

**MINUTES OF THE  
SENATE COMMITTEE ON GROWTH AND INFRASTRUCTURE**

**Eighty-first Session  
May 3, 2021**

The Senate Committee on Growth and Infrastructure was called to order by Vice Chair Chris Brooks at 3:30 p.m. on Monday, May 3, 2021, Online and in Room 2144 of the Legislative Building, Carson City, Nevada. [Exhibit A](#) is the Agenda. All exhibits are available and on file in the Research Library of the Legislative Counsel Bureau.

**COMMITTEE MEMBERS PRESENT:**

Senator Dallas Harris, Chair  
Senator Chris Brooks, Vice Chair  
Senator Pat Spearman  
Senator Scott Hammond  
Senator Keith F. Pickard

**GUEST LEGISLATORS PRESENT:**

Assemblywoman Sandra Jauregui, Assembly District No. 41  
Assemblyman Steve Yeager, Assembly District No. 9

**STAFF MEMBERS PRESENT:**

Susan Scholley, Policy Analyst  
Eileen O'Grady, Counsel  
Paula Peters, Committee Secretary

**OTHERS PRESENT:**

Chip Seigel III, Chief Legal Officer, Vegas Golden Knights  
Kim Frank, President, Vegas Golden Knights Foundation  
David Goldwater, Kaptyn Nevada, LLC  
Andrew Meyers, President and CEO, Kaptyn Nevada, LLC  
Piper Overstreet, Uber Technologies, Inc.

VICE CHAIR BROOKS:

We will open the hearing on Assembly Bill (A.B.) 123.

**ASSEMBLY BILL 123**: Revises provisions governing special license plates indicating support for the Vegas Golden Knights hockey team. (BDR 43-797)

ASSEMBLYWOMAN SANDRA JAUREGUI (Assembly District No. 41):  
I am proud to present Assembly Bill 123.

Nine days after the tragedy of October 1, 2017, the Vegas Golden Knights played their inaugural opening home game at T-Mobile Arena. The Vegas Golden Knights united and brought hope to our city and provided an escape that helped us heal. Since then, the Vegas Golden Knights and its foundation have been loyal supporters of our first responders. The Knights have donated \$1 million to the Las Vegas Metropolitan Police Department and work enthusiastically every day to inspire our community.

The Golden Knights Foundation works to secure the future of the Las Vegas military, first responders and their families, especially people who have suffered a sacrifice for the greater good. The Foundation has donated bikes to families in need during the holidays. It has hosted Thanksgiving food drives, built homes for local veterans and awarded grants to teachers to upgrade their virtual teaching technology.

The Foundation has established a grant program that awards \$50,000 twice a year to the five charities that fall within each of the Foundation's giving pillars, health and wellness, education, military, hunger and homelessness, and youth.

The Foundation has supported over 150 charities and organizations, including 24 relating to first responders and veteran support, 14 dealing with hunger and homelessness, and 42 that strengthen education efforts. In all, the Foundation has donated close to \$3 million to our community, including donating \$1.2 million to persons in need and affected by the Covid-19 pandemic.

Assembly Bill 123 will allow the Foundation to continue the good work it does in our community. The current fee for the Vegas Golden Knights special license plate is \$35 for the initial issuance and \$10 for the renewal. No additional fees are generated by the license plate, so the Vegas Golden Knight Foundation does not receive any fees generated by the special license plates.

I want to emphasize that the Foundation receives zero dollars from the fees collected for the special license plates. If you look on the Department of Motor Vehicles website, all charitable license plates show how much is collected and what portion goes to the chosen charity. Only one organization is not collecting fees, and that is the Vegas Golden Knights Foundation. The website states, "This plate does not support a charitable cause" which is misleading, since the Foundation does not receive any fees from the license plates, but it supports charitable causes.

Assembly Bill 123 will add an additional \$10 fee to both the \$10 initial issuance fee and the \$10 renewal fee to the license plate so that the dollars can go to the Foundation and help continue its good work.

ASSEMBLYMAN STEVE YEAGER (Assembly District No. 9):

Anybody who knows me appreciates how much of a die-hard Vegas Golden Knights fan I am. I grew up in Minnesota and Michigan, and hockey has been in my blood for a very long time. I enjoyed attending hockey games of both the University of Michigan and Cornell University. I do not have the skills to play hockey, but I enjoy watching it and attending games at the T-Mobile Arena whenever I can.

