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UMTA-MA-06-0049-80-17

UMTA/TSC Project Evaluation Series



Taxi Regulatory Revision in Seattle, Washington Background and Implementation

Interim Report
September 1980

Service and Methods Demonstration Program



U.S. DEPARTMENT OF TRANSPORTATION
Urban Mass Transportation Administration and
Research and Special Programs Administration
Transportation Systems Center

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UMTA-
81-31

1. Report No. UMTA-MA-06-0049-80-17		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle TAXI REGULATORY REVISION IN SEATTLE Background and Implementation				5. Report Date September, 1980	
				6. Performing Organization Code TSC-DTS-243	
7. Author(s) Pat M. Gelb, Robert M. Donnelly, Lidano A. Boccia				8. Performing Organization Report No. DOT-TSC-UMTA-81-31	
9. Performing Organization Name and Address DeLeuw, Cather & Company * P. O. Box 7991 120 Howard St. San Francisco, CA 94120				10. Work Unit No. UM027/R0712	
				11. Contract or Grant No. 1409-10C	
12. Sponsoring Agency Name and Address U. S. Department of Transportation Urban Mass Transportation Administration Office of Transportation Management & Demonstrations Washington, D. C. 20590				13. Type of Report and Period Covered Interim Report January 1980 - August 1980	
15. Supplementary Notes *Under contract to: U. S. Department of Transportation Transportation Systems Center Kendall Square Cambridge, MA 02142				14. Sponsoring Agency Code UPM-30	
16. Abstract <p>The Seattle City Council revised its taxicab regulations in May, 1979, removing the previous statutory limit on total taxicab permits and permitting variable pricing by operators with rate changes permitted up to four times a year. The new regulations also include increased vehicle safety and inspection criteria and retain operator qualification requirements under open entry. Rates must be registered on a meter and filed with the Seattle Department of Licenses and Consumer Affairs. Seattle was the first American city to make such comprehensive regulatory revisions.</p> <p>This report summarizes the historical background and implementation of these regulatory changes, compares the old and new regulations and describes the local taxi industry prior to the regulatory revisions. Preliminary responses to the new regulations are also described, preparatory to an evaluation of these changes to be performed under contract to TSC on the basis of data collected by the City of Seattle with UMTA support.</p>					
17. Key Words Taxicab, Regulation, Deregulation, Paratransit, Price and Service Innovation, Case Study, Seattle			18. Distribution Statement DOCUMENT IS AVAILABLE TO THE PUBLIC THROUGH THE NATIONAL TECHNICAL INFORMATION SERVICE, SPRINGFIELD, VIRGINIA 22161		
19. Security Classif. (of this report) Unclassified		20. Security Classif. (of this page) Unclassified		21. No. of Pages 298	22. Price

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PREFACE

This report describes the historical background and implementation of taxi regulatory revisions adopted by the Seattle City Council. These changes have two primary features: open entry and competitive pricing. Beginning with the 1979 license year, the City removed its statutory limit on total taxi licenses and has been issuing licenses to qualified applicants. The previous standard rate of fare has been replaced by open rate setting whereby operators may charge what they choose and file to change their rates as often as four times per year. The new regulations also include increased vehicle safety and inspection criteria. The report also attempts to describe the local taxi industry prior to the regulatory changes.

The Interim Report was prepared by DeLeuw, Cather & Company for the Transportation Systems Center (TSC) of the U.S. Department of Transportation, under Technical Task Directive DOT-TSC-1409-10-C. It is to be followed by a large-scale case study evaluation of data collected by the City of Seattle with support from the Urban Mass Transportation Administration. The principal researcher for the evaluation is Pat M. Gelb; the report was written by Pat Gelb with contributions from Robert M. Donnelly and Lidano Boccia of DeLeuw, Cather & Company and Steven B. Colman and Gordon A. Shunk, former members of the DeLeuw staff.

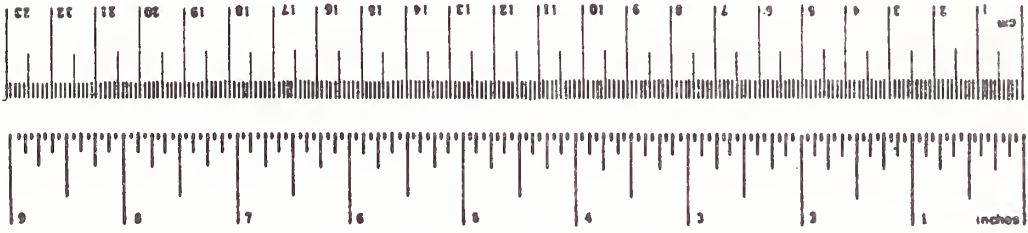
Acknowledgement is due to a number of people for their cooperation and assistance in the preparation of this interim report. Carla Heaton, Technical Monitor, Transportation Systems Center, and Larry Bruno, Project Manager, UMTA, have offered valuable guidance and support. Regina Glenn, Director of the Department of Licenses and Consumer Affairs, Jean Schiedler-Brown, License Code Revisor, and Dave Setterholm, Operations Supervisor, City of Seattle, have been generous with their time in providing essential information. Robert A. Marr, Assistant Superintendent of Operations, Port of Seattle, also provided considerable assistance. Seattle City Councilman Randy Revelle graciously offered access to his historical records on taxi regulatory matters.

Prof. Gorman Gilbert, University of North Carolina, James Womack, Massachusetts Institute of Technology, and Eugene Leyval, Executive Director, California Taxicab Owners Association, reviewed the draft report and provided valuable commentary.

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol	What You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
in ²	square inches	0.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
ac	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons	0.9	tonnes	t
	(2000 lb)			
VOLUME				
teaspoon	teaspoons	5	milliliters	ml
Tablespoon	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
cu ft	cubic feet	0.03	cubic meters	m ³
yd ³	cubic yards	0.76	cubic meters	m ³
TEMPERATURE (exact)				
°F	Fahrenheit temperature	5/9 (then subtracting 32)	Celsius temperature	°C



Approximate Conversions from Metric Measures

Symbol	What You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
km	kilometers	1.1	yards	yd
		0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	ac
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	36	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



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EXECUTIVE SUMMARY

The Regulatory Changes

The taxicab regulatory revisions adopted in the City of Seattle relax the previous economic regulations effected by limited entry and uniform rate setting, while retaining or increasing most non-economic regulation, such as service standards. Effective June 15, 1979, the previous numerical limitation on taxi licenses has been removed and continuous entry has been opened to qualified applicants. The previous standard rate of fare has also been replaced by open rate setting whereby taxi operators and associations may charge individual rates and file for changes in their rates as many as four times a year. New fares become effective for each cab when the new meter calibration is approved, but not before fifteen days after filing the rate changes. There is no maximum rate of fare. License transfer provisions have been eliminated as have minimum use requirements. Vehicle safety inspections have been stiffened, but operators are no longer required to maintain trip sheets.

These sweeping changes followed interim legislation adopted in 1977 providing for reciprocal licensing between the City and King County, thereby opening the lucrative airport market to Seattle taxicabs. The interim revisions also included provisions for contract rates to differ from filed rates and froze the numbers of permits at the existing level. The major features of the former and revised regulations are summarized in Table ES-1.

Jurisdictions Affected

The new regulations are effective within the municipal boundary of Seattle. The two other regulators in the area are King County -- which has county-wide jurisdiction except in Seattle, Sea-Tac Airport and the community of Renton -- and the Port of Seattle, which has jurisdiction over taxicab activity at the airport.

Table ES-1

PAST AND REVISED FEATURES OF TAXICAB REGULATION, CITY OF SEATTLE

<u>Past</u>	<u>Revised</u>
<u>Entry Requirements</u>	<u>Entry Requirements</u>
Licensing required. Numerical limit on total licenses (frozen at 1977 level).	Licensing required. No limit on total licenses. "Seattle Taxicab Plates" as defined to be issued with each license. License fee \$60 (replacement plates, \$15).
Investigation into applicant operator's fitness required.	Same.
Insurance to specified limits from an insurance company required.	Insurance required, limits raised to those required by State law; City not required to be named as additional insured. Self-insurance permitted.
Minimum operating requirement of 10 miles per day, 230 days per year.	Minimum operating requirement removed.
Holder of valid King County license may obtain City license for \$25 and vice versa. Fee for first jurisdiction's license \$100; total for both licenses \$125.*	Joint licensing suspended prior to adoption of open entry by County.
<u>Rate Regulations</u>	<u>Rate Regulations</u>
Standard rate of fare as established by City Council. Contract rates may differ from standard rate.*	Open rate setting. Rates to be filed with DLCA Director and must be meter-based. Changes permitted up to four times per year. Contract rates may differ from filed rates.
<u>Other Requirements</u>	<u>Other Requirements</u>
Taxicab defined as seating 9 passengers or fewer, transporting passengers for hire not exclusively over a fixed route.	Taxicab defined as carrying passengers for hire with route or destination controlled by customer and where fare is recorded on a taximeter. "Affiliated cab" also defined as cab operating under same identification scheme as others.
Taximeters required (inspection by DLCA Director).	Same.
Meter and vehicle inspections required. (Vehicle inspections required by regulation, not ordinance.)	Same, but frequency of inspections and equipment to be certified increased. (Inspections required by ordinance.)
Trip sheets to be kept for each shift operated, and maintained on file for five years.	Trip sheet requirement removed.
Nothing in ordinance to be construed as prohibiting leasing of taxi vehicle.*	Not included, although leasing is permitted.
	Nothing in ordinance to be construed as prohibiting use of taxis for package delivery.
	Notice must be posted inside cab to effect that receipts are available on request and complaints may be directed to DLCA.
	Route deviations for shared-riding permitted with first passenger's approval.
	Revocation, suspension or denial of City licenses provided for violation of County or Port taxi regulations.

*Effected by 1977 interim legislation preparatory to major license code revisions.

Simultaneous with both phases of the City's regulatory changes, King County adopted revised taxi regulatory ordinances. In 1979, the County adopted a new ordinance identical to that of Seattle except for a "sunset clause" retaining closed entry for one year. As of the 1977 interim legislation the City and County had reciprocity whereby a cab licensed in one jurisdiction and paying a \$100 license fee could obtain a license in the other for an additional \$25 (total fee for the two jurisdictions, \$125). Because King County delayed open entry for one year, this reciprocity was removed. Operators wishing to do business in each jurisdiction needed to obtain each jurisdiction's license independently. To avoid additional operator expense and divide the regulatory costs evenly, however, the license fee was reduced from \$100 to \$60 in each jurisdiction so that the total fee for the two was \$120. (The sunset clause has now expired; open entry began in the County in June 1980. Reciprocity has not been officially reinstated, but the \$60 fee remains in effect.)

The Port of Seattle generally has pursued its own taxi policy. While any cab is permitted to drop off passengers at the airport -- and pick up passengers when specifically requested by telephone -- taxicabs must have an airport permit to cruise for hire along the de-planing drive. Since the Port's discontinuation of its previous exclusive franchise approach to airport taxi service, taxi operators have had to be licensed by the County in order to obtain an airport sticker. The 1977 interim legislation helped to open up the airport to City-licensed cabs by easing their way to a County license under reciprocity. The County's one year continuation of closed entry, however, made it that much more difficult for the newer City operators to obtain a County license and therefore, an airport sticker.

Industry Characteristics

Pre-Revisions Size and Structure. Prior to regulatory revision, Seattle had 240 regularly licensed taxicabs for the 1978-79 license year. In addition were 68 licenses involved in litigation following their revocation by the City for failing to meet the minimum operating requirement and subsequent appeal by the operators. These taxicabs were allowed to continue

operating without a license pending the outcome of the appeal, however. Also in addition were 92 King County reciprocal licenses, making a total of 400 taxicabs, including those with the disputed licenses.

Finally, there were 29 standby licenses issued without fee which were not intended for regular use. Some 50 additional licenses could have been re-issued for 1978-79 under the established ceiling, but these had not been renewed by the license-holders.

Of the regular and disputed City licenses, the majority (over 80%) were held by three large companies: Farwest held 111, Yellow had 79, and Graytop held 58.

Farwest is a service corporation whose 86 members hold stock in the corporation and pay fees to cover insurance, accounting, dispatching and general administrative costs. Yellow Cab had been a fleet-owned operation until its 1978 reorganization into a service corporation. Graytop is a cooperative association whose 30 members own one to five vehicles each. The rest of the licenses were held by many firms, 38 of which were independents not affiliated with any association. (The large majority of the unrenewed licenses were held by Yellow and Graytop.)

Prior to 1977, the total number of licenses was officially limited by a population ratio of one license per 2500 inhabitants, but available evidence indicates that the population-based ceiling had been exceeded due to the "grandfathering in" of taxicabs operating under licenses granted prior to September 1966. The license ceiling was frozen at the existing number of permits in February of 1977. On the other hand, the large number of revoked and unrenewed licenses indicates that the actual supply of taxicabs was well below the permit ceiling.

Interim Changes. Comparing taxicab licenses before and after the regulatory revision is complicated by the fact that new licensing rules and categories apply to the post-revisions estimates. The net difference as of May 1980 was reported by the DLCA as less than 30 licenses, in addition to the 50

previously unrenewed licenses which had redistributed. The major interim effects are those of increased taxicab supply and of the distribution of these licenses on industry structure. Data as of mid-June 1980 showed a total of 501 licenses, while the dominance of the three large companies has diminished. That is, the large companies' share of total licenses had dropped to approximately 63 percent by the close of the 1979-80 license year, while the number of independent firms (1 or 2 cabs apiece) not affiliated with an association has risen to 14 percent (69 firms). There were eleven firms with three to ten cabs each; Sea-Tac Cab (merged with Airport Taxi) held 35 licenses.*

Operating Practices. Operational characteristics vary among operators chiefly with the size of the operation. Except for the unaffiliated ones, most Seattle taxicabs are radio dispatched. The smaller firms who do not use dispatching services have generally concentrated on the downtown area or Sea-Tac Airport for most of their business. The three major companies serve the entire City, but have defined areas of preference. Farwest provides more service to the west and south Seattle areas; Yellow serves the University District; while Graytop cabs predominate in the north end of town. All three serve downtown and Sea-Tac Airport. Sea-Tac Cab Company concentrates on the airport market. Much of the geographic specialization also depends upon driver choice. Farwest and Yellow Cab provide the bulk of the area's package delivery service, which requires a State permit.

Anecdotal information from operators indicates that 80 to 85 percent of all trips are requested by telephone; 10 to 15 percent are from cab stands (usually at the airport or downtown hotels); and less than five percent result from cabs being hailed while cruising.

Associations. The first to represent a majority of taxi owners in Seattle, the Washington Taxi Association was organized to counter the City's adoption of regulatory revision. This group hired an economic consultant and a lobbyist to take its case to the County and State Legislature in search of statewide taxi regulation.

*Data updates based on information from Seattle DLCA, June 1980.

Taxi Industry Liaison Group. Since late January 1980, there has been a Taxi Industry Liaison Group (TILG) organized at the invitation of the DLCA to provide for communication between the industry and the department and a forum for discussing various taxi-related issues. Constituted of volunteer members representative of the Seattle industry and with an elected Executive Committee, this group meets on an ad hoc basis. Meetings are open to the industry at large as well as to other interested persons and have been regularly attended by DLCA staff.

Union. Although Seattle taxi drivers were nearly all union members during the 1945-1955 period, the Teamsters Local #763 now represents only a small number of mostly older drivers since the rapid decline in union membership which occurred during the 1960's.

Fare Structure

Pre-Revisions Fare Structure and Changes. Prior to the regulatory revisions, Seattle taxi rates were established through procedures common to many municipalities throughout the county. The industry petitioned the Council for changes in the rates and the Council evaluated their request on the basis of information supplied by the operators as supplemented by its own notions of fairness. Between 1932 and 1974, the Council had approved a fare increase every five to seven years; rates were subsequently increased in 1974 and 1976. Historically, rate changes had generally consisted of a 10 cent increase in either the drop charge or the mileage rate. The 1976 increase was enacted as a temporary increase and subsequently extended through the adoption of open rate setting.

The standard rate adopted in 1976 was \$0.90 drop charge including the first 1/7 mile (or \$0.80 fixed charge) and \$0.70 per mile.* The cost

*Throughout this report, taxi rates will be given in terms of the drop charge (the amount registered on the meter when the flag is dropped at the start of the trip including the first mileage increment) and the mileage charge as well as the fixed charge (the drop charge less mileage). In this instance, 1/7 of a mile costs \$0.10 so the fixed charge is \$.80.

for the average 3.5 mile trip rose from \$2.35 in 1970 to \$3.25 in 1979. (Note that the Seattle Consumer Price Index rose by 90 percent between 1970 and 1979, compared with a 38 percent increase in taxi rates over the same period.)

