and even beyond current NRS laws and NAC regulations. The TSA has no incentive to stay within the law as it is written, since it does not suffer any consequences of straying from the written law; they are judge, jury and executioner. I am proposing this amendment to give the TSA real incentive to only enforce laws which truly fall within their scope of authority, and to protect those tow car companies that are regulated by the TSA.

Prepared by Clark Whitney, Manager, Quality Towing

I have been asked to testify on behalf of the following towing companies:

Action Towing  
AM PM Towing  
B & E Auto Towing  
City Wide Towing  
Custom Towing  
D & D Towing  
Keystone Towing  
Milne Towing  
Quality Towing  
SST Towing  
Stateline Towing  
Sunrise Towing  
Valley Wide Towing