I used to be a fervent Detroit Redwings fan, but my allegiance shifted when Las Vegas was fortunate enough to land the expansion Golden Knights in the 2017-2018 NHL Season. The team continues to make Nevada proud by its play on the ice and its contributions to our community. When I attend games at the T-Mobile Arena, I purchase tickets to the 51/49 raffle where 51 percent goes to the winner and 49 percent goes to the Vegas Golden Knights Foundation.

I have never won and my chances are slim, but the raffle money goes to a good cause. During the pandemic, the stadium closed down, later reopened at limited capacity and has yet to resume operating at full capacity. The Foundation revenue from the 51/49 raffle ticket sales has suffered due to these pandemic restrictions.

The Vegas Golden Knights license plate will continue to be one of the least expensive specialty license plates available with the \$10 increase to support the Foundation, whereas most of the other license plates charge an additional \$25. People who have the plates, or plan to obtain them, will gladly pay an additional \$10 annually to support the Vegas Golden Knights Foundation.

I urge your support to ensure the Foundation remains healthy and can continue to do the good work it has done over the past few years. "Go Knights, go!"

CHIP SEIGEL III (Chief Legal Officer, Vegas Golden Knights):

The Vegas Golden Knights is one of the most popular organizations in Las Vegas. In Nevada, 51,000 Vegas Golden Knights license plates have been issued. The bill will impose an additional \$10 fee only on people who want to increase their support of the Vegas Golden Knights Foundation.

It is a win for the State as it will potentially increase revenue for the General Fund based on the additional sales of the Vegas Golden Knights license plates. It is a win for the Foundation since the devastating effects of the Covid-19 pandemic obliterated Foundation funds, and it will help replenish them. It is a win for the Vegas Golden Knights. As the team gains popularity, its name becomes more valuable, and additional public exposure is good for the team.

It is a win for the public. The Foundation's support of community service is widespread. It supports everything from firefighters and first responders to children's organizations. It is a winning situation for everyone involved.

KIM FRANK (President, Vegas Golden Knights Foundation):

The Vegas Golden Knights Foundation has been continuously giving to the community, \$15 million to date, even during the Covid-19 pandemic when it stopped hosting events. During the pandemic, Vegas Golden Knights owner Bill Foley donated his money to help the Foundation continue to give back to the community.

If the Foundation was to receive the additional \$10 for each license plate, it will help grow programming to take care of immediate needs, such as food and support for children and others in need in Las Vegas.

The Vegas Golden Knights players are extremely passionate about giving back to the community. They feel the love on the ice, and they love to give back to the community off the ice.

The Foundation has been involved with Opportunity Village. It is partnering with the Boys and Girls Club of Southern Nevada and has committed over \$300,000 to build a ball hockey rink in an underserved community. The Vegas Golden Knights players will not only financially help with the building of

the ball hockey rink, they will participate in programming with local police officers as well to grow the game and show different ways to be successful in the community.

Many opportunities exist for the Foundation to give back to the Community. The Foundation loves giving back to the community and the bill will help it give back even more.

SENATOR PICKARD:

I had no idea that the pandemic had affected the Foundation's revenue. It may be an existential question as to whether it can continue without the fee increase, but since it is voluntary, I will support the bill.

CHAIR HARRIS:

No questions, only a comment, "Go Knights, go!"

ASSEMBLYWOMAN SANDRA JAUREGUI:

In the words of my colleague Assemblyman Yeager and the members of the Committee, "Go Knights, go!"

VICE CHAIR BROOKS:

We will close the hearing on A.B. 123.

CHAIR HARRIS:

We will open the hearing on A.B. 444.

**ASSEMBLY BILL 444 (1st Reprint)**: Revises provisions governing limousines.  
(BDR 58-1020)

DAVID GOLDWATER (Kaptyn Nevada, LLC):

I am here on behalf of Kaptyn and presenting A.B. 444 as amended by the proposed amendment ([Exhibit B](#)).

Kaptyn is a large, regulated transportation company with a certificate of public convenience (CPCN) and was presented with a challenge. Las Vegas is one of the premier destinations for travel and tourism, yet some of the transportation network companies (TNC) are not able to offer their full cadre of services. Uber, for example, is unable to offer its Uber Black service and, in the future, potentially its Uber Green service because of a prohibition in the law.

The prohibition is that a regulated transportation company with a certificate of public convenience cannot have a driver who is not an employee, and an employee of a TNC cannot work for a certificated carrier. When presented with that, Kaptyn realized a statutory change was needed and worked with Legislators who introduced A.B. 444 to remove the prohibition.