Pre-Revision Taxi Productivity Measures

In 1976, Seattle taxis showed a median 5.3 paid miles per hour of operation (75 percent had 4.2 while 25 percent had 6.9). This compares somewhat unfavorably with the median 6.3 paid miles per hour of operation observed in a 1970 sample of 27 American cities.*

Pre-Revisions Taxi Ridership and Trip Characteristics

Little information on taxi demand or traveler characteristics is available and the following ranges are derived from two studies which varied in their measures, findings and methodologies. In 1977/1978, Seattle taxis carried between 2.8 and 4.2 million passenger-trips per year, or 7,700 to 11,500 passenger-trips per average day. Demand for cab service had apparently declined from over 8,000 vehicle trips per day in 1968 to between 5,000 and 6,000 in 1977; this decrease has been attributed to the 1970-1971 regional recession and fare increases enacted during this period.

A limited survey of the temporal distribution of demand at cab stands was taken during October 1978. Regular telephone requests indicated a peak between 7:00 and 8:00 p.m. which represented about 6.4 percent of total daily demand. Direct line requests for service had a more constant demand over the day with only a slight peak in the late afternoon through evening (4:30 to 11:30 p.m.). Almost two-thirds of cabs carried one passenger; 25 percent carried two. The average trip was 3.5 miles long and cost \$3.50, including two minutes of waiting time.

*Wells, J.D., "An Analysis of Taxicab Operating Characteristics," International Taxicab Association, Rockville, Maryland, 1975.

Revision Process

Objectives for Regulatory Changes. The primary objectives for regulatory revisions in Seattle were to improve the economic health of the taxi industry, encourage competition, innovation, and a wider range of taxi services by opening the industry to new entrants, and remove the City Council from frequent periodic rate review. The Seattle Department of Licenses and Consumer Affairs had reviewed taxi licensing policy throughout the United States and concluded that the previous taxi ordinance suppressed competition in the local industry. Pressure for rate increases prompted by rapidly rising operating costs was becoming increasingly frequent, while a department rate analyst contended that the rate increases produced a decrease in ridership and industry revenues. Open rate setting aimed to induce competition and relieve Council from the public hearings which had accompanied industry requests for higher rates by relying on the market to determine taxicab pricing.

Attitudes and Institutional Roles. The Seattle regulatory revisions were promoted chiefly by one City Councilman, Randy Revelle, Chairman of the Public Safety and Justice Committee which oversees taxicab regulation. He advocated open entry, tougher safety and driver standards and stiffer insurance requirements to encourage competition, innovation and an increased diversity of taxi-based services. These were vigorously opposed by local taxi owners. Operators initially voiced their intention to sue the City for an illegal taking of property in terms of their license (or medallion) values under closed entry. The Seattle Taxi Owners Association joined under the Washington State Taxicab Association in efforts to persuade the State Legislature that the Washington Utilities and Transportation Commission should assume the regulatory powers the City relinquished under the new ordinance. Some industry members, including drivers for existing firms and other potential new license-holders, reportedly supported open entry nonetheless.

More recently, and since the organization of the Taxi Industry Liaison Group, the industry has adopted something more like a wait and see attitude toward regulatory revision and is approaching the present evaluation of its effects in a spirit of cooperation.

Both the proponents of regulatory revision and of traditional regulation agreed that the industry was in a precarious financial condition. Thus the adoption of open rate setting was somewhat more acceptable than the move to open entry, which was highly controversial. The DLCA points out that some industry members also opposed open rate setting, predicting that it would cause widespread confusion. Open rate filing has generated some passenger confusion and complaints about taxi service and operational problems at Sea-Tac Airport. Although posted signs notify travelers that variable taxi pricing is in effect, and even show average fares, the burden remains with the customer to choose an acceptable taxicab. At Sea-Tac, this means rejecting the cab which is sent up from the holding area in order to request another one. Passengers have therefore been vulnerable to abuses, such as have been perpetrated by operators charging as much as 50 percent above the average fare. On the whole, however, the public's perception of the taxi industry has been largely influenced by local media. There have been no organized citizen advocacy or user interest groups.

Implications for Other Localities

The regulatory change process in Seattle offers insights which may be useful to other localities considering or implementing regulatory changes. This final section also identifies important issues which warrant special attention as events unfold. Among the transferable conclusions are:

1. The changes in Seattle's taxi regulations took a long time to implement and required a significant amount of the regulatory authorities' time. Both technical staff and policy level individuals in the City of Seattle spent significant portions of their time dealing with the regulatory revision. It was eight years between the original recommendations to reorganize the Seattle licensing code including taxicabs (in 1971) and passage of the current ordinance modifying taxi regulations. Signal interim

legislation was adopted in 1977. Members of the industry also spent significant portions of their time analyzing the proposals and testifying at public hearings. It should be noted that the industry was required to supply substantial amounts of data to the City for study and the cost of providing this data should not be minimized. Operators also hired their own consultant to study open entry and fares.

2. Reducing entry controls was particularly controversial in Seattle, occasioning strong organized opposition from existing taxi owners. Operators contended that open entry reduced the market value of their existing licenses, reporting that the trading value of a license was between \$4,000 and \$8,000 prior to the revisions. Some license sales were reported at \$900 to \$1,000 afterwards. The City no longer permits transfers of licenses per se. Operators may still sell their equipment and whatever "good will" value their particular business possesses, but the new owner is expected to obtain the license to operate from the City. Thus licenses themselves have no value above the \$60 regulatory fee.
3. Many local operators have supported open rate setting, however, largely because of the rapid recent rise in gasoline prices and insurance costs. The revisions have not induced substantial fare competition to date, however. The three major companies currently charge the same basic rate; many of the independents have filed substantially higher rates.
4. Although taxi issues have continued to be highly controversial among Seattle regulators and operators, they have not elicited much interest on the part of the press or the public, except for complaints about pricing abuses at the airport. Much of the impetus towards regulatory revision in Seattle came from one Council member. Public hearings on the revisions were poorly attended by those outside the taxi industry.

5. There have been problems at Sea-Tac Airport as a result of variable rate setting as well as differing City and County licensing requirements. Independent rate setting leaves de-planing passengers -- many of whom are visitors to the Seattle area -- vulnerable to abuse, while it potentially complicates smooth operation of the airport taxi queue. Some drivers have charged rates 50 percent or more above the average fare. Although airport signs present information on variable rate setting and average fares, the onus remains on the passenger to reject an unacceptable taxi (after having requested it). This situation also tends to counter price competition among airport operators. Furthermore, the Port currently does not authorize solely City-licensed cabs. Once the County adopts open entry, pressure for airport pick-up rights will likely increase and may lead the Port to consider new regulations of its own. These developments will be closely monitored throughout the evaluation.

Some of the other issues which deserve special attention are:

- (1) Further Alteration in the Taxi Regulatory Environment. The County has acted to allow open entry, a change which offers the opportunity for reciprocal licensing of City and County taxis. In addition, the industry may continue to pursue State regulation of taxis. Such changes bear watching.
- (2) Fares and Profitability. To date, Seattle taxi fares have nearly kept pace with the consumer price index. It remains to be seen whether variable pricing will induce price competition among operators and how the numbers of new entrants will affect overall profitability. Observation should include not only the direction of fare changes, but also comparison of those filed by independents with those filed by companies, the range of prices and discounts offered, operational changes undertaken to increase profitability and passenger confusion over variable pricing.

- (3) New Services and Service Competition. If the large companies were to segment and specialize in certain markets (shared-riding, package delivery or elderly and handicapped), non-fare competition could result. Some market segmentation has already occurred, but it could become more pronounced. Services not now provided (such as shared ride) might be introduced by some operators. Contract rates, not used much to date, could become more popular.
- (4) Cab Affiliation/Organization and Radio Dispatching. The major operators' share of total licensed vehicles has dropped about 18 percent. (Many of the redistributed permits had not been renewed by two of the majors, however.) Most of the newer unaffiliated cabs do not have radio dispatching services, a deficiency which could lead to loose cooperatives formed to provide such services. The extent of operator organization in the face of increased competition bears careful monitoring, as do the continuing activities of the Washington Taxi Association and the Taxi Industry Liaison Group.

1.0 INTRODUCTION

This section briefly describes the interests and scope of the SMD Program and its case study evaluations of taxi regulatory revisions in three U.S. cities. It then discusses the major issues of interest and the evaluation framework for each of these case studies. The introduction concludes with a description of the focus and data sources examined for this Interim Report as well as those to be investigated during the formal evaluation effort.

1.1 Overview*

A major reason for developing paratransit services is to make better use of existing transportation resources in both the public and private sectors. As a result of growing concern about energy consumption, traffic congestion and air pollution, transportation planners and policymakers have been looking at paratransit services as an alternative to the single-occupant auto in addition to conventional transit. Even excluding publicly-owned school buses, social service agency vehicles and vanpools, there are thousands of taxis, limousines, jitneys and other vehicles for hire that could be utilized to complement existing transit operations.

In fact, paratransit services have been shown to be more effective and efficient than conventional transit for particular applications. Demand-responsive and shared ride taxi services, for example, are particularly efficient where origins and destinations are scattered over low-density areas and conventional transit vehicles would be more costly and less maneuverable. Shared ride and jitney services can also be used both as feeders to conventional fixed-route transit services and as alternative fixed-route services themselves.

*The material in this and the following section is adapted from Service and Methods Demonstration Program, Annual Report, August 1979, UMTA-MA 06-0049-79-8.

A variety of factors combine to inhibit development and implementation of such innovative paratransit services, however. Exclusive ride service has become the model of taxi operations over many years. Many operators and riders are unfamiliar with the current variety of alternative service options. Existing taxi and paratransit regulations also impose barriers to the development of such alternative services. For example, jitney services have been specifically prohibited in many cities for many years. Other regulations inhibit or proscribe shared riding and zone-based or per capita fare systems.

The historic rationale for regulating taxi operations, dating back to the 1920's, includes such factors as the desire of public transit or taxi operators to protect their market share, or to secure a minimum level of earnings. Public welfare considerations such as continuation of adequate service, passengers' physical safety, and protection from price gouging have also played a part. Over the years analysis has focused on the impacts of regulation on the structure and service characteristics of the taxi industry, with more frequent debate over the merits of regulation.

1.2 The SMD Program Interest in Taxi Regulatory Revisions

The UMTA Service and Methods Demonstration (SMD) Program was established in 1974 to provide a comprehensive framework within which innovative transportation management techniques and transit services could be developed, demonstrated and evaluated, and the results disseminated to transportation planners, policymakers and transit operators. Demonstration projects sponsored by the SMD program specifically address one or more of UMTA's major program objectives which are to:

1. Provide more efficient public transportation service.
2. Provide more effective public transportation service.

3. Encourage ridesharing and transit use through local regulatory and pricing authority.
4. Develop a mix of innovative transit service models appealing to a wider range of user groups.
5. Integrate the use of private and public providers into a comprehensive set of public transportation services.
6. Develop information to assist local, state, and Federal policy formulation.
7. Guide an improved level of local response to UMTA regulations concerning TSM, E&H, and Alternatives Analysis.

Innovative service and methods concepts that realize these objectives are actively sought by the SMD program. Demonstration ideas can emerge either from within the program itself or from promising strategies which have already received limited application. Application of a concept in different-sized cities or with significant variations is generally necessary to understand how and under which conditions a viable concept has the most potential.

In addition to actual demonstrations of innovative service and methods applications, the program has also included evaluation of non-SMD funded projects. Case studies of potentially innovative concepts initiated outside of the SMD program are conducted where it appears that the concepts warrant study and dissemination of findings that would not otherwise occur. The program's evaluations of taxi regulatory revisions in several American cities are of this latter type. In these cases, the SMD Program did not solicit application of revised regulatory policies, but given that local government intended to implement changes, the SMD

program sought to evaluate their effects in order to determine what if any potential they had for achieving improved transportation services. UMTA's support in these cases extends only to enable the evaluation effort and provide for the necessary evaluation data base.

The SMD Program became interested in taxi regulatory changes as local planners and regulators began to articulate the implications their regulations have for transportation service innovation and productivity. Over eighteen months ago the Transportation Systems Center (TSC) learned of the impending relaxation of fare and entry restrictions on Seattle's taxi industry and initiated a case study evaluation of the changes in that locale. Subsequently municipal legislators in San Diego and Portland, Oregon implemented changes in their taxi ordinances, and case studies were begun in these cities as well.

There are strong reasons for SMD Program interest in these developments. Prior to these evaluations there had been no rigorous study of regulatory revisions of the nature and scope provided by these case studies. Moreover, changes in the taxi institutional environment are viewed as a potential stimulus to innovations in the type, quality and quantity of taxi services provided by local operators. Thus the experience in these three sites should be of considerable interest to policymakers at all levels of government, regulators, taxi operators, transportation planners and researchers in this country and abroad.

1.3 Overview of the Regulatory Revisions Case Studies

TSC has undertaken case study evaluation of regulatory revisions in three American cities: Seattle, Portland, Oregon, and San Diego. The code revisions in all three cities involve relaxation of entry and fare restrictions, but there are significant differences among them in the degree to which controls have been removed, the service and operator types affected, and the manner in which the changes have been implemented.

In addition are three limited investigations into past, current, and proposed changes in Indianapolis and Oakland and Berkeley, California. These smaller studies are much more summary and narrative than a formal evaluation.

The larger case studies offer the opportunity to do a comprehensive evaluation of the effects of the regulatory revisions on industry operators, regulators, taxi users and the general public. Because the development of an effective institutional framework is an essential precondition for developing the operational features of the services themselves in these cases, the evaluations also focus on the implementation of the new regulations as well as on their effects. The precise scope of each case study necessarily depends upon the nature and magnitude of the regulatory revisions and the availability of the necessary data. Nonetheless the evaluation methodology and findings will be as consistent as possible across all three sites in order to facilitate cross-cutting comparisons and analyses using combined data. The evaluations have two major objectives: (1) a thorough documentation and analysis of the regulatory changes process and (2) an assessment of the impacts of the changes on operators, travelers, and regulators. Specific impact issues to be examined include the effects of the regulatory revisions on the composition and fluidity of the taxi (and jitney) industries, operating practices, investment decisions and costs; the quality, quantity and price of services; operating efficiency, revenues and profitability; and the administrative costs associated with paratransit regulation.

Evaluation of these impacts will be structured in accordance with principles of supply-demand analysis. On the supply side this means examination of the nature and magnitude of changes in operator behavior along dimensions such as entry and exits, pricing practices, service offerings, investment decisions and operating practices. On the demand side, this includes analysis of changes in traveler behavior in

terms of mode choice, taxi trip frequency and timing, and destination choice decisions. The interaction of supply changes and demand responses produces a new level of supply and demand which is reflected in measures of service utilization, revenues and profitability statistics.

Analysis of these changes will be presented in a subsequent evaluation report. This interim report aims to fulfill the first of the two primary case study objectives, to document and analyze the changes themselves as well as the process of their implementation. Major emphasis here has been placed on describing the administrative procedures, public information efforts and operational procedures which necessarily interact with the regulatory changes. Similar interim documents have been prepared for all three case studies.

Project monitoring and impact evaluation efforts will continue on the Seattle and San Diego case studies over the next thirteen months, with a final evaluation report to be presented on each site by August 1981. Continuing efforts on the Portland case study will consist of lower-level monitoring of the impacts of the regulatory revisions. No subsequent evaluation report on Portland is currently contemplated.

1.4 The Seattle Case Study

The purpose of this report is to provide background information on issues related to taxicab regulation in the Seattle-King County area. It documents the changes made in taxi regulation by the new ordinance, provides institutional background on how these changes were made, and examines some pre-revisions data on the supply and demand characteristics of the taxi industry in Seattle. The information presented here was developed from written evaluations performed by City staff and others, and supplemented by extensive personal interviews over a fourteen month period with key individuals connected with the Seattle industry. It should be noted that only readily available information was utilized

in the preparation of this background report. The intent here is to provide an overview of the local situation prior to the regulatory changes, in order to report what code changes were adopted by the City and to identify areas which seem critical for further examination in the later evaluation phases of this study. While the report highlights many of the major taxi issues, definitive conclusions about the effects of the regulatory changes on the local industry and the travelling public would be premature at this time. The effects of the regulatory changes will be evaluated over the next thirteen months.

The body of this report is divided into three major sections. The next section deals with the salient demographic, political, and transportation features of the Seattle-King County area. The third covers taxi industry characteristics, including an overview of the local regulatory institutions, industry structure, rates, taxi operating practices and levels of service, demand, productivity and economics, and attitudes toward the industry. The fourth section discusses the evolution and implementation of the regulatory changes, including a chronology of the regulatory change process, a parallel comparison of the former and revised codes, and implementation of the changes. An appendix presents fare schedules for all operators, along with forms used by various governmental units in regulating taxis.

