

MEMBERS PRESENT

Chairman Sena  
Vice Chairman Glover  
Mr. FitzPatrick  
Mrs. Hayes  
Mr. Polish  
Mr. Prengaman  
Mr. Stewart  
Mrs. Wagner  
Mrs. Westall

GUESTS PRESENT

Robert Hartwig, Regional Manager, Las Angeles, General Motors  
Fred W. Bowditch, Environmental Staff, General Motors  
Lee Ridgeway, General Motors, Sacramento  
James J. Avance, Administrator, Taxicab Authority

Chairman Sena called the meeting to order at 3 p.m. Mr. FitzPatrick introduced the guests from General Motors Corporation.

Mr. Hartwig made an informative presentation on emission controls to the committee, using descriptive slides in connection with his discussion. The emission control systems used by General Motors were described from the time of "no controls" to the projected 1982 controls to be installed in conformance with the Environmental Protection Agency regulations. Following the presentation, Mr. Hartwig responded to questions from committee members regarding various aspects of emission control systems.

A.B. 269 - Revises provisions of law regulating operation of taxicabs.

Mr. Avance appeared in support of this legislation. Mr. Avance explained the duties and responsibilities of the Taxicab Authority in regulating taxicabs in any county in Nevada with an excess of 200,000 population.

Page 1 and 2 of A.B. 269 gives legislative sanction to subpoena power which the Taxicab Authority has been using under authority of its Rules of Practice and Procedure. Line 18, Page 3, changes the Taxicab Authority Board from three members to five members. Mr. Avance explained that a five member board would be more efficient when controversial issues arise. Also, it now violates the open meeting law if two members have lunch together or have a telephone discussion.

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Mrs. Wagner questioned moving Line 25 on Page 4 to Line 19 since this would give the administrator more authority rather than submitting recommendations to the taxicab authority. Mr. Avance said this would expedite decisions on the many hearings that were held and that all such decisions were subject to appeal.

Mr. Avance presented a proposed amendment to Section 3, Line 38, Page 4, a copy of which is attached as Exhibit A. Mr. Avance said that the taxicab authority was made a self-supporting agency in 1971. He explained that income from taxicab trips built up a large ending fund balance from 1972 through 1975, but in 1976 the expenditures exceeded income due to inflation and the ending fund balance has been steadily dwindling. Mr. Avance said in his opinion there would be no reserve to carry the authority forward after July 1980 and this is the reason for the requested amendment.

Mrs. Wagner felt that Mr. Avance should present something in writing detailing his deficits rather than attributing them to merely "inflation". She further said she could not understand Mr. Avance's statement that even though the number of trips by taxis was increasing the income would not offset budget deficits.

Mrs. Hayes questioned why 5 cents would be retained by the certificate holder under Mr. Avance's proposed amendment. Mr. Avance referred to the increase in gasoline prices as one reason.

Mr. Stewart suggested that Mr. Avance was requesting the legislature to mandate a rate increase when this should be a function of the Taxicab Authority. He asked how long it would take the authority to obtain a rate increase. Mr. Avance said it could be obtained in 30 days but all the facts would be needed to make a decision. Mr. Stewart commented that the legislature should have the same facts if it is to be involved in a rate increase.

Acting Chairman Glover stated the committee would draft a letter requesting specific information from Mr. Avance before considering A.B. 269 further.

The meeting was adjourned at 5 p.m.

Respectfully submitted,

Jane Dunne  
Assembly Attache

Proposed amendment to AB 269, NRS 706.8826.3

3. Any certificate holder who is subject to an allocation order of the taxicab authority shall pay to the taxicab authority \$100 per year for each taxicab that the taxicab authority has allocated to the certificate holder and ~~5~~ 15 cents per trip for each compensable trip of each such taxicab, 10 cents to be paid to the taxicab authority and 5 cents to be retained by the certificate holder, which [may] shall be added to the meter charge. The [funds] money so received by the taxicab authority [shall] must be paid to the state treasurer for deposit in the state treasury to the credit of the taxicab authority fund.

Sec. 11 1. [Sections 8 and 9 of] This act shall become effective upon passage and approval.

[2. The remaining sections of this act shall become effective on July 1, 1979]