The proposed amendment, [Exhibit B](#), by Uber, which I submitted, does not substantially change the bill. The amendment provides technical changes to ensure that the responsibilities required of the driver are not required of the driver, the company and the TNC. The bill establishes one point for responsibility, for example, the collection of excise taxes, licensing and the like.

ANDREW MEYERS (President and CEO, Kaptyn Nevada, LLC):

Kaptyn is proud to be a CPCN provider regulated by the Nevada Transportation Authority (NTA), operating approved motor carriers in the State. Kaptyn works with multiple other affiliates within the State to provide the best level of transportation for Nevada, specifically the southern valley.

A few years ago, Kaptyn was reviewing the regulatory statute of the market and saw a challenge: TNCs operating only with independent contractor drivers and CPCN limo motor carriers operating only with employee chauffeurs. It causes a gap in the ability to provide less vehicles and more efficiency to meet growing demands in the market.

The TNCs have brought an immense amount of mobile application technology, convenience and consumer optionality to the industry, but that has also resulted in more vehicles on our streets during peak times. The CPCN motor carriers performing TNC premium demand service with highly insured licensed vehicles and well-trained driver employees is the best solution to reduce traffic congestion and improve customer experience.

The bill allows companies like Kaptyn and other limousine motor carriers to employ more full-time drivers who have to go through a rigorous background check and training. Kaptyn is proud of that and will continue to do that as the employer.

Ample opportunity exists coming out of the pandemic whereby job creation will provide each driver with income security, accountability and the opportunity to receive benefits and provide for their families.

A Kaptyn vehicle could take a direct path in charter reservation and fulfill that charter reservation from point A to point B. Upon drop-off of that charter reservation, Kaptyn wants the opportunity for that vehicle and that driver to be available on a TNC premium app platform. It will aid in efficiency of vehicle utilization, reduction in traffic congestion, reduction in carbon emission with certain CPCN carriers switching to electric vehicles, and enhance the customer experience due to trained and managed driver employees.

Kaptyn is not asking to prohibit anything around independent contractor status on the TNCs. Kaptyn is asking that A.B. 444 allow TNC's demand to be received and filled by a licensed CPCN motor carrier.

Kaptyn is a company that supports a future of sustainable vehicles and a sustainable environment. Kaptyn is one of the few companies, not just in Nevada but around the world, that has made an effort in its core values and mission to move away from internal combustion vehicles and switch to sustainable and electric vehicles.

Kaptyn already has sustainable electric vehicles operating in the Las Vegas Valley and is excited to grow its fleet efficiently while working in coordination with the NTA and its partners in Nevada.

SENATOR PICKARD:

I appreciate the conversation we had prior to the meeting. The one piece I cannot quite reconcile is how we prevent serving two masters. We have the regulated carrier also working within an entirely separate regulatory scheme.

You provided me with an explanation that I thought was satisfactory but upon additional consideration, I cannot quite make it fit. The drivers are employees of the regulated carriers, and the rules do not allow cross connection. What I do not see is how the bill allows the driver to work for the limousine service provider and still work under the TNC paradigm.

Can you explain the practical side? How does it work so that we do not have a driver or a company potentially subject to conflicting regulatory schemes?

MR. GOLDWATER:

The bill redefines "driver." It is a new class and not so much from the regulatory aspect but more in terms of where the rides come from. Now to get a ride, you

can call the company or if you are in the porte cochere at the MGM or other hotel, perhaps the valet might refer you to the certificated carrier and a TNC can refer a ride into a certificated vehicle.

The new class of drivers will create responsibilities for each party involved. A contract will be required between the limousine motor carrier and the TNC. The limousine motor carrier may pay a fee to the TNC. The TNC is then responsible for various regulatory matters mainly under the certificated carrier. For example, the TNC is required to collect the excise tax.

MR. MEYERS:

The driver is only subject to employment and management by the CPCN motor carrier. Kaptyn has a relationship with a TNC in Nevada. The details of that relationship are that the TNC has amassed a large amount of consumer demand. The TNC specializes in marketing and consumer usage through its mobile application.

Kaptyn's side of the relationship is that it specializes in recruitment, onboarding, training and management of full-time driver employees. It also specializes in the ability to work with the NTA on an ongoing basis to ensure that its vehicles are properly regulated and insured. Kaptyn has ongoing standard safety measures that include state-of-the-art safety technology and a dedicated department responsible for the vehicles transporting consumers.