2.0 SITE DESCRIPTION

2.1 Demographics and Geography

Seattle-King County is the largest metropolitan area of the Pacific Northwest. Its urbanized population is over 1.2 million, about the same as Atlanta, Buffalo, and Cincinnati. The City of Seattle is the locus of the urbanized area and had 531,000 residents within its 89 square miles (4 percent of King County's 2,131 square miles) in 1976. The adjacent urbanized area is mostly unincorporated but includes the municipalities of Bellevue (1976 population: 61,000), Kirkland (15,000), Auburn (22,000), Kent (22,000), and Renton (25,000).

The region has a relatively low population density, about 3,000 persons per square mile. A large portion of the population lives in the narrow urbanized strip along the eastern shore of Puget Sound (see Figure 2.1). The City of Seattle has a population density of 5,800 persons per square mile, considerably higher than the rest of the region and above the national average for urbanized areas. Some central neighborhoods have as many as 25,000 persons per square mile.

Seattle is an inland seaport city bordered on the west by the navigable waters of Puget Sound and on the east by Lake Washington. Development in the City is primarily along a north-south axis, narrowing to about 2-1/2 miles in the downtown area between Puget Sound and Lake Washington. Seattle residents generally have higher family incomes than the national norm: in 1977, the Department of Housing and Urban Development estimated the median family income in Seattle as \$18,500 per year, compared to the national average of \$16,000. The cost of living in the area is about the same as the national average for metropolitan areas.

Downtown Seattle is located on the slopes of hills facing Puget Sound. Many of the east-west streets have grades of ten percent or more. Only the waterfront and the retail core are situated on relatively level ground.

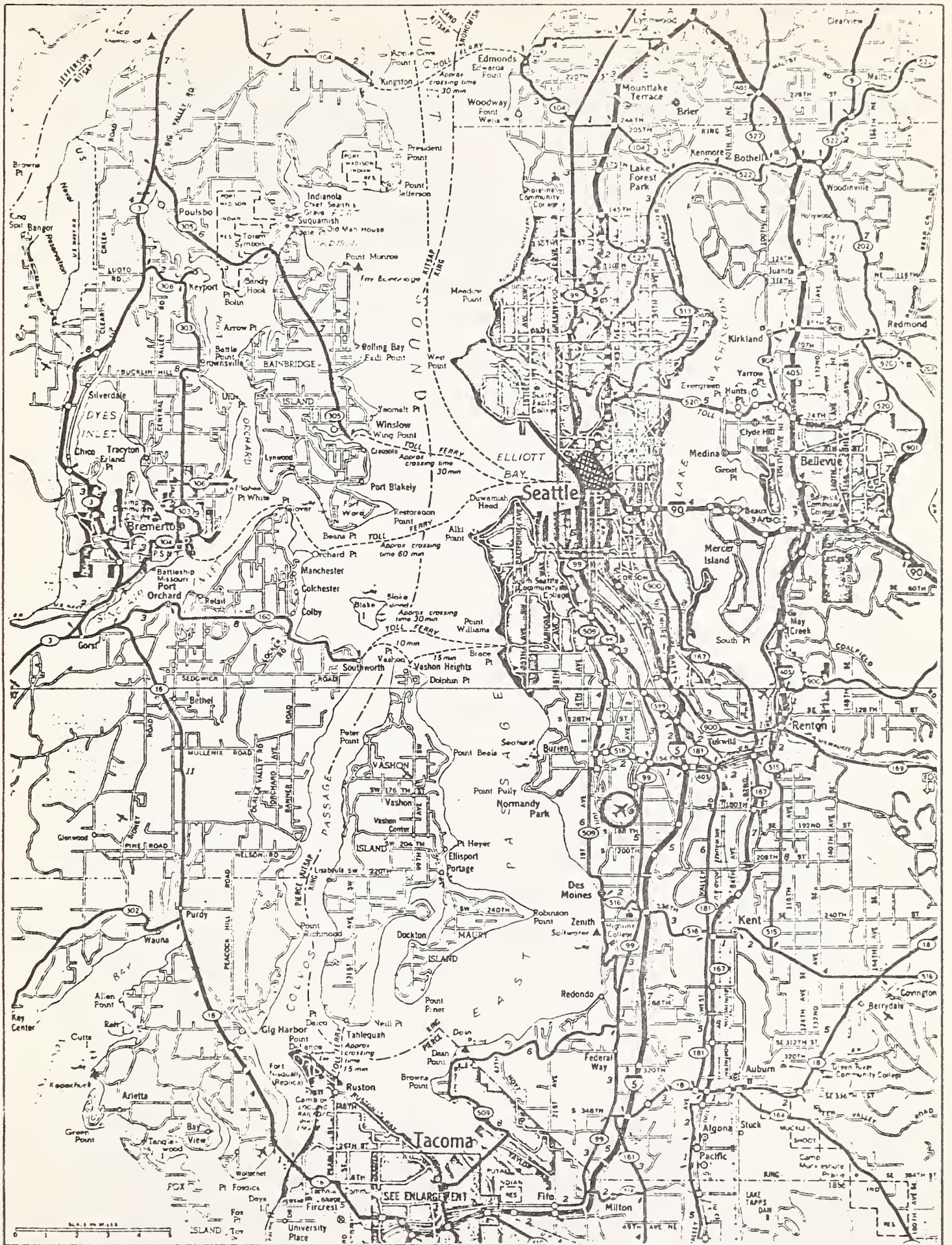


Figure 2.1
PUGET SOUND AREA

2.2 Political Jurisdictions and Responsibilities¹

Government and politics in the Seattle area function in three overlapping spheres. The City of Seattle is governed by a nine member council elected at large. An elected mayor functions as chief executive. The City Council's Public Safety and Justice Committee considers all licensing matters including taxi licensing. King County also has a nine member council elected geographically with some members elected entirely by City of Seattle residents. The county executive is also elected. The County Council's Operations, Police and Judiciary Committee oversees taxi licensing matters outside of the cities of Seattle and Renton. The Port of Seattle, governed by a five member board elected by King County voters, supervises the harbor and airport facilities in the Seattle region. It determines policy on taxi operations at Sea-Tac International Airport, the largest single generator of taxi trips in the region.

2.2.1 Seattle City Council

Local government in both Seattle and King County has changed dramatically during the past decade. In Seattle, prior to the mid-1960's, the City Council exercised most of the power under a "weak mayor" form of government. The Council was passive or reactive, however, addressing issues only as they were formulated and raised to prominence by groups in the community. Local government was characterized by friend and foe alike as "do nothing." When an issue did arise, Council members analyzed it informally; neither the analytical resources of the City bureaucracy nor the inclinations of the Council led to rigorous evaluation of the issues.

¹Much of the material in this section is from Frank Colcord and Ronald Lewis, "Urban Transportation Decision Making: Seattle-A Case Study," Washington, D.C., U.S. Department of Transportation, 1974; and James P. Womack, "Opportunities and Options for Taxi Regulatory Reform," MIT Center for Transportation Studies, 1978.

In the mid-1960's this pattern began to change. "Activists" began seeking positions on the Council and by 1971 were in the majority. The new style in Council elections was to develop and identify with "reform" issues. One member, for example, sought to identify himself with taxi regulatory revision as a "consumer" issue. The Council also sought to control the City bureaucracy, which had been practically independent in many respects due to the limited powers of the mayor and the large number of elected department heads. Mayors in the 1970s (formerly, Wes Uhlman and currently, Charles Royer) were also more active, seeking to assert firmer control over City agencies (whose heads are now appointed by the mayor). These mayors generally prevailed in conflicts with the Council over staffing and personnel matters, but the Council maintained the initiative on broader issues of policy, including license code revision.

The "activism" and "reform" orientation of the Seattle Council should not be interpreted in the more traditional American political categories of liberal or conservative. For example, the license code revision process, of which taxi regulatory revision is a part, was supported by some activist Council members as a "conservative" reform designed to remove government interference from the market place; other members have called it a "liberal" reform based on the premise that large, established firms unduly dominated the taxi market. What these viewpoints have in common is a new attitude about the proper means for a local elected body to deal with issues. The "old style" Council of the 1950s and early 1960s listened to all sides of an issue and then employed "common sense" to arrive at a "fair" decision. The "new style" Council is much more likely, as in the license code revision case, to begin by identifying principles for governmental intervention in an area.¹ Interested parties are then requested to present a case buttressed with detailed data showing why

¹The preamble to City Council Resolution 24706 of September 30, 1974, for example, specifies the need for such guiding principles in the licensing area. See Section 4.1 and Appendix B.3.

their recommended course of action corresponds to the public interest. Failing adequate analyses from interested parties, the Council will often request an analysis from the City agency charged with the subject matter. In many cases, including license code revision, the City Council has resolved to conduct intensive studies of areas where there has been no indication of public interest or dissatisfaction with current laws.

The intellectual framework for City Council deliberations on principles now frequently refers to formal economic concepts of efficiency and equity, owing in large part to the economic training of key individuals: Council members Revelle and John Miller, and City Assistant Director for Licenses (1977) Keith Kleinhen. The City has also gained familiarity in the economic concepts such as peak-period pricing and the price elasticity of demand in operating the City-owned electric power company.

2.2.2 King County Council

King County government seems to be moving in the same direction as the City of Seattle. In 1969, King County voters passed a home rule charter replacing the three member County Commission with the present County Council and County executive. The old Commission functioned both as the executive and legislative arms of government but had practically no power to provide services. The home rule charter gave the County a broad range of powers to provide "urban services," including street construction, fire and police protection, and schools on a contract basis to the nearly 200 municipalities and special service governments in the County.

The change in the regulation of taxis is typical of the expansion of the County's role. Since 1969, the County has assumed jurisdiction over taxis on a contract basis in two of its largest

jurisdictions (Bellevue and Kirkland). It has reached agreements with all municipalities except Renton.¹ The municipalities now honor County taxi licenses for pick-up rights, even if they issue permits of their own. In practice, none except Seattle and Renton do and the County effectively regulates nearly all taxi operations outside Seattle. While the County Council is still more passive and "traditional" than the City and less likely to tackle complex issues in the absence of a public outcry, the staff of the County agencies has grown and a greater capacity to evaluate issues in taxi regulation now exists.

2.2.3 Port of Seattle²

King County voters elected to create the Port of Seattle as a public corporation in 1911 to insure public ownership and management for the growing number of harbor facilities and activities. Port facilities and trade continued to expand over the next sixty years and Seattle is reportedly now the West Coast's major container port and second only to New York in total container shipping tonnage. Facilities managed by Port employees include eighteen major ocean commerce terminals, a tidewater grain facility, Seattle-Tacoma International Airport, Fishermen's Terminal, a 550-vessel commercial fishing marina and an over 1500-boat pleasure marina. Port marine and airborne commerce produces an annual gross volume exceeding \$2.3 billion. The Port employs 60,000 King County workers earning wages of about \$850 million annually.

Five Port Commissioners are elected from King County for six-year terms. An Executive Director heads the Port District staff to operate the Port under the Commission's directives. The Port's

¹Disagreements between the County and the small city of Renton are not solely over the issue of taxi regulation but cover all aspects of city-county relations. Because of the very limited taxi market in Renton, the City's resistance to regional taxi licensing by the County has not significantly affected regional taxi operations.

²Port of Seattle, "Report to Our Neighbors," "Facilities Handbook," 1978 Annual Report.

Operations Office supervises airport taxi operations, including licensing and dispatching through an innovative telephone and closed-circuit television system implemented during 1979.

2.2.4 State of Washington

The State Department of Licensing issues all for-hire vehicles a certificate which requires that insurance be maintained. Another State agency, the Washington Utilities and Transportation Commission, regulates charter buses and similar for-hire vehicles that file rates. Vehicles that hold less than nine passengers are not regulated by the WUTC; these include taxis and limousines. Cities and counties are presently granted exclusive authority to regulate taxi operations, but since regulatory revisions, efforts are being made by taxi operators to persuade the State to regulate them. State assumption of taxi regulation would represent a major departure from past policy, however.

2.2.5 Other Agencies

Institutions primarily concerned with comprehensive transportation planning have not been actively involved in taxi regulatory revision. These include the Puget Sound Council of Governments and the Municipality of Metropolitan Seattle (METRO).

2.2.5.1 Puget Sound Council of Governments

The Puget Sound Council of Governments (PSCOG) is the regional metropolitan planning organization (MPO) for transportation and the areawide planning organization (APO) for the four-county region. Its fifty-three member jurisdictions send as representatives locally-elected officials who are appointed to the PSCOG by their mayor or local government. These officials represent 98 percent of the population in the region. PSCOG has responsibility for transportation, land use and housing planning and serves as a pass-through agency for 701 funds and the UMTA Coordinated Support Program among other specific allocations.

2.2.5.2 Municipality of Metropolitan Seattle (METRO)

Originally established as a sewer district, METRO is currently comprised as a dual-purpose agency with responsibility for water quality within the Seattle metropolitan and Lake Washington areas. These responsibilities include transport, treatment and disposal of waste water in addition to the City of Seattle sewer system. METRO took over responsibility for transit operations within King County in 1973, and holds exclusive rights to operate the bus system within the County.

The METRO Council is comprised of 37 members including the Seattle and King County Councils, the County Executive, the Seattle Mayor and elected officials from the larger cities and representatives of Bellevue, the suburban areas, and the sewer district.

2.3 Transportation Systems

Four elements of the transportation system in Seattle are briefly described here:

2.3.1 Highways

Four controlled-access highways form the skeleton of the road network: I-5 and I-405 running north/south; and I-90 and SR-520 running east/west. (Auto-carrying ferries provide service across Puget Sound.) By far the heaviest traffic volumes are carried on Interstate 5. This facility is generally four lanes in each direction, although north of the downtown, reversible express lanes allow for up to eight lanes in the peak direction (and four in the minor-flow direction). Because of impediments of water and topography, most Seattle traffic is funneled onto these facilities.¹ The east-west routes are antiquated

¹The West Seattle Drawbridge, a non-freeway link, has the second highest average daily traffic volume (next to I-5). This facility is currently closed due to damage from a ship collision.

facilities and generally considered to be obsolete, but have not been rebuilt for various reasons. About two million vehicle trips per day are generated in King County.

2.3.2 Transit Service

Transit service in the Seattle-King County area is provided by the Municipality of Metropolitan Seattle (METRO), a special purpose government agency. Besides its role as the principal regional transit operator, METRO is also responsible for administering an elderly and handicapped taxi "script" program, which provides eligible participants a 60 percent discount on taxi fares reimbursed to the taxi operators from UMTA funds.

With approximately 800 buses, the METRO system carried 57 million riders in 1979, up from 38 million in 1975. (The population of METRO's service area is 1.2 million residents.) The County has basically two fare zones, within and outside of the Seattle City limits. The base fare is \$0.50, plus \$0.25 to cross the fare zone boundary. The downtown Seattle and Denny Regrade areas constitute a free-fare transit zone which has been in effect over many years. The transit modal split to the CBD during peak hours is around 35 percent, while the all-day mode split regionally is 4 percent.

2.3.3 Taxi-based Services for Elderly and Handicapped

During 1972-73, the City Council attempted to extend transportation services to low-income elderly and handicapped travelers via special services vehicles. The local taxi industry objected to this proposal on grounds that the special services vehicles would compete with taxicabs.

The industry offered a counter proposal, whereby City-issued scrip redeemable by taxi operators for 80 percent of its face value could be used by low-income elderly and handicapped persons to pay

taxi fares. The 20 percent loss in revenues would be absorbed by the taxi operators. In exchange, the industry requested code revisions to allow leasing, cruising, and the transfer of licenses to stand-by vehicles, and to prohibit County cabs from picking up fares in the City. Many of these concessions were realized when the scrip program was initiated in 1973; legalization of leasing arrangements was achieved in 1975.

Beginning in 1979, the scrip program was extended with UMTA funds to provide a 40 and then 60¹ percent discount on taxi fares. Eligibility, the sale of scrip books, and other administrative duties were transferred from the City Department of Community Development to METRO, the local transit operator, along with its reduced bus fare permit program. The taxi program was seen as an important extension of public transit service to persons unable to use the regular transit system. Reports as of early 1979 indicated that the major Seattle taxi companies were all participating in the scrip program.