The driver is employed by Kaptyn or another CPCN carrier 100 percent of the time. What before was only independent contractor work, Kaptyn will now fulfill with fully trained and background checked driver employees of Kaptyn or another regulated CPCN in highly commercially insured CPCN vehicles.

SENATOR PICKARD:

My concern is from a legislative standpoint where different statutes are governing one industry. I will use a family law example because it is my most recent experience.

We have child custody laws strewn across multiple sections of the statute. Paternity is under *Nevada Revised Statutes* (NRS) 126, child custody and visitation are under NRS 125C, and support is under NRS 125 and NRS 125B. Theoretically, the Legislature keeps the statutes in line, but historically we have done a poor job, and we sometimes build in conflicts.



I envision it happening in a manyfold way between two arguably competing regulatory bodies. The NTA may create certain regulations that benefit and support its operation whereas the TNCs may create a very different set of regulations.

We are talking about taking limousine drivers who remain regulated under the NTA or taxicab authority, whichever one it is, and then at the same time subjecting them to regulation under the TNCs. Unless we have two separate operations that can maintain that separation, my fear is that we run the risk of creating a beast that is serving two masters and thus serving neither.

I am not antagonistic to the bill. I am thinking through the permutation. My concern is that by passing the bill without clear regulatory authority and designations of who is responsible for what, we may be creating a quagmire for the operator who is trying to make a living.

MR. GOLDWATER:

The TNCs are regulated by the same regulator as the CPCN carriers. Both understand the scope of these regulations and how they interact. The bill will require both companies to have a contract. The bill as amended is a step in the right direction for improving the transportation situation in our valley.

MR. MEYERS:

I want to clarify what Mr. Goldwater stated. *Nevada Revised Statutes 706* governs the NTA and all CPCN motor carriers, and all TNCs are in NRS 706A, so that a clear regulation is in place. The CPCN motor carriers and the TNC companies are governed by the same authority, NRS 706 for the motor carriers and NRS 706A for the TNCs.

With the passage of A.B. 444, the CPCN-governed motor carrier will be able to fulfill demand generated by a TNC-governed company.

SENATOR SPEARMAN:

I am trying to get a handle on what it will be. Will the bill require a contract for something like a finder's fee? That may be oversimplifying it, but I am trying to understand what the bill will do.

MR. GOLDWATER:

The nature of the bill is so that the limousine drivers employed by a certificated carrier can accept rides from a TNC.

For example, Uber is a TNC that offers various options of services outside of Nevada. Two of these services are the Uber Black service, offering rides in higher-end vehicles, and the Uber Green service, offering rides in electric or sustainable vehicles.

When you arrive in Nevada and want to select one of these two services, it is not an option because you cannot have an employee of a certificated carrier accept rides from TNCs. The bill will change that.

CHAIR HARRIS:

Regarding the necessity of the bill, what in NRS prevents you from entering into these contracts and hammering out details about who pays what?

MR. GOLDWATER:

The regulator will be able to tell you more, but on the TNC side, part of the *Nevada Administrative Code* (NAC) states that you are an independent contractor, not a full-time employee of a limousine company. On the limousine service provider side, part of the NAC states that its employees cannot have outside employment and retain the status of the driver. It is disjointed but a clear prohibition from both the TNC side and its relationship with the driver and on the side of the limousine service providers which are certificated motor carriers.

CHAIR HARRIS:

In practice, how would it work? If I want to catch an UberX or a limousine service through my Uber app, would I still be picked up on the second floor of the airport? Will there be a separate pickup location for that? What would it look like?

MR. MEYERS:

Kaptyn is attempting—in its relationship with its TNC provider and in concert with the Department of Aviation, the Las Vegas Convention Center and major resorts it has contracted with on The Strip—to work to assess more seamless, elevated options for the user's convenience.

Take, for example, a resort property with many differing locations for TNC pickups. The CPCN limousine motor carriers have preferred curbside pickup locations. It is a better customer experience for premier TNC customers to be picked up at preferred CPCN limousine motor carrier areas by a driver employee and a highly insured CPCN limousine vehicle.

Kaptyn needs more favorable pickup locations. Kaptyn trusts that its relationship with the TNC motor carriers that have an existing relationship with that property will enable Kaptyn to use the preferred pickup location for more seamless convenience for the customer.

The bill will ultimately allow trained, managed professional full-time chauffeurs to continue to deliver more safe, convenient and pleasurable ridership to the demand market.

The TNC needs to work hard to build their demand market. By bridging that gap with A.B. 444, less vehicles will be needed to do more trips which is invaluable in the marketplace. As Las Vegas recovers from the pandemic, we are seeing airline traffic and occupancy levels rise, which is great for the economy and needed in the valley.

Kaptyn is trying to get ahead of the opportunity and be an elevated and sustainable bloodline of the economy to ensure that our tourists, our locals, our convention goers, our anticipated Raider fans and our Knights fans arrive at their destinations on time with high levels of varying convenience.

PIPER OVERSTREET (Uber Technologies, Inc.):

Uber Technologies, Inc., is in support of A.B. 444 pending adoption of the proposed amendment, [Exhibit B](#), which was designed to offer clarity in terms of regulatory authority. The bill will allow customers the option to choose a premium electric vehicle via a TNC app creating an enhanced customer experience and providing a more environmentally conscious transportation option for TNC riders.

CHAIR HARRIS:

We will close the hearing on A.B. 444. We will move to the work session on A.B. 54.

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**ASSEMBLY BILL 54 (1st Reprint)**: Creates the Advisory Committee on Traffic Safety within the Department of Transportation. (BDR 35-350)

SUSAN SCHOLLEY (POLICY ANALYST):

I will read from the work session document ([Exhibit C](#)) for A.B. 54.

SENATOR PICKARD:

I recall there being discussion about the Advisory Committee itself, and the point was made that the Minority Party was not given a seat on the Advisory Committee except as a possibility under the catchall, "other members." I was under the impression an amendment would make that clear. Am I to assume since it says none on amendments that the amendment was not made?

CHAIR HARRIS:

There have been no amendments submitted to the bill. You are referring to Senator Hammond's comments during the Committee hearing.

SENATOR PICKARD:

I remembered it was an important change. I will be voting no on the bill without that amendment.

CHAIR HARRIS:

For the record, the appointment is made by the Majority Leader and does not suggest that it must be a member of the Majority Party.

SENATOR PICKARD:

I cannot imagine that in today's political environment that a Majority Leader of either party would suggest someone outside of their influence and control be on an advisory committee. It is customary when we are creating these committees to have the Majority Leader and the Minority Leader appoint someone. I am not suggesting necessarily equal numbers. But where the bill could put one party in total control of the Committee is generally a bad idea, so I will be voting no without that amendment.

CHAIR HARRIS:

There is nothing prohibiting a member from the Minority Party being appointed.

SENATOR SPEARMAN:

It is customary that even though the language might say the Majority Leader, like in other committees, the Minority Leader in consultation with the Majority Leader puts forth the names of his or her party members to serve.

It was that way in 2015 when the Democrats were in the minority and for the most part it has continued to be that way. I am unaware of a committee that exists now, or that existed in the last Floor sessions, where Majority and Minority Leaders have not met in consultation to suggest which of their members would participate on the committee.

I struggled with Senator Hammond's comments and would appreciate him explaining his reservation.

SENATOR HAMMOND:

My hesitation was due to seeing more legislation, not necessarily an interim committee, where you do make suggestions. The Minority Party appoints members from the Minority Party, and the Majority Party chooses and places people on committees from the Majority Party.

This is an Advisory Committee, and A.B. 54 spells out exactly who is to be on the committee to ensure expertise in certain areas. The Majority Party makes a recommendation for an appointment. In the past, we have seen that both Majority and Minority Parties have made appointments to these kinds of committees. These are not the regular Legislative Committees.

Sometimes the Advisory Committee has two members from the Majority Party and one member from the Minority Party. Having one member from the Minority Party provides a Committee contact for the Minority Party and increases the flow of communication.

It is the second bill I have encountered during the Session, and others have noted other bills in their committees, that designate appointing a smaller committee. To have the smaller committee, the Minority Party is taken out of the equation. My earlier point was that we need to reverse that.

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SENATOR PICKARD:

In 2017, I introduced A.B. No. 278 of the 79th Session which created the Committee to Review Child Support Guidelines. We were careful to make sure we included majority and minority appointments in the bill for that reason.

I may be able to trust Senator Spearman to make an appointment that would include a Minority Party member, but I would not trust any of her successors, whichever party might be the Majority Party.

It is important we make it clear through our language that we intend to include a minority view, and the bill does not do that. We are deviating from custom in that we do not specify the Minority Party. Given the proclivities of the Session, I cannot support the bill without that amendment.

SENATOR BROOKS MOVED TO DO PASS A.B. 54.