2.3.4 Airport

Sea-Tac International Airport is the regional airport serving much of western Washington via seventeen airlines serving all major U.S. points, the Orient, Europe and Latin America. The airport is also served by five commuter lines and several charter companies. For the calendar year 1978, it served 8,364,500 air passengers (including transfers). Growth in air travel to and from the airport has been rapid in recent years and 9.4 million air passengers were projected to have used Sea-Tac in 1979 (up 14 percent from 1978). Expansion efforts completed in 1973 raise the airport capacity to handle 12 to 15 million passengers per year, which is adequate to meet projected requirements beyond the decade of the '1980's. More than 20,000 jobs are related to airport traffic and commercial facilities; over 9,000 of these jobs are located at the airport.

¹As of June 1, 1980.

The airport is a major regional generator of taxi trips, many of which are fairly long, since the airport is located about 14 miles south of downtown Seattle (see map, Figure 2.1). Certain small airlines (including package carriers) use Boeing Field which is located only about five miles south of downtown.

3.0 TAXI INDUSTRY CHARACTERISTICS PRIOR TO REGULATORY REVISIONS

This chapter describes the Seattle taxi industry prior to the 1979 regulatory changes, giving particulars on pre-revisions industry size and structure, fare structure, operating practices, level of service, demand and productivity. It also presents a brief historical summary of previous local taxi regulation along with descriptions of the salient features of the previous regulatory codes, regulating authorities, responsibilities and administrative procedures. The new regulations and point-by-point comparisons between the former and revised codes and procedures are presented in Section 4.2.

3.1 Definition of Terms

A number of terms used throughout the text and peculiar to the taxi industry or to Seattle are defined here for convenience:

Owner/operator The individual, partnership or corporation holding at least a part interest in a vehicle, and deciding how the vehicle should be operated.

Driver The individual who operates the vehicle, and who may or may not own it.

Organization Types

Fleet operation An operation characterized by total ownership of all vehicles by one individual, partnership, or corporation.

Cooperative An operation characterized by owner/operators affiliating with each other in a non-profit corporation to share the costs and benefits of dispatching, accounting, and other services.

Service company or Association An organization providing cabs affiliated by subscription membership or shares with radio dispatching, accounting, and/or legal services. The service company may also provide advertising, operate a garage or fueling facility, assist with insurance or provide other services.

Unaffiliated cab A cab not operating in affiliation with a cooperative or service company. Reportedly, unaffiliated cabs are typically not radio-dispatched in Seattle.

Driver Types

Leasee-driver Person driving a taxicab on a self-employed basis by purchasing the use of the cab from the permit holder for a set fee per shift (see "nut").

Hired-driver Person driving a taxicab for the permit holder on an employee basis, remuneration for which is calculated as a percentage of the cab's daily receipts.

Owner-driver Person driving a taxicab on a self-employed basis, holding the taxi permit and operating the cab as its owner and driver.

Service Types

Exclusive Ride Exclusive use of a taxicab by one or more related passengers at a time.

Group Ride Shared use of a taxicab where a group of related passengers enter at the same point of origin, disembark at the same destination and pay a single fare for the trip.

Shared Ride	Non-exclusive use of a taxicab by two or more unrelated passengers travelling between different points of origin and/or destination but in the same general direction.
Fixed-Route (Jitney)	Transport of persons or parcels following a fixed route of travel between specified points.
Nut	The amount paid by a lease-driver to an owner for the use of a cab for a specified period of time, or shift, usually not including the costs of gas and oil.

3.2 History and Features of Previous Taxi Regulation

This section briefly covers the history and major features of the previous Seattle and King County regulatory codes, the regulating authorities and their duties; the administrative procedures for enforcing regulations; and interagency coordination.

3.2.1 City of Seattle

Regulation of taxicabs in Seattle began in 1914 and between 1930 and 1979, rates and entry were strictly limited. The 1930 law apparently arose out of the City's desire to protect its municipally-owned street railway system from taxicab competition. Another reason was a taxicab rate war which occurred in the late 1920's. While a variety of additions and changes have been adopted since 1930, the basic law remained in effect until 1977, when interim code changes were adopted as part of the regulatory revision process. The code which was in effect prior to the 1979 regulatory revisions (Ordinance 59866) was adopted in 1965 and subsequently amended through May 1978. Four

amendments achieved significant changes in taxi regulation: Ordinance 102637 (10/73), 106189 (2/77), 107095 (1/78), and 10735 (5/78). The following discussion, and the comparison between the former and revised codes which is to be found in Section 4.2, are based upon these ordinances, copies of which are included in Appendix B.1.

3.2.1.1 Entry Controls

Under the pre-revision provisions, new entry required an investigation into the fitness of the applicant operator. Entry was effectively closed, however, by virtue of a numerical limit on the total number of licenses. This limit, imposed in February 1977 as part of interim code changes achieving reciprocal licensing with King County, fixed the ceiling on total taxi licenses at its then-current level. Prior to 1977 the numerical limit was based upon a ratio of one license to every 2500 Seattle residents. Evidence indicates that this ceiling had been exceeded, however, owing to the "grandfathering in" of taxicabs operating under licenses granted prior to September 9, 1966. The City could also license cabs previously licensed to operate in a King County area and operating there for at least two years prior to the area's annexation by the City. After the reciprocal licensing provisions agreement adopted by the City and the County in February of 1977, a taxi operator licensed in either jurisdiction could readily obtain the other's license for a \$25 fee (fee for both licenses, \$125). That is, in addition to regular City taxi licenses, the DLCA also issued County-reciprocal licenses to licensed County operators.

Prior to 1977, the Director of the Department of Licenses and Consumer Affairs (DLCA) was also authorized to determine by resolution from time to time whether the public convenience and necessity (PCN) required additional taxi licenses. This determination was made at a public hearing where the burden was on the applicant to prove his fitness to provide service and to demonstrate the public need for service. In determining whether the public convenience and necessity required the additional service, the Director of Licenses and Consumer Affairs was to consider the following:

- a. The number of taxicabs already operating under permits.
- b. Whether the requirements of public convenience and necessity [could] be met and complied with only by the issuance of additional permits.
- c. The probable effect of increased service on local traffic conditions.
- d. Whether the increased service would result in ruinous competition.
- e. The effect on working conditions and wages paid to drivers of taxicabs or special services vehicles.
- f. Whether the additional service requested [could not] best be rendered by existing operators.
- g. The financial responsibility of the applicant.
- h. The type and condition of equipment proposed to be operated.
- i. The character, experience, and responsibility of the applicant and such other relevant facts as the Director of Licenses and Consumer Affairs...[deemed] advisable, pertinent, or necessary to aid in determining whether public convenience and necessity [required] the issuance of such additional permits.

When the total number of taxi licenses was frozen at the current level in February 1977, this section providing for additional licenses was deleted.

Transfers of taxicab permits (except for use by a standby vehicle duly inspected and licensed) were also subject to the DLCA Director's approval. In addition, the City had a minimum operating requirement of 10 miles per day for 230 days per year. No taxicab permits could be renewed for a succeeding year unless the vehicle had met this requirement.

Originally, the City Council had responsibility for approving all taxi licenses. This function was transferred to the Comptroller's Office some time prior to 1965 and then to the DLCA Director when the Department was created in 1973.

3.2.1.2 Rate Regulations

The previous Seattle ordinance had established a standard rate of fare of taxicab services. In 1976, Council had approved a rate increase as a temporary measure to be in effect for six months; this increase was subsequently extended up until regulatory revision. The rate adopted in 1976 was \$0.90 drop including the first 1/7 mile (or \$0.80 fixed),¹ \$0.70 per mile, \$7.20 per hour waiting and \$0.20 for each additional passenger after the first. No other metered taxi rates were allowed to be charged, although contract rates were allowed to differ from the standard rate. Qualified elderly and handicapped passengers could pay taxi fares in scrip issued at 80 percent face value.²

3.2.1.3 Other pre-Revisions Regulations

Other Seattle provisions governing taxicabs prior to regulatory revision included the definition of a taxicab as a vehicle having a seating capacity of nine passengers or less operated for a metered fee but not exclusively over a fixed and defined route. Minimum public liability insurance coverage as specified by State law was required, and a copy of the policy was to be filed with the DLCA Director. The City of Seattle was to be indemnified and named as an additional insured. Taxicabs and required taximeters were to be inspected by the Director of Licenses and Consumer Affairs (meters at least once a year and vehicles "from time to time," after the initial inspections). The standard rate of fare was to be conspicuously displayed on a card inside the passenger compartment.

¹The taxi case study reports present both the flag drop charge including the first mileage increment and the "fixed charge" (drop charge excluding mileage) to facilitate comparisons between rates. In this case 1/7 mile cost \$0.10, so the fixed charge was \$0.80.

²The scrip program began in 1973. Originally scrip was sold and redeemed by the Seattle Department of Community Development through the City Treasurer; the 20 percent discount on taxi fares was absorbed by the taxi operators. The program was expanded with UMTA financial support in 1978 to a 40 percent and in 1980 to a 60 percent discount under METRO's administration.

Operators were required to keep an accurate daily trip sheet for each shift the vehicle was operated, and to maintain these trip sheets on file for a period of five years. These files were to be open for inspection at all times by the DLCA Director. The trip sheets were to include: the driver's name and license number, the company name and vehicle number, the date, time and place or origin and of dismissal of each trip, the fare paid, number of passengers paying, and any other items for which a charge is made, the time of beginning and end of each shift and the mileage reading of the vehicle at the beginning and end of each shift.

Drivers were to issue a receipt on request of the passenger. It was unlawful for a driver to refuse service to any passenger "of proper deportment." Acceptance of additional passenger was subject to the approval of the first. Incidental passenger luggage was to be carried free of charge. Nothing in the ordinance was to be construed to prevent the permit holder from leasing the taxi vehicle for operation by another person.

In addition, the DLCA Director had the power to adopt¹, subject to City Council approval, and to enforce, such rules and regulations as were not inconsistent with the ordinance or which were necessary for its enforcement, and was to keep a copy of such current rules and regulations (see Appendix B.4) on file and available for public examination in the City Comptroller's Office. The old rules (effective June 1, 1965) specified the conditions under which taxi vehicles could be deemed obsolete, posting of the cab identification card, meter seals, minimum vehicle safety requirements, proper condition of equipment and information to be recorded on trip sheets.¹

¹Early in 1979, following non-renewal of some 48 taxi licenses, the City promulgated Rule R-2-59866 (February 28, 1979) providing for redistribution of these licenses to qualified applicants by lottery. Regulatory changes providing for open entry were adopted before the redistribution was under way, however. See Section 4.1.

Violation or failure to comply with the provisions of the ordinance was deemed a misdemeanor punishable by fine (not to exceed \$300) or imprisonment (not to exceed 90 days) or both.

3.2.1.4 Administrative Procedures

Since entry was limited to a fixed numerical limit, the most common way for a new operator to come into the Seattle taxi industry was to buy the license of another operator. The purchase usually included the vehicle, meter, radio, and whatever other equipment was involved as well as the trade name of the previous operator. Permit sales originally required Council approval; the authority to approve sales was transferred to the Comptroller and then to the DLCA Director in 1974. The parties were not required to reveal the sales price of the license.

The DLCA's Weights and Measures Section was responsible for vehicle safety and meter inspections, which took place at its downtown test station.

Prior to 1978, the DLCA reportedly did not vigorously enforce the minimum operating requirement. Enforcement of the City's Business and Occupation Tax revenue reporting requirements was also somewhat casual, largely because of the difficulty of reconstructing the necessary financial information from drivers' trip sheets and because the product of such efforts was predictably small. (The annual tax was 0.165% of business revenue.)

3.2.2 King County

King County adopted a revised taxicab ordinance at the same time as the City of Seattle's regulatory changes. The following paragraphs briefly summarize the previous County regulations governing taxicab operations for purposes of comparison. See Appendix F for a copy of the County Ordinance.

3.2.2.1 Entry Controls

It was unlawful to own or operate a taxicab in the County without a license for each vehicle from the Director of the King County Public Safety Department (PSD). The license application was to provide the following information:

the true name and address of the applicant or of the principal officers and shareholders of a corporation, the classification under which the vehicle will be operated (taxicab or other vehicle for hire), the year for which the license is sought, full, true and accurate information concerning the ownership, identification, company vehicle number, the name of the business, fictitious or otherwise under which the vehicle is to be operated, the distinguishing color scheme, design or dress, including any monogram or insignia to be used, the number of miles per day and days of operation for any or all vehicles operated by the applicant for the preceding year, and whether the applicant had been convicted of any violation within ten years preceding the date of application related to the sale or possession of intoxicating liquor, gambling or any law or ordinance relating to public morality and decency, or any law or ordinance involving an intent to defraud, or relating to the use, sale or possession of narcotics, or any other information the director may require.

The director was to inquire into the correctness of the information furnished and to ascertain that the applicant met the various requirements of the ordinance, including that the designated name and color scheme for the taxi vehicle did not conflict with others so used or tend to deceive the public, and that the vehicle was properly licensed and insured. Award of a license also required proof that there

was "a bona fide need for taxicab...service in the unincorporated area of King County."¹ That is, a public convenience and necessity certification was required for entry. Taxicab license fees were \$60 per vehicle.

Like the City Code after the 1977 interim changes, the County ordinance provided that holders of a valid City of Seattle taxicab license could obtain a reciprocal license to operate the same taxicab in the County for an additional fee of \$25.

License transfers were subject to the PSD Director's approval and only permitted in cases where the vehicle was sold or became obsolete, unsafe or unfit for use. A minimum operating requirement of 10 miles per day for 230 days per year during the preceding year needed to be met for license renewals.

3.2.2.2 Rate Regulations

The previous County ordinance specified a standard rate of fare set "to facilitate cooperation" to be "temporarily the same as that set by the City of Seattle" as follows: \$0.90 drop and first 1/7 mile (or \$0.80 fixed charge) plus \$0.70 per mile and \$7.20 per hour waiting. Rates pursuant to a written contract were allowed to differ from the standard rate. The contract period was not to exceed one year; a copy of the contract was required to be filed with the director of licenses.

3.2.2.3 Other Regulations

The previous County ordinance defined a taxicab as a vehicle seating 6 passengers or fewer and not operated exclusively over a fixed route, and a taximeter as an instrument or device by which the charge is mechanically measured or calculated and displayed for the distance travelled or for waiting time or both.

¹See Ordinance No. 4232, Section 2(b).

3.2.2.4 Administrative Procedures

The County's Business Licenses Section was responsible for vehicle safety inspections. The County accepted the City's more rigorous inspection in lieu of its own, and as a result the County's program was smaller than the City's. (The City did not accept the County's inspection as sufficient to meet its requirements, however.) The County had three test stations set up in various locations.

3.2.3 Port of Seattle

The Port of Seattle's Operations Office has responsibility for supervising airport taxi operations, including licensing and dispatching through an innovative telephone and closed-circuit television system put into operation in 1979. Between 1971 and 1977, the Port had regulated taxi operations by means of an exclusive franchise contract with a single operator. The contract was let on a competitive bid basis. When the contract expired, the Port opened the airport to operators holding a County license. Thus, the airport was opened to regular County-licensed operators and to City-licensed operators holding reciprocal licenses from the County.

The Port's Operations Office assessed an annual fee of \$50 for individual taxicabs to pick up at the airport. The Office also enforced pick-up rights by prohibiting unlicensed operators and supervising operation of the four single-vehicle cabstands in the deplaning area to minimize problems from queue-jumping and gypsy cabs. The Port also accepted and investigated passenger complaints of short-haul refusals and other difficulties.

3.2.4 Coordination Between Jurisdictions

Before regulatory revision a variety of interjurisdictional arrangements for taxi regulation existed within King County. The municipalities of Bellevue and Kirkland contracted directly with the

County to provide taxi regulation. Several other smaller municipalities had no formal relation with the County, but took advantage of its regulatory function by informally requiring operators to possess a County license before issuing them a permit to operate in their jurisdiction. Prior to 1977, the City of Seattle Code included provisions for licensing County-licensed taxi operators who had operated in an annexation area for at least two years prior to its incorporation by the City. The 1977 interim legislation provided for reciprocal City and County taxi licensing whereby any operator having a license in either of the two jurisdictions (the first license in either jurisdiction cost \$100) could obtain a license in the other for an additional \$25.

The County had traditionally adopted the same standard rate as that established by the City. This practice includes the temporary increase adopted by the City in 1976 and subsequently extended through the 1979 code changes. The County also accepted the City's more rigorous vehicle safety inspection in lieu of its own.

The Port of Seattle had regulated airport taxi operations by means of an exclusive franchise to a single operator between 1971 and 1977. When the exclusive contract expired in 1977, and largely through the efforts of the City's pro-revisions Councilors, the Port opened the airport to County-licensed operators including City operators with County reciprocal licenses, even though the loss of the contract meant a loss of revenue from taxi operations to the Port. (In partial compensation the Port's taxi licensing fee was increased to \$100 annually.) The open airport arrangement produced an estimated one-fourth of the revenue derived from the exclusive franchise, and also resulted in more cabs and increased enforcement needs at the airport. Its acceptance by the Port indicates the generally good relationship among the Port, the City of Seattle and King County.