SENATOR SPEARMAN SECONDED THE MOTION.

SENATOR HAMMOND:

I will vote no for now, but I will continue to consider it and see what happens.

THE MOTION CARRIED. (SENATORS HAMMOND AND PICKARD VOTED NO.)

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CHAIR HARRIS:

We will move to the work session on A.B. 118.

**ASSEMBLY BILL 118 (2nd Reprint)**: Revises provisions relating to the transportation of children in motor vehicles. (BDR 43-209)

Ms. SCHOLLEY:

I will read from the work session document ([Exhibit D](#)) for A.B. 118.

SENATOR BROOKS MOVED TO DO PASS A.B. 118.

SENATOR SPEARMAN SECONDED THE MOTION.

SENATOR HAMMOND:

I appreciate the sponsor's desire to protect the life of young children. She has a good heart and has done a lot of work to get the bill where it needs to be. I appreciate that it requires a child less than 57 inches tall be secured in a child restraint system, but I struggle with many other parts of the bill. I do not support taking away decision-making from parents and others.

SENATOR PICKARD:

I agree with Senator Hammond's comments. I did not appreciate the copresenter suggesting that kids could just flop their legs over the sides of the car seat and be cramped and that somehow that was acceptable. It made me remember all the road trips I took with my kids in car seats, and that is not a tenable argument.

The 57-inch requirement makes sense, but removing the weight requirement for children under 6 years of age does not because the reality is that kids are different sizes.

We need to not be so quick to criminalize reasonable conduct. When we take away parents' discretion and criminalize behavior, that goes too far. I will be voting no as well.

THE MOTION CARRIED. (SENATORS HAMMOND AND PICKARD VOTED NO.)

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CHAIR HARRIS:

We will move to the work session on A.B. 413.

**ASSEMBLY BILL 413 (1st Reprint)**: Requires the Department of Transportation to establish an Advisory Working Group to Study Certain Issues Related to Transportation during the 2021-2022 interim. (BDR S-458)

Ms. SCHOLLEY:

I will read from the work session document ([Exhibit E](#)) for A.B. 413.

SENATOR BROOKS:

There were comments made during the Committee hearing on the bill on the inclusion of other industries or other representatives, and I was fully supportive of that. I want to reiterate that it is a minimum of 20 persons but not more than 30 persons, and it delineates a number of the 20 persons.

Opportunities exist for other industries and other advocates to be involved in the conversation. I am comfortable with moving forward on the bill even in light of the Committee member comments. I agree with and am supportive of the bill and the 30-person limit.

CHAIR HARRIS:

I will note that 10 out of the possible 30 persons are delineated.

SENATOR PICKARD:

During the hearing, it was said that the 20 persons who are not delineated and serving on the Advisory Working Group will be fully engaged, and I trust their ability to interject. I will be supporting the bill.

SENATOR SPEARMAN:

Today during the Senate Commerce and Labor Committee meeting hearing on A.B. 207, Barry Gold from AARP was speaking about the importance of making sure that we are looking at the needs of the growing silver-haired population in Nevada. The Disabled American Veterans and the United Veterans Legislative Council spoke as well. I strongly support the equity piece of the bill because in many of the areas where we have either mass or public transportation, not a lot of thought is given to the communities mentioned in terms of how to serve them and who should serve them.

**ASSEMBLY BILL 207 (1st Reprint)**: Provides that certain businesses which offer goods or services through an Internet website, mobile application or other electronic medium are places of public accommodation. (BDR 54-567)

I will support the bill.

SENATOR BROOKS MOVED TO DO PASS A.B. 413.

SENATOR SPEARMAN SECONDED THE MOTION.



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THE MOTION CARRIED UNANIMOUSLY.

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CHAIR HARRIS:

There being no further business, the meeting will adjourn at 4:36 p.m.

RESPECTFULLY SUBMITTED:

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Paula Peters,  
Committee Secretary

APPROVED BY:

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Senator Dallas Harris, Chair

DATE: \_\_\_\_\_

EXHIBIT SUMMARY				
Bill	Exhibit Letter	Begins on Page	Witness / Entity	Description
	A	1		Agenda
A.B. 444	B	1	David Goldwater / Kaptyn Nevada, LLC	Proposed Amendment
A.B. 54	C	1	Susan Scholley	Work Session Document
A.B. 118	D	1	Susan Scholley	Work Session Document
A.B. 413	E	1	Susan Scholley	Work Session Document