3.3 Industry Structure Prior to Regulatory Revision

The following paragraphs describe the size and structure of the Seattle taxi industry prior to regulatory revision. This includes the number, organizational affiliation and license category of licenses issued during the 1978-79 license year. Insofar as possible from available sources, the information is presented by jurisdiction for the three major spheres of taxi regulatory authority: the City of Seattle, King County, and the Port of Seattle.

3.3.1 Sizes and Types of Taxi Operators by Jurisdiction

Insufficient compiled and comparable data was available from the three separate jurisdictions to describe the numbers and organizational types of taxi operators licensed for identical pre-revisions time period. Data on City of Seattle licenses for the 1978-79 license year, on County licenses as of July 1979, and on airport-licensed operators as of December 1979 serve to approximate this baseline fairly accurately, however.

3.3.1.1 City of Seattle

Prior to regulatory revision, Seattle had 240 regularly licensed taxicabs for the 1978-79 license year. In addition to these were 68 licenses involved in litigation following their revocation by the City for failing to meet the minimum operating requirement. The City's action was appealed by the operators; these taxicabs were allowed to continue operating without a license pending the outcome of the appeal, however. Also in addition were 92 licenses issued to King County operators under the reciprocal licensing agreement. Totalling the 240 plus 68 contested licenses and the 92 King County reciprocal licenses yields 400 taxicabs operating in the City prior to the regulatory changes. There were also 29 standby licenses issued without fee which were not intended for regular use.

DLCA staff caution that these numbers tend to overestimate the actual supply of Seattle taxicabs, however. They maintain that many of the licensed vehicles were under-utilized. The 68 contested licenses were pulled for the operators' failure to meet the minimum service requirement. Also, many of the King County reciprocal licenses may have been obtained more as insurance against deadhead trips back to the County than for primarily City-oriented operations. Some 50 additional City licenses could have been re-issued for 1978-79 under the established ceiling, but these had not been renewed by the license-holders. The 400 regular, contested and King County reciprocal licenses represented 0.75 licenses per 1,000 population.

Table 3.1 shows the distribution of Seattle licenses by license category and major operator prior to regulatory revisions. Of the regular and disputed licenses, the majority (over 80%) were held by three large companies: Farwest held 111, Yellow had 79, and Graytop held 58. Graytop and Yellow also held the bulk of the unrenewed licenses.

Table 3.1
CITY OF SEATTLE TAXI LICENSES BY MAJOR OPERATOR AND LICENSE CATEGORY
PRIOR TO REGULATORY REVISION

<u>Company</u>	<u>Regular City Licenses</u>	<u>Under Appeal</u>	<u>Standby Licenses</u>	<u>King County Reciprocal Licenses</u>	<u>Not Renewed</u>
Farwest	110	1	21	29	3
Graytop	50	8	2	3	20
Yellow	33	46	5	12	25
Others	<u>47</u>	<u>13</u>	<u>1</u>	<u>48</u>	<u>2</u>
Total	240	68	29	92	50

The Major Service Companies. The organization of the Seattle taxi industry is unusual in that the major operators are not traditional fleet-type operators but service companies of member-owners. There are three such organizations: Farwest, Graytop and Yellow (Seattle Taxi and Transportation Company, Inc.).

As of late 1979, Farwest was made up of about 86 individuals owning one or more vehicles and paying set fees to Seattle Farwest Service Corporation to cover vehicle insurance, accounting, dispatching, and general/administrative costs. Each owner held stock in the service corporation. Initiation fees were \$1,500 for a new member, and \$500 per vehicle for an existing member to add new vehicles.

Graytop was a cooperative association of thirty individuals owning between one to five vehicles each. Members each owned shares in the service company in proportion to their number of cabs. One vehicle was owned by the service corporation. Initiation fees of \$3000/cab could be paid as a lump sum or over a period of time. Financing could also be arranged at 12 percent interest for a term of slightly over 2-1/2 years (about \$25/week). The Board of Directors managing the association was elected by the owners on a one-vote-per-member basis; that is, members owning several cabs still have only one vote. Member cabs were driven by owners and leased to other drivers. Graytop provided a company garage but no gasoline services.

Yellow Cab traditionally was a fleet-owned operation. Since Yellow's reorganization as a service company in 1978, the owners have sold cabs to independent owners and operate more on the Farwest model. A large number of member cabs were still held by a closely-controlled corporation, Seattle Taxicab and Transportation Company, Inc., at the close of 1979. Yellow also included other affiliated cabs dispatched together but operating under different trade names, such as Checker, Blue Top, White Top, Luxor, and Scotty's cabs.

Sea-Tac Cab Company, incorporating Airport Taxi, is a relatively large fleet-type operation which focuses chiefly on the airport market. Airport Taxi held 27 licenses prior to regulatory revision; they were all County reciprocal licenses.

Other Seattle Taxi Operations. The remaining Seattle taxicabs were generally fleet-owned operations of less than ten cabs driven by lease drivers, in the case of the multi-certificated companies, or single unaffiliated cabs. Unaffiliated cab owners may drive their cab for one shift and hire a driver or lease their cab during a shift that they choose for the others, or they may hire and/or lease out both shifts. A major factor in the organization of cab companies in Seattle is that insurance has been more expensive for fleet owners than for owner-drivers.

Special note should be taken of the fragmentation within the Seattle taxi industry because of its structure. The three largest companies are co-operative-type associations of owner-operators who often lease their vehicles to other drivers as quasi-independent businessmen. These associations do not own their member vehicles. Graytop is a true co-op, while Yellow and Farwest are service companies which supply radio dispatching, fuel, insurance, repairs, and other services to their owner-operator members. In addition to the associations are the unaffiliated independent operators who are not radio-dispatched and who therefore concentrate on the street hail and airport business.

While all three associations have been in business for many years, they have had continually changing rosters of member owners and officials. From time to time, individual owners or groups of owners within the associations have bought up the licenses of other owners in an attempt to achieve control over the association. These purchases have occasionally led to a concentration of cabs in the hands of a few

individuals or a few small corporations within the associations. Prior to regulatory revision, the licenses of Yellow and Graytop owners were held jointly with the service company. Thus minority owners in Yellow or Graytop could find themselves confronted with the choice of selling out or, in effect, becoming employees of the majority owner(s). Because they purchased gasoline, repairs and dispatching from the general manager of the association, minority owners within these companies were essentially in the position of leasee drivers to the association.

In contrast, the licenses in Farwest were held solely by the individual owner-members even prior to regulatory revision. The general manager at Farwest was not an owner or a driver but a manager who ran the organization according to the members' direction by vote. Finally, while Yellow and Graytop have traditionally been City-licensed companies, Farwest also holds a number of County licenses.

As a result of these varying ownership practices, relations between association members have been occasionally acrimonious. These conditions have also tended to divide the industry and prevent its unification around major issues.

Taxi Owners' Association. In addition to the co-op and service companies there is also a membership organization of taxi owners. Organized in late 1977 to counter the City's steps toward regulatory revision, the Washington Taxi Association was formulated as an interest and lobbying group. Its activities have included commission of a private consultant study of the City's regulatory proposals and economic assessment methodologies, employment of an official industry lobbyist/ representative, and a formal petition to the Washington Utilities and Transportation Commission to assume responsibilities for taxi regulation in Seattle. See also Section 4.1 for further discussion of this group's orientation and activities.

3.3.1.2 King County

City taxis have traditionally outnumbered County taxis by a ratio of over 5 to 1. The County's 74 outstanding licenses as of February 1977 when the reciprocal agreement was adopted with the City were substantially under the 160-license ceiling which would have been permitted according to the previous population ratio. The County's 372 licenses including City reciprocal licenses as of mid-1979 represents a ratio of .31 licenses per 1000 County residents. As in the City, County taxi operations have been dominated by the three large service companies.

3.3.1.3 Port of Seattle

Data on airport-licensed taxis was available as of December 1979. The 174 total licenses shows the same general dominance of the three major service companies which existed in the City and the County. But whereas nearly all County-licensed single cab and small multi-certificated firms obtained airport permits for their cabs, the majors obtained fewer than half as many airport permits as they had eligible County-licensed cabs. Yellow had the largest percentage of its cabs licensed to operate at the airport (54%), while Farwest and Graytop had much smaller percentages of airport-licensed taxicabs (28% and 31% respectively). With the single exception of Airport Taxi (now consolidated with Sea-Tac Cab Company), the mid-sized companies obtained airport permits for all of their cabs.

Table 3.2 shows the numbers of licenses held by different operators or associations within these three jurisdictions.

3.3.2 Service Types and Geographic Specialization

The types of taxi services provided by Seattle operators prior to regulatory revision were dependent upon the provisions of the pre-revisions ordinance as well as upon local operators' marketing strategies.

Table 3.2

TAXI LICENSES BY ASSOCIATION AND JURISDICTION PRIOR TO OR EARLY AFTER
REGULATORY REVISION

<u>Association/Operator Name</u>	<u>Number of Licenses by Jurisdiction</u>		
	<u>City of Seattle^a</u>	<u>King County^b</u>	<u>Sea-Tac Airport^c</u>
Farwest (Seattle Farwest Service Corp.)	140	116	32
Yellow ^d (Seattle Taxicab and Transportation Company, Inc.)	91	79	43
Graytop (Graytop Service Inc.) ^e	61	61	19
Airport Taxi ^f	27	27	--
Sea-Tac ^f	12	9	9
Plaza	8	7	9
Pioneer	7	7	--
International	5	5	--
Multi-Certificated Firms With 2-4 Cabs Apiece	32	25	24
Single-Cab Firms	17	36	33
TOTALS	<u>400</u>	<u>372</u>	<u>174</u>

^aCity of Seattle taxi licenses for 1978-79 license year. Does NOT include standby or nonrenewed licenses but does include County-reciprocal and contested licenses.

^bKing County Licenses as of July 1979, including City-reciprocal licenses.

^cPort of Seattle airport taxi permits as of December 1979.

^dIncludes Checker, White Top, Luxor, Scotty's Cabs, and Blue Top.

^eIncludes Roy's North End Cabs (8 cabs).

^fHave the same principal owner.

The extent of geographic specialization was largely determined by whether or not a taxi company had two-way radio dispatch capability or not. These industry characteristics are described in turn below.

3.3.2.1 Service Types

Seattle operators have traditionally tended to concentrate on the conventional taxi market, or exclusive ride service. Seattle nonetheless provided some opportunities for operators to specialize within this conventional framework. Operators interviewed in 1978, for example,¹ reported specialties in the local "bar business," downtown business travelers and shoppers and the airport. The bar business entrepreneur reported that he had paid a number of bars and restaurants to install direct telephone lines to his dispatcher.

Shared-Ride Taxi Service. Although several Seattle user groups were interested in developing shared-ride taxi services, there had been little operator interest. Seattle Commuter Pool (SCP), the regional ride-sharing agency, had attempted to sponsor taxipools to and from the First Hill Hospital and between the Puget Sound Ferry docks to jobs in the central business district. Prior to February 2, 1977, however, discounts off the meter rate or special contracts were prohibited by the Seattle ordinance. Shared-riding could take place with the consent of the first passenger, but there was no convenient (or particularly attractive) means of computing each passenger's fare separately.

METRO was also interested in shared-ride taxi service as a way to reduce costs on a number of low volume transit routes. METRO opened several such routes to bid by private contractors, including

¹By Jim Womack. See "Opportunities and Options for Taxi Regulatory Reform," DOT-OS-50240, April 1978.

taxi operators, but only received one taxi operator reply. In this case the problem was clearly one of lack of operator interest since all of the METRO routes in question were in the County where contracting was already permitted. City legalization of contracting in February 1977 paved the way for additional shared-ride-type taxi services.

Elderly and Handicapped Services. Three taxi-based elderly and handicapped (E&H) service programs were already under way prior to regulatory revision: "Transaid Group Ride" operated by the Seattle Department of Human Resources under contract to Graytop Cabs to transport elderly clients to nutrition centers on a pre-scheduled basis for four or five passengers at a time; and "Transaid Individual Service" which provided taxi service to the elderly for medical, social service and shopping trips. In addition, there was the E & H scrip program initiated in 1973 as a 20 percent discount on taxi fares in lieu of special services vans operated by the City, and expanded in 1979 to a 40 percent discount subsidized with UMTA funds and administered by METRO.¹

Graytop Cab had traditionally taken the lead in offering service to elderly passengers. Driver turnover in this service company has traditionally been low, permitting many drivers to develop "personal" and "repeater" calls from elderly patrons. Graytop would put personal calls out to drivers over the radio in the belief that this repeat business was a valuable market. Neither Yellow nor Farwest followed this practice, evidently out of concern that personals would give rise to favoritism and increase dispatcher workloads. Farwest, however, reportedly would give drivers the client's phone number to permit drivers to arrange their own personals.

¹The discount was extended to 60 percent as of June 1, 1980.

Package Delivery. Legalization of contracting also made it possible for Seattle operators to engage in package delivery service. These services required a permit from the Washington Utilities and Transportation Commission (WUTC), even for intracity trips. Farwest and Yellow have both engaged in a significant amount of package delivery. A Farwest spokesperson estimated that package delivery produced about 40 percent of the company's total revenue in 1978, while a Yellow spokesperson estimated their package delivery services brought in about 25 percent of their total revenues. These services are concentrated in the downtown area and around the medical facilities on the eastern edge of the downtown. Typical commodities delivered included perishable items such as blood samples and other medical specimens.

3.3.2.2 Geographic Concentration

Not surprisingly, the large, radio-dispatched services companies provide service within a larger geographic area than the unaffiliated, non-radio-dispatched independents. The former operators have generally provided citywide service, while the latter have tended to rely primarily on the downtown cabstands and the airport.

All of the majors have served the downtown area and the airport. Farwest generally has provided more service to the West and South Seattle areas than other operators; Yellow has focussed on the University District; Graytop predominated in the North End area of the City. Airport Taxi and Sea-Tac Cab plied the airport trade. To some extent, too, geographic specialization has been a product of independent owner-operator or leasee-driver choice, either by dint of familiarity or perceived profitability.

Some areas have reportedly received less taxi service than others. West Seattle and the unincorporated areas are relatively low-density and have received relatively poor service because, operators

maintain, trips to these areas often necessitate considerable deadhead mileage back to the City. Madrona, a predominantly black residential area east of downtown Seattle, was frequently under-served, especially at night, because of its reported high crime rate. The Capitol Hill neighborhood slightly east of downtown has also been scanted because, drivers assert, the elderly residents of this area make only short, low-revenue trips.

It should be noted that jurisdictional licensing does not guarantee exclusive pick-up rights. Many cab companies hold different permits for different cabs. While a jurisdiction's law may require every cab exercising pick-up rights within its boundaries to possess its permit, it is difficult in practice to tell whether any particular "XYZ" cab has the proper license or not when different "XYZ" cabs are licensed in different jurisdictions. The potential for taxi operators to abuse their multi-jurisdictional capability in this way has caused problems at the airport, when unlicensed taxis dropping off passengers attempt to avoid the deadhead trip back to their own jurisdiction.

3.3.3 Changes in Industry Size and Structure Over Time

The taxi industry in Seattle has undergone a few major cycles of change. About 250 taxicabs operating in 1930 when entry controls were enacted were grandfathered in under a waiver of the numerical limitation on total permits by population ratio. Two additional groups of taxi licenses were issued at two specific points in time: in 1962, the City issued 45 temporary licenses in anticipation of service needs during the Seattle World's Fair; from 1966 to 1968, the City issued 57 additional licenses on the basis of the operators' demonstration of the public convenience and necessity for the added service. These were the first permanent licenses issued since the 1930's. It should be noted that, according to these figures, the outstanding licenses exceeded the population based ceiling, chiefly owing to the "grandfathering in" of the taxicabs operating prior to establishment of the license ceiling.

After the reciprocal licensing agreement with the County was adopted in 1977, the City issued a large group of County reciprocal licenses to County-licensed operators. There were 92 such licenses issued for the 1978-79 license year.

Yellow Cab was one of the earliest companies in Seattle, dating back to the turn of the twentieth century. Before 1955 it was a fleet-owned, employee-driven operation. From 1955 to 1977, it was organized as a cooperative. Yellow Cab went into receivership in 1977. It was reorganized in 1978 as a service company owned by one individual to provide dispatching, accounting, and other services to member operators. Yellow was at its largest in the late 1940s and early 1950's when it had about 165 cabs. By 1969, there were only 120 Yellow cabs. During the Boeing recession of the early 1970s, the association dropped to 50 member cabs but subsequently increased its fleet to 81 cabs before its 1977 hiatus. Yellow held the largest shares of the licenses recalled by the City for failure to meet the minimum service requirement and of the licenses which were not renewed prior to regulatory revision (see Table 3.1).

Farwest Cab was organized in 1934 by a small group of independents who wanted to compete with Yellow Cab. The association grew and developed over the years from 20 to 111 cabs (plus about 30 cabs in a loosely-related organization, Farwest of King County). This growth resulted from the merger of Farwest with several smaller companies over the years. Farwest had around 100 cabs in 1960 and about 120 by 1970. Like Yellow Cab, Farwest diminished somewhat as a result of the early 1970s recession, but had returned to about the same size it was a decade ago prior to the recent regulatory changes.

The Graytop association dates back over a quarter century, and had about 50 vehicles operating in the early 1950's. It had grown to about 95 cabs in 1970,¹ but also lost a large number during the Boeing

¹ Graytop received 20 new permits in the group issued in 1966/68.

recession, and others due to the City's 1978 recall of licenses under enforcement of its minimum operating requirement. Graytop also held a large number of the licenses which were not renewed prior to regulatory revision (see Table 3.1). Prior to the regulatory changes, about 60 member vehicles belonged to the association.

3.3.4 Incidence and Value of License Transfers Over Time

As reported, membership rosters (that is, ownership) within the service companies was dynamic throughout their history. Although the City maintained that taxi licenses had no value beyond the annual license fees, closed entry meant that taxi licenses accrued considerable dollar value in the eyes of the buyers and sellers. The City did not require these parties to report the sales price when it approved license transfers, but estimates have varied from \$2,000 to \$10,000.¹ The range was wide because the license, the vehicle, the meter, and the radio (if any), as well as the "good will" represented by the seller company were traded together as a package and the value of these items could vary considerably from company to company.² Farwest's licenses were apparently valued highest because the company's radio business was more valuable than that of either Yellow or Graytop.

An operator interviewed during 1979 estimated that these packages were trading privately for between \$4,000 and \$8,000 during the mid-1970's. The banker of one of the three major service companies reported that as of mid-1978, the license alone was being valued at \$5,000 for collateral to secure a business loan. Another estimate from early 1977 places the value of licenses somewhere between \$2,000 and \$3,000, but their valuation at this time may have been affected by the anticipation of regulatory revision.

¹See e.g., Womack, "Taxi Regulatory Reform in Seattle," April 1978, p.7.

²The City maintained that any value accruing to taxi licenses was owing chiefly to these items rather than to restrictions on entry.

3.4 Fare Structure

The following section reports the rate which was in effect prior to regulatory revision and describes the process and amount of rate changes since 1939. Section 4.1.2 discusses rate review in the context of the regulatory change process.

3.4.1 Pre-Revisions Rates of Fare

As reported in Section 3.2, the previous regulations included a standard rate of fare established by Council. Prior to regulatory revision (from 1976 through June 1979), this rate was \$0.90 drop and first 1/7 mile (or \$0.80 fixed charge), plus \$0.70 per mile, \$7.20 per hour waiting charge, and \$0.20 for each additional passenger after the first. Both the City and the County had established the same standard rate.

3.4.2 Historical Changes in Taxi Rates

Seattle taxi rates from 1932 up to regulatory revision are shown in Table 3.3. This information is also portrayed graphically in Figure 3.1. The time interval between rate changes had been relatively constant up until the mid-seventies; a fare increase was approved every five to seven years between 1932 and 1969. There were two rate increases during the 1970s. Seattle taxi rate increases have hardly kept pace with the local consumer price index during the past decade.

Changes adopted in the face of rising operating costs -- in addition to the rate increases effected in 1974 and 1976 -- included the legalization of leasing arrangements in 1977 (previously forbidden by ordinance since 1954). Operators had also reportedly cut back their vehicle hours of supply, a practice which apparently influenced the non-renewal of a significant percentage of licenses for failure to meet the minimum service requirement.

Table 3.3
TAXI FARES IN SEATTLE, 1932-1979

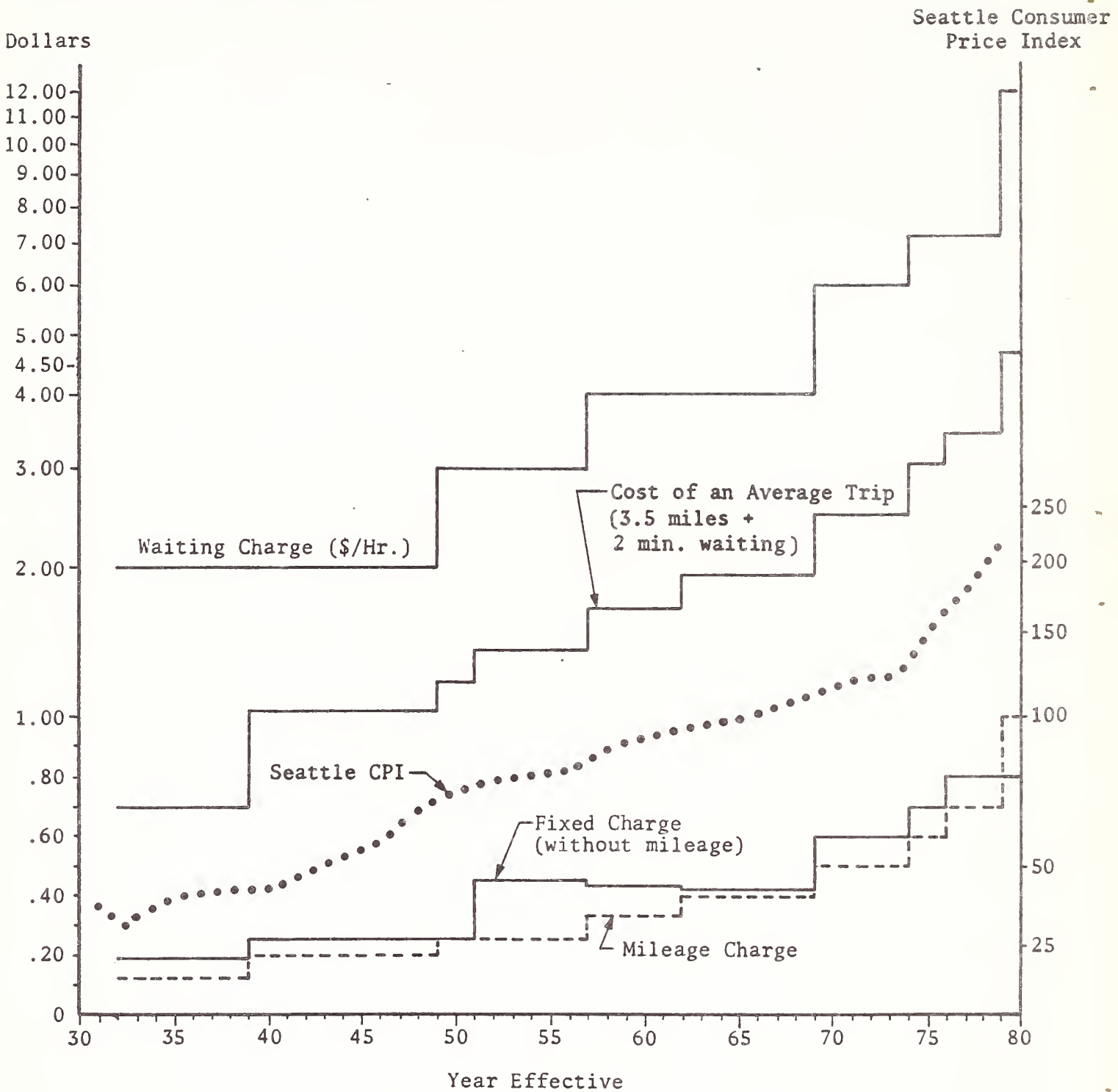
<u>Year Effective</u>	<u>Drop Charge (mileage increment)</u>	<u>Fixed Charge¹</u>	<u>Rate/Mile</u>	<u>Waiting Charge (\$/Hr.)</u>	<u>Passenger Extras</u>	<u>Fare For Typical Trip²</u>
1932	.25(1/2)	\$0.19	\$0.12	\$2.00	.10	\$0.68
1939	.30(1/4)	0.25	0.20	2.00	.10	1.02
1949	.30(1/5)	0.25	0.25	3.00	.10	1.23
1951	.50(1/5)	0.45	0.25	3.00	.10	1.43
1957	.53(1/3)	0.43	0.33	4.00	.10	1.72
1962	.52(1/4)	0.42	0.40	4.00	.20	1.95
1969	.70(1/5)	0.60	0.50	6.00	.20	2.55
1974	.80(1/6)	0.70	0.60	7.20	.20	3.04
1976	.90(1/7)	0.80	0.70	7.20	.20	3.49

¹ Does not include any mileage, rounded to the nearest cent.

² 3.5 miles, 1 passenger, 2 minutes waiting time.

Source: Ordinance files, Seattle City Clerk's Office

Figure 3.1
TAXI FARE STRUCTURE IN SEATTLE, 1932-1979



Sources: Ordinance Files, Seattle City Clerk's Office; Consumer Price Index for the Seattle-Everett Metropolitan Area 1930-1980 in Bureau of Economic Statistics, The Handbook of Basic Economic Statistics, Vol. XXXIV, No. 7 (July 1980).

Rate changes were achieved in Seattle similarly to other cities. Rate increase requests were initiated by the industry and evaluated by Council on the basis of their analysis of taxi operating costs and revenues, consumer prices, and -- in Seattle -- notions of fare elasticity. It should be noted that local rate increase hearings had become particularly acrimonious during the 1970s. The City maintained that operators had failed to supply sufficient and accurate information to substantiate their increase requests in 1974 and again in 1976. On the basis of its own conclusions that increased taxi fares were tending to reduce ridership revenue, the City granted rate increases which were substantially smaller than the industry had requested. The 1976 rate change, a 14 percent increase, was enacted as a temporary measure and subsequently extended for six months at a time until regulatory revision achieved open rate setting in 1979.¹

3.4.3 Pressure for Rate Increases Prior to Regulatory Revision

Operators had requested a 35 percent emergency rate increase immediately prior to regulatory revision. The amounts requested were \$1.00 per mile and \$12.00 waiting charge. This request divided the Council somewhat. Revision advocates like Councilman Revelle argued that the increase was unnecessary, as regulatory revision was imminent. Others, such as Sam Smith, urged the City Attorney's office to draw up a bill granting the increase just in case the regulatory revisions failed to carry. The bill was drafted but action on it became unnecessary when open rate setting went into effect. See Section 4.1.2.

3.5 Taxi Operating Practices

This section describes the equipment used by Seattle taxi operators, including taximeters and radios, labor conditions, dispatching, breakdown of service request types, and the effect of current regulations on operations.

¹Ordinances 105728 (7/76), 106178 (2/77), 106609 (7/77), 107144 (1/78), 107574 (7/78), and 107918 (12/78).

3.5.1 Equipment

The majority of Seattle taxi operators, being affiliated with the large service companies, are radio-equipped. The Seattle telephone directory for 1978 listed the following 28 separately-named operations as radio-dispatched.

Airline	North End
Airport	North East
Aurora-Northgate	Oriental
Aurora Village	Pioneer
Ballard	Plaza
Black & White	Red Top
Checker (Yellow)	Roy's North End (Graytop)
Farwest (City, County, Mercer Is.)	Scotty's (Yellow)
Graytop	Sea-Tac
Green and White	Seattle
Greenlake	Silver
Greenwood	VTL
Highlands	White Center
Lake City	Yellow

The unaffiliated smaller firms and independents are generally not radio-equipped and consequently rely more heavily upon the downtown area and the airport as their chief sources of trips.

All City and County cabs are required to have a working taximeter to register fares. There are two types commonly in use: conventional mechanical meters capable of registering one fare plus "extras," and electronic meters capable of registering up to five different fares at once. Estimates of the proportion of Seattle cabs equipped with electronic meters vary between 10 and 25 percent.

Interviews with operators in Farwest and Graytop indicated that they had only recently begun to investigate sources of cheaper, used replacement vehicles for their worn-out taxis. This evidence and the practice of borrowing against the taxi license indicate that

a significant proportion of the Seattle industry has attempted to maintain relatively late-model taxi vehicles. DLCA license records include the auto make and year of licensed taxi vehicles. This information will be coded for 1978 and 1979 and updated periodically to identify significant changes in the age of local vehicles and differences between operator types.

3.5.2 Unionization

Seattle taxi drivers were nearly all unionized during the 1930s and up until relatively recently. The increase in leasing since 1975 has militated against the unions, however, while most independent owner-operators are non-union. Teamsters Local #763 now represents only a small minority of mostly older drivers.

3.5.3 Dispatching¹

Dispatching practices have generally been similar among the major firms.² Telephone trip requests are taken via conventional public lines or direct-line phones from bars, restaurants and other major activity centers. Companies varied in their emphasis on direct-line phones and those with more direct lines consequently did a larger amount of night business generated by the areas where these phones were installed.

When a patron places a call, the location of the pick-up is noted on a small piece of paper called a "call ducat" which is then stamped with the time of the call. If the caller desires an immediate pick-up, the ducat is handed to the dispatcher to put the call out over the radio, asking the first available cab to make the pick up. When a vehicle acknowledges the call, its number is written on the ducat which is filed for future reference.

¹The following description of dispatching practices is based on DCCO analysis of operator call ducats.

²Except with respect to how personal calls are handled.

If a person requests a cab more than half an hour in advance, this is called a "time call." The telephone operator notes on the ducat what time the pick-up is desired and files the ducat with other time calls in chronological order. Time calls are pulled from this file and put over the air about 30 minutes before they are due. If the dispatcher perceives any problems in servicing the call, he or she might warn the caller of the possible delay, or refer them to another company. In general, it appears that some dispatching preference has been given to time calls over immediate calls.

Certain calls are obviously less desirable than others (e.g., deadheading several miles to drive someone six blocks to the grocery store). One operator called these "punishment bells." To offset the disadvantages of answering these calls, some associations make a practice of trying to give the next "good" trip (say, an airport run) to a driver willing to take a "punishment bell."

Dispatching costs are substantial, with the labor costs outweighing the direct costs of the telephone and radio equipment and lines, over the long run. One of the larger firms (Grayton) has seven full-time and three part-time people involved in dispatching on its payroll.

3.5.4 Breakdown of Service by Type of Request

Anecdotal evidence from operators indicates that 80 to 85 percent of all Seattle taxi trips are requested by telephone ("bells"); 10 to 15 percent are from cabstands (mostly at the airport and downtown hotels); and less than 5 percent are from hailing a cruising cab. This breakdown varies among companies, however, chiefly according to company size and dispatch capability.

3.5.4.1 Cabstand Survey

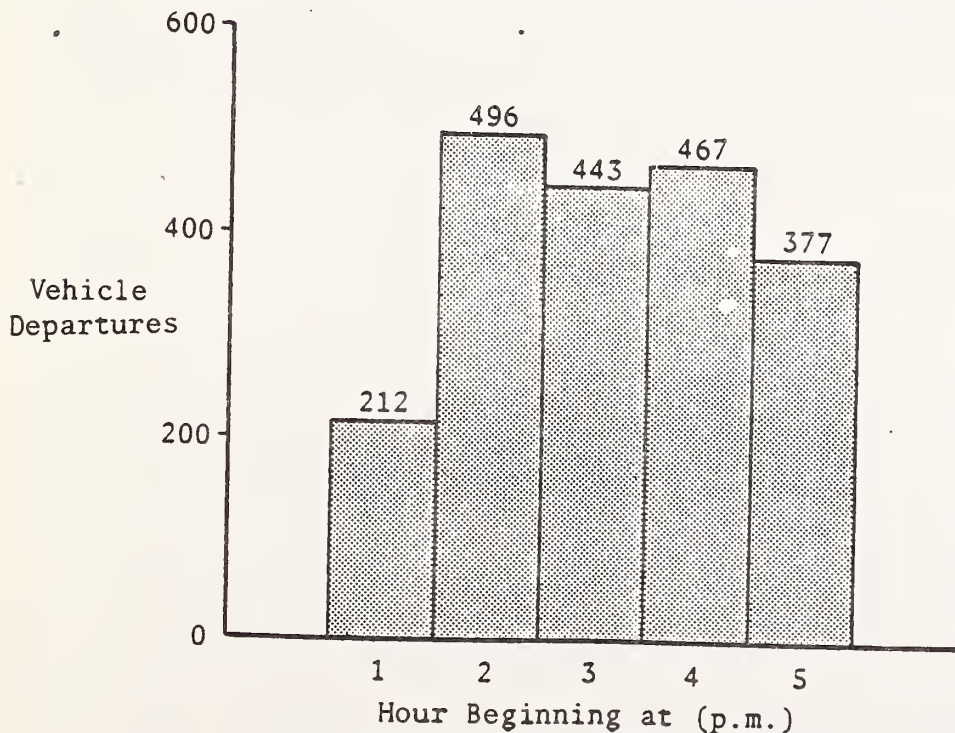
DCCO monitored activity at six selected Seattle cabstands during five days in October, 1978. Information recorded included the arrival and departure times and vehicle occupancy of the cabs observed. Because of budget limitations, only selected stands could be monitored. The locations included were Sea-Tac Airport, the Olympic Hotel (both the garage and the Seneca Street entrance), the Greyhound bus terminal, the University of Washington and the Washington Plaza Hotel, all high usage locations. These stands represent the majority of all cabstand business in Seattle.¹ Stands were surveyed on Thursday, Friday, Saturday, Monday and Tuesday from 1:00 to 6:00 p.m. A copy of the survey form used is included as Appendix I. A comparable follow-up survey is scheduled for administration by the City of Seattle in October 1980.

3.5.4.2 Temporal Distribution of Cabstand Departures

Figure 3.2 shows the temporal distribution of the observed cabstand departures, as shown in the DeLeuw, Cather study.

Figure 3.2

VEHICLE DEPARTURES OBSERVED AT CAB STANDS, 1:00-6:00 PM, OCTOBER 1978



¹ An additional cabstand at the Ferry Terminal was also monitored for two hours on different days.

The histogram shows a fairly constant demand between 2:00 and 4:00 p.m. Operators reported that the noontime period is also busy.

3.5.4.3 Temporal Distribution of Telephone Requests

Figures 3.3 and 3.4 show the distribution of telephone requests by regular telephone or direct line to one of the large service companies for October 2 through 8, 1978.

Regular telephone requests showed a generally constant demand over the day, with the high peak (7:00 - 8:00 p.m.) of 69 calls/hour, not much greater than the mid-day average (44-58 calls/hour). A significant number of calls came in during the late evening hours (9:30 p.m. - 2:00 a.m.), probably reflecting (among other factors) the relatively low level of public transit service provided in the evenings, and a desire to avoid walking at night or driving home from bars. The peak hour represented about 6.4 percent of the total daily demand.¹ (In contrast, urban arterials typically experienced 8-11 percent of their total daily demand during the peak hour.)

Direct line requests for service had an even more nearly constant demand over the day. There were no really sharp peaks, although a higher demand rate was experienced in the evening (4:30 - 11:30 p.m.), as one might expect from the locations of these phones.

3.5.5 Effects of Previous Regulations on Operations

Prohibitions against differential fares by type of service or zone-based fares and the inconvenience of computing and registering separate fares for individual passengers travelling together have tended to preclude shared riding and other service innovations in Seattle, although operator interest has also not been great. These issues were discussed in Section 3.3.2.1.

¹This is probably not surprising since taxis are not now a prevalent work trip mode.

Figure 3.3
 REGULAR CALLS FOR SERVICE FOR A MAJOR COMPANY
 Average for October 2 - 8, 1978

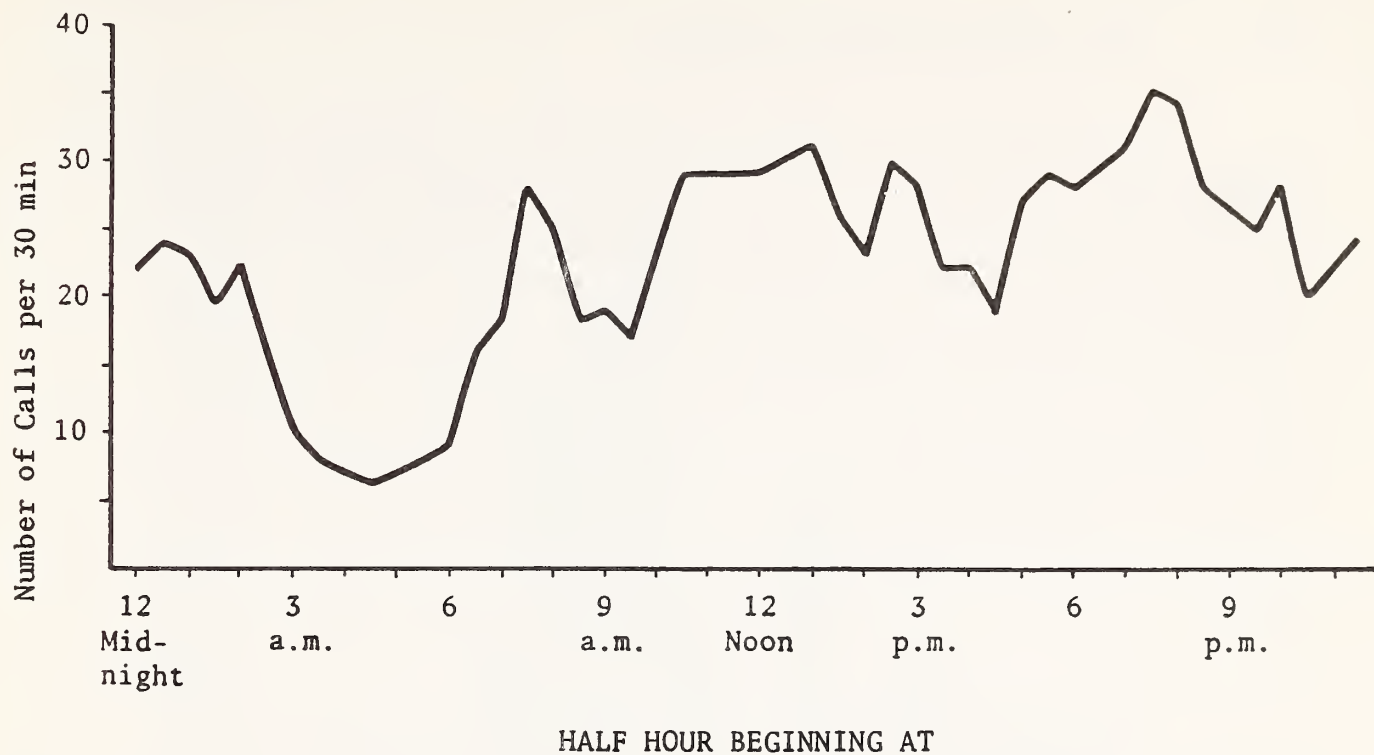
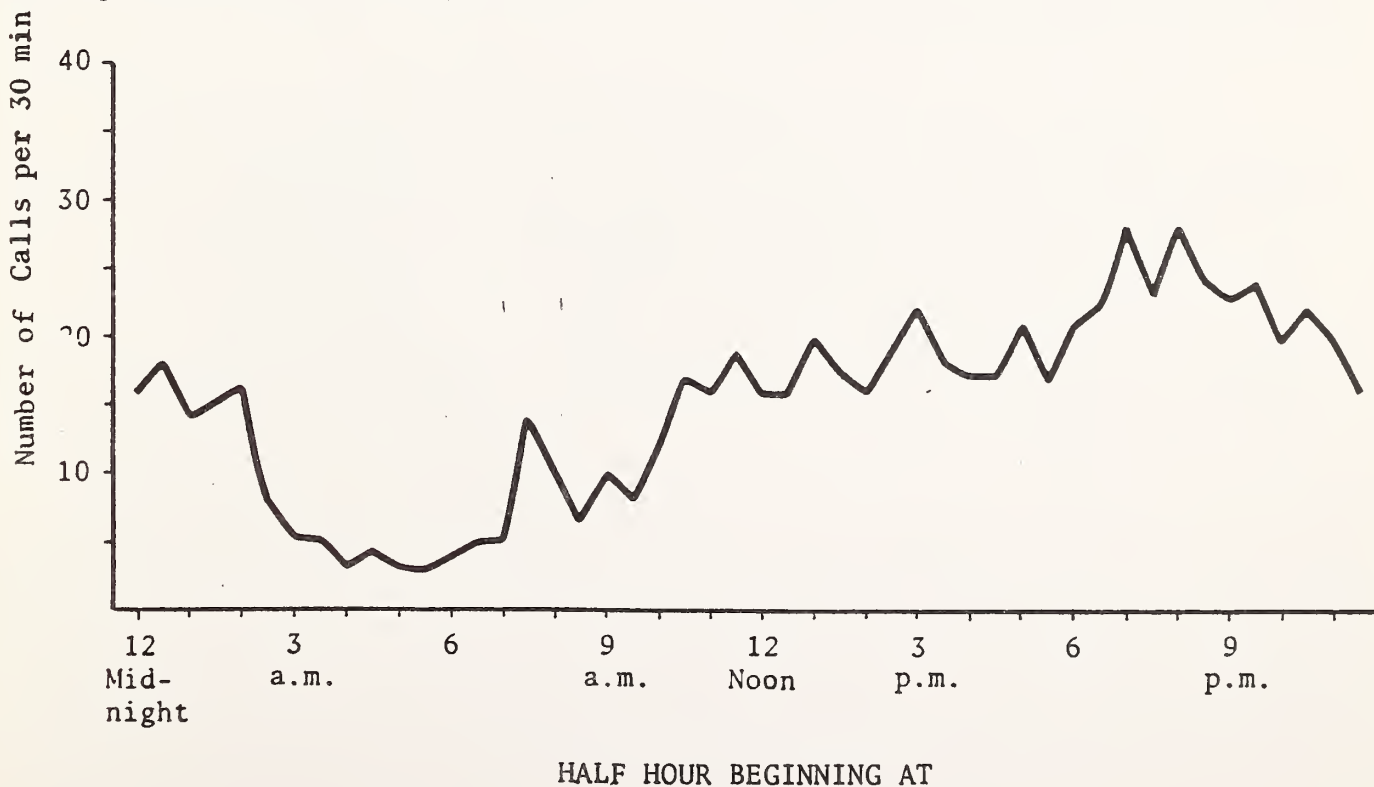


Figure 3.4
 DIRECT-LINE CALLS FOR SERVICE FOR A MAJOR COMPANY
 Average for October 2 - 8, 1978



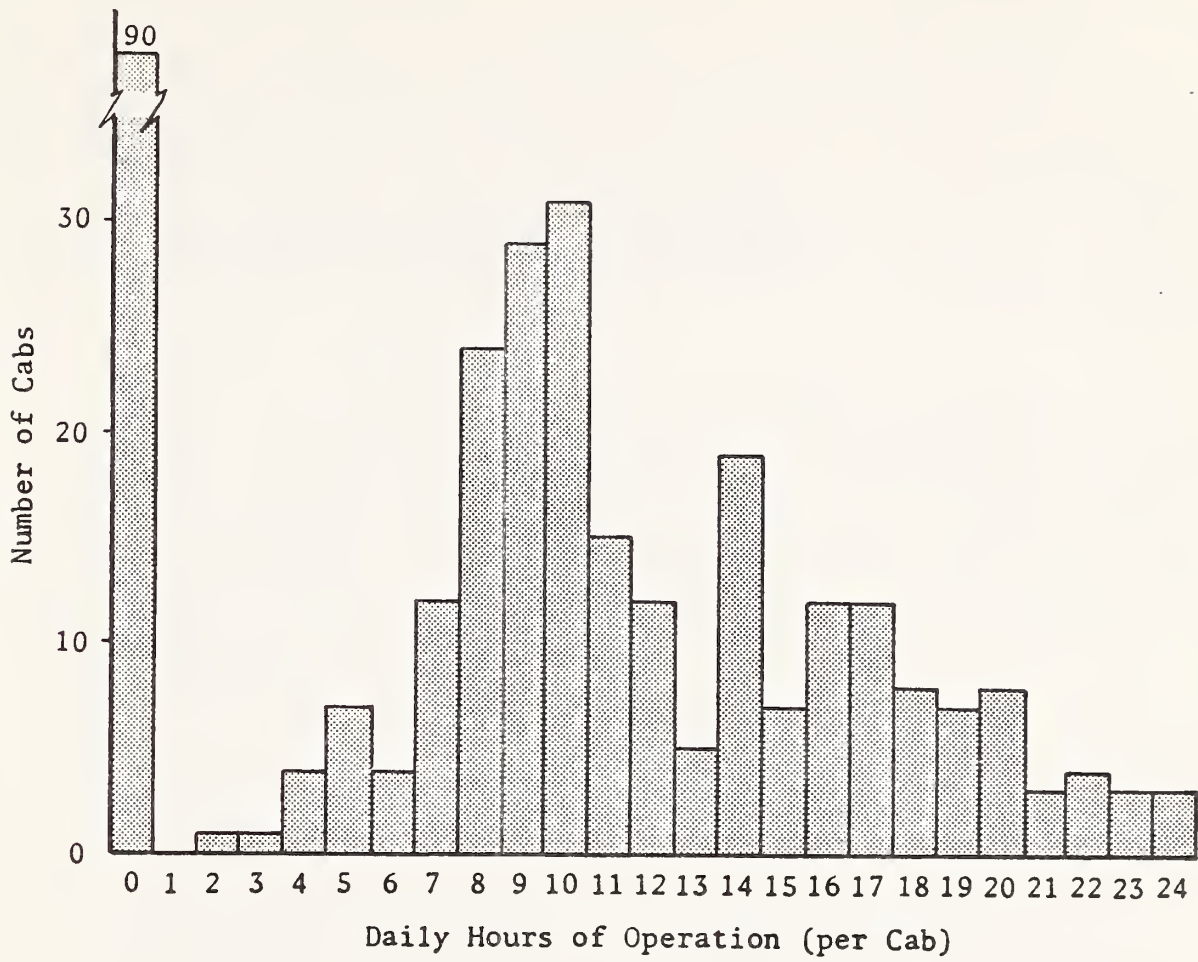
3.6 Taxi Level of Service Measures

Little data was available to describe taxi levels of service by geographic area and time of day, although geographic specialization is discussed and under-served areas identified in Section 3.3.2.2. Graytop operators reported the day shift (4:00 a.m. - 4:00 p.m.) to be more popular than the night shift (4:00 p.m. - 4:00 a.m.) as a result they offered a lower lease fee for the night shift. The previous regulations required operators to be in service 10 miles per day, 230 days per year, but a substantial number of licenses (about 50) were revoked in 1978 for failure to meet this requirement. In sum, the number of licensed taxicabs only approximates the upper limit on total taxi supply.

Some limited information is available from analysis of a randomly selected sample of 35 Seattle taxi trip sheets for ten days in October of 1976. The temporal distribution of Seattle taxis revealed by this data is shown in Figure 3.5. On any day, some 25 percent of all of the cabs surveyed did not operate. Those which did spent a fairly long day on the road: 75 percent worked more than nine hours, while 25 percent were out for over sixteen hours. The median for all taxis was nine hours of operation per day.

There is also little data on passenger wait times or perceptual measures, but newspaper articles circa late 1978 and early 1979 indicated that wait times could be considerable, particularly during peak demand times. An industry representative indicated that during the late afternoon hours (3:00 - 6:00 p.m.), response times to bell calls in the downtown area could be upwards of 30 minutes. Callers from low-density areas would wait even longer.

Figure 3.5
DISTRIBUTION OF CAB HOURS OPERATED PER DAY BY INDIVIDUAL VEHICLES,
OCTOBER, 1976



3.7 Taxi Demand

Little information on Seattle taxi trip or traveller characteristics currently exists. (The City plans to administer Taxi Passenger Profile Surveys to provide such data in the future.) The average fare in 1978 was \$3.49 for a 3.5 mile average length trip including 2 minutes of waiting time.

Estimates of total taxi ridership vary widely depending on the source of the information. One study found the 1977 usage to be 5,300 to 5,400 trips per cab.¹ Since there were 354 cabs licensed in Seattle in 1977, this represents an aggregate 1.9 million vehicle trips. The only available measure of average taxi vehicle occupancy (1.5 passengers per cab) was derived from DCCO's 1978 survey of cabstand activity, and this figure may not accurately represent trips requested by other means. It is close to the national average, however, and allows us to approximate yearly taxi passenger trips in Seattle as 2.9 million for 1977.

The official spokesperson for the Washington Taxi Owners Association, William Grady reported in a personal interview in August 1978, that the Seattle industry did \$13 to \$14 million in business annually. (Package delivery services represented about 20 percent of this total revenue.) On the basis of these figures, passenger revenue in 1978 would be between \$9.75 and 10.5 million. Using the average fare of \$3.49, this revenue represents between 2.8 and 3 million annual vehicle trips; multiplying by the average vehicle occupancy figure derived from the cabstand survey would yield between 4.2 and 4.5 million passenger trips.

¹Kleinhen, "Analysis of the Price Elasticity of Demand...", May 1977. The figures presented in this report are based on Business and Occupation Tax records and are therefore questionable because of the obvious incentive to operators to under-report their revenues and ridership.

On the basis of these two estimates, Seattle taxis carried between 2.8 and 4.2 million passenger trips in 1977-78, or between 7,700 and 11,500 passenger trips per day. (METRO daily transit ridership was 225,000 trips.)

3.8 Taxi Operator Productivity and Economics

3.8.1 Vehicle Utilization Levels

In his analysis of 218 observations from among Seattle taxicabs in 1976, Bartlett (see Section 4.2) produced a median value of paid miles per hour in service of 5.3. On the basis of this result, Bartlett judged Seattle taxicabs to be operating below capacity, and indeed, this is below the median 6.34 derived in a national sample of 27 cities conducted by Wells in 1970.

Individual cabs also varied considerably in their mean annual paid miles per hour of operations: 75 percent of Seattle taxicabs showed 6.3 paid miles per hour in service, while 25 percent showed only 4.8 paid miles per hour in service. In terms of fare revenue, these figures mean that the more productive cabs made about \$10 more revenue per shift. Over a year, this difference would amount to between \$3,000 to \$4,000 (about 13 percent).

3.8.2 Operating Cost Components

Ernest A. Johnson & Company, CPA, prepared a report for the City Council in April 1976, analyzing taxicab operating costs. These are shown in Table 3.4. Note that these figures represent averages and show marked variability between operators. Because there have been no rate reviews since 1976, however, no more current financial data was available. The DLCA reported no further information on present profit and loss conditions or wages and other items. Note that 32 percent

of the non-wage-related operating costs shown were attributable to radio dispatching; the high cost of such service demonstrates the incentive for independents to try to go without radios.

Table 3.4
ESTIMATED COSTS OF TAXI OPERATIONS IN SEATTLE (per cab), 1976

<u>Expense Item</u>	<u>Cost/Cab/Year</u>
Wages	\$ 3,524
Benefits	500
Repair and Maintenance	1,987
Gasoline	3,107
Insurance	1,747
Service and Dispatch	3,656
On-Vehicle Radio	68
Depreciation	527
Other	<u>676</u>
Total	\$15,792

Source: Ernest A. Jonson & Co., 1976

Insurance costs have not been rising as rapidly in recent years as they did through the mid-1970s, but gasoline prices have increased greatly since then. In the short run, the major brunt of increased fuel costs falls upon the leasee driver or owner-driver. Insurance costs in 1979 were about \$2,000 per vehicle on average, a 14 percent increase.

4.0 EVOLUTION AND IMPLEMENTATION OF REGULATORY CHANGES

4.1 Background and Chronology of Regulatory Change Process

Interest in taxi regulatory reform began in Seattle during the early 1970s, when reform-minded members of the City Council (who achieved a majority in 1971) began a major re-evaluation of the many licensing ordinances which had been passed over the years. By resolution on December 21, 1970, Council appointed a Citizens Advisory Committee for Licensing and Consumer Affairs. Its mandate was to review the substance, administration, and enforcement of licensing in the City of Seattle. It submitted reports to Council in May and December 1971, in which it recommended reorganization of the City's licensing administration and enforcement, including taxicabs. The Committee's recommendations included establishment of general principles for licensing coverage and procedures. It also suggested that the reorganized administering agency examine the City's regulatory licensing ordinances and regulations in order to propose revisions to the City Council.

The specific focus upon taxi regulation within this broader context of licensing reorganization was largely based upon the reformers' education in economic theories of monopoly pricing and demand elasticities. They came to the forefront of the regulatory reorganization controversy as taxi industry rate increase requests accelerated during the seventies. The following paragraphs describe the evolution of taxi regulatory revisions in Seattle in terms of these two major strains: the City's broad-scale licensing reorganization efforts including taxicabs on the one hand, and the economic arguments over taxi rate review which brought regulators and operators into head-on confrontation on the other.

4.1.1 License Code Revision

On October 3, 1973, Council established by ordinance a new Department of Licenses and Consumer Affairs (DLCA) to administer the License Code and related regulatory and revenue licensing ordinances of the City of Seattle. On September 30, 1974, Council passed a Resolution Guiding License Code Revisions (sic DLCA; see Appendix B.3 of this report). The resolution directed the DLCA to study City licensing ordinances and to prepare and submit to the City Council a revised License Code. It also dictated basic principles for regulatory and revenue licensing. These principles included an explicit statement of the appropriate and inappropriate uses of regulatory licensing. The resolution affirmed that the City should use its licensing powers to protect citizens from commercial activities which might otherwise be discriminatory, fraudulent or in violation of laws protecting the environment. On the other hand, the resolution maintained that licensing should not be used:

... to regulate activities ... creating no hazard to property, privacy, health, safety ...; ... to suppress legitimate competition; or to set prices or rates unless monopoly conditions exist which cannot be eliminated or otherwise controlled.

The DLCA's assignment was fairly broad. In consultation with members of the former Citizens Advisory Committee for Licensing and Consumer Affairs and with other interested parties, the DLCA was to:

1. Examine the License Code and all other licensing ordinances of the City ... to evaluate their need, relevance, impact, and adequacy;
2. Examine activities not now regulated ... to determine whether additional ... regulations are needed;
3. ... determine what activities now regulated no longer need regulation because they are obsolete, effectively self-regulated, or adequately regulated by state or federal laws....

The DLCA was also to examine the administrative and enforcement costs and fee structure of the City's regulatory licensing and the distribution of the burden and impact of raising City revenues through licensing as well as by alternative sources. Its final report was to be submitted to Council by December 31, 1975. The resolution set April 30, 1976 as its target date for completing the new License Code.

A paper prepared for the DLCA and issued in August, 1975 constituted the first major analysis of taxi regulatory issues in Seattle.¹ While this document was an internal staff report and not intended as an official policy statement, many of its points -- especially those relating to economic theories of free competition -- were later adopted by the advocates of regulatory revision. The report reiterated the fundamental principle that "licensing should not be used to suppress legitimate competition" and suggested provisions for a minimum regulation policy. These recommendations included:

- removal of entry controls as suppressing competition;
- continuation of regulatory licensing on the basis of operator qualifications and insurance requirements to safeguard the public health and safety;
- that licenses be issued only to the cab owner, not jointly with the service company;
- that service companies also be licensed on the basis of full disclosure of shareholders and officers, articles of incorporation and service contracts;
- regionalization (and reduction of deadheading) as goals, including pick-up rights outside of a cab's jurisdiction as long as the trip terminates within its jurisdiction.

¹Laurel Andrews, "Taxicabs in Seattle," prepared for the City Department of Licenses and Consumer Affairs, August, 1975.

The report also suggested that contract rates be permitted, that licenses be suspended or revoked for failure to present financial information and trip sheets on request or to maintain required insurance coverage, that consideration be given to raising the license fee to cover the cost of rate reviews, and that a generally-defined vehicle-for-hire category be created to allow for innovative service.¹

The report stipulated the need for a rate policy and presented four alternatives with their respective pros and cons:

1. Continue existing policy of a single, Council-determined standard rate of fare;
2. Adopt a maximum rate with provisions for bargaining and zone-based fares;
3. Adopt a rate filing procedure with variable pricing to provide for public information with individual operator freedom; and
4. Remove rate setting and filing requirements altogether.

The report also discussed the interaction of rate setting and entry policy.

During the spring of 1976, the City and County Councils both adopted resolutions expressing their intention to pursue multi-jurisdictional licensing of taxicabs. By the end of the summer the DLCA and the activist Councilers had proposed a package of changes, including:

- Dual City-County licensing of taxicabs;
- Termination of exclusively-franchised airport taxi service;
- Contract rates for taxi services such as commuter taxi pools;
- Package delivery services.

¹ Andrews, op. cit., pp. 25-27

4.1.1.1 Interim Code Changes

Reciprocal Licensing Between the City and County. The first of these proposals received prompt action. An interim multi-jurisdictional agreement was drawn up and approved effective February 1, 1977, to achieve reciprocal taxi licensing in the City and the County.¹ The agreement incorporated a new fee structure whereby the first license in either jurisdiction cost \$100 annually, and the second license in either jurisdiction (which would permit the licensee to operate in both jurisdictions) cost an additional \$25.

Other Code Changes. The City ordinance effecting the reciprocal licensing also achieved signal changes in other taxicab regulations. The section achieving reciprocity replaced the previous ceiling on taxi licenses based upon a ratio of licenses to Seattle population with the following limit:

The number of taxicabs authorized to operate, and for which permits may be issued, shall be LIMITED TO THE NUMBER OF PERMITS ISSUED AND IN EFFECT ON THE EFFECTIVE DATE OF THIS ORDINANCE:...

It also eliminated the previous section requiring a public necessity and convenience demonstration for additional taxi licenses.² That is, except for reciprocal licensing of County operators, the number of Seattle taxi permits was frozen at the then current level.

This ordinance also changed the City's public liability insurance requirements from specified limits to the much higher limits of minimum coverage prescribed by State law in R.C.W 46.72, with uninsured motor vehicle coverage to be provided in or supplemental to the policy or

¹The King County ordinance (2914) was enacted October 4, 1976; the City ordinance (106189) was enacted on January 31, 1977.

²Seattle Ordinance 106189, Section 3.

policies filed with the DLCA Director.¹ It modified the City's minimum operating requirement to conform to that of the County by requiring operation for 10 miles per day for 230 rather than 240 days per year.² And if provided for taxicab operators to charge rates other than the standard rate pursuant to a written contract other than an exclusive franchise, with the contract period not to exceed one year.³ The actual rates incorporated in this ordinance are discussed in section 4.1.2.

According to the reciprocal agreement, all taxicabs licensed in the City of Seattle could obtain a permit to pick up at Seattle-Tacoma Airport (which is within the County boundaries) via the simplified route to a County-reciprocal license. Enactment of the provision required termination of the Port's exclusive contract with Airport Taxi Company under a franchise arrangement which had been in effect since 1971. Councilman Revelle and other local regulatory revision advocates point to the "opening up" of the airport to all operators as a major step toward open entry since it expanded the local market by an estimated one million dollars annually and eliminated the costs and waste involved in non-airport-licensed vehicles dead-heading back from the airport to their appropriate jurisdiction.

4.1.1.2 Continuing Taxi Regulatory Revision: Further Reports

The next step in the overall process was the DLCA's submission to the Mayor's Office of its study and recommendations for taxi licensing code revisions. In August 1977, the Mayor's Office submitted this official "Report on the Regulation of Taxicabs in Seattle" to the City Council. This report brought together the Department's work to date, including the review of the existing code and local industry and information on taxi operations nationwide. It presented the City's estimate of the elasticity of demand for taxi services, and summarized its economic theories for regulatory revision.

¹ Seattle Ordinance 106189, Section 2(B)

² Ibid., Section 2(F)

³ Ibid., Section 4

The report included sections on entry controls, rate regulations and general taxicab regulation, and offered recommendations and specific regulatory proposals under each area. It recommended that the City eliminate legislative restrictions on the number of taxicab licenses and adopt an open entry policy, issuing licenses to any owner who filed the proper insurance coverage and complied with vehicle equipment and other requirements.

The report offered two sets of rate regulation recommendations. Its preferred course was that the City continue to regulate taxi fares, including specification of a maximum rate, with procedures for filing rates at or below it; procedures for rate review, including criteria and standards for rate determination; and forms for industry reporting of ridership and financial information. On the other hand, the report proposed a rate filing scheme in case Council determined that the City should cease to regulate taxicab rates. This proposal had five elements: specification of a meter rate structure with allowance for discount and contract rates; a rate filing procedure; rate posting requirements; meter testing and approval requirements; and a prohibition against charging other rates.

Under the category of general taxicab regulation, the report recommended that the City continue regulatory licensing including service companies, along with requirements for insurance, safety and rate disclosure.

Council's Public Safety and Justice Committee was briefed on the Mayor's report and its recommendations by the Mayor's representatives in September 1977. Hearings on the regulatory proposals were planned for October but subsequently delayed until December and then into 1978.

The DLCA's analysis of the elasticity of demand for taxi services (see Kleinhen, 1977) was based upon the financial data submitted by the industry in support of its 1976 rate increase request and annual per vehicle revenue data submitted pursuant to City Business and Occupation Tax requirements. This data was supplemented with information on taxi operations nationwide. The analysis demonstrated that the rate increases adopted in 1969 and 1974 had actually resulted in net losses of revenue per vehicle. DCLA interpreted these results to mean that the elasticity of demand for taxi services was greater than unity, and that further increases would leave the industry even worse off financially.¹

Another report, entitled "The Regulation of Taxicabs in Seattle," also appeared in mid-1977. Requested by the City Council as a third-party investigation and a partial check on the DLCA's findings, this report was prepared by an economist in the Seattle regional office of the Federal Trade Commission.² This report examined data on the Seattle industry in comparison with that from other cities and considered the theoretical arguments for regulatory revision by looking at alternative cases and policy options. It concluded that from an economic perspective, the ideal would be to remove restrictions on pricing as well as on the total number of taxi licenses.³ The report argued the lack of sufficient data to allow intelligent pricing decisions to be made and the resultant wisdom of allowing pricing adjustments to be dictated by the market place.⁴

¹This estimate was contested by the industry through its consultant, Applied Economics Associates, who pointed out that a demand elasticity greater than one does not necessarily imply that profits will decrease because revenue does. Service could be reduced proportionally to sustain profitability.

²Randall K. Bartlett, April 1977.

³Local FTC officials continued to monitor and comment upon the progress of the regulatory revision controversy, publicly commending the City for its far-sighted and innovative policy-making in achieving the changes.

⁴Bartlett, p. 24

Although Bartlett acknowledged that the pre-revisions situation in Seattle was characterized by an over-supply of taxi services, he advocated open entry nonetheless. His chief argument here was that local license values were comparatively low and largely attributable to the company association rather than to monopoly value in the license. Thus it would be possible to remove numerical license restrictions "without having to be concerned about the distributional implications."¹

4.1.1.3 Industry Action

While the City was considering these recommendations, the majority of the Seattle industry was organizing in opposition to regulatory revision, hiring its own legal counsel and economic consultant to rebut the City's proposals. In the Fall of 1977, the Seattle operators formed the Washington Taxicab Association. Wes Walton, president of Farwest, one of the City's major service companies, reportedly stated that he had tried in the past to promote an organization but "deregulation" was the first issue to mobilize operators to united action.² Initial membership fees of \$3 per person and \$200 per cab were reportedly collected to sponsor the Association's legal and consultant activities.

Applied Economics, Inc. submitted its report to the Washington Taxicab Association in January of 1978. The report reviewed the DLCA and FTC documents on regulatory policy and offered a set of recommendations for future action by the taxi industry. Although the consultant did not find fault with the City's open entry policy per se, its findings questioned the DLCA's argument that the relaxation of entry controls would have little negative effect on current license holders. It pointed out that City action in restricting entry had created the

¹Ibid., p.21

²City officials point out that there were applicant operators who favored open entry -- at least until they could obtain a permit -- and that the industry was therefore somewhat divided over regulatory revision.

monopoly value of taxi licenses in the first place. It suggested that the department probably underestimated the value of licenses, and reminded regulators that even if the value of an individual license was small, the aggregate impact on multiple license holders would be large.

The report also questioned the methodology used by the DLCA's economist to estimate the elasticity of demand for taxi service and the resultant conclusion that ridership and revenue had decreased with recent rate increases. It suggested that the industry provide a methodologically sound estimate, but pointed out that this estimate could turn out to be either larger or smaller than the City's result.

The consultant also offered several arguments related to the proposed relaxation of entry controls. It agreed that all licensed taxicabs were not operating at capacity during 1976, but suggested that capacity utilization levels might vary over time in the taxicab industry.¹ While the current market levels might tend to minimize new entry, the dynamic process would also be affected by perceived profitability and expected future competition. The report also pointed out that additional taxicabs would require additional City resources for enforcement of safety and equipment standards.

On balance, the consultant's report was not overwhelmingly unfavorable to regulatory revision. It was rather well received by the City, despite its criticisms of the City-derived elasticity estimates.

4.1.2 Rate Review

Council's frustration with what it perceived as the inherent limitations of taxi rate regulation was one motive behind the City's efforts to get out of taxi regulation altogether. Taxi operators would request rate increases but -- the City alleged -- fail to supply the accurate data

¹The City contended that only 69 percent of licensed taxicabs were operating on any given day.

the City needed to evaluate these requests. The City would eventually grant the increases but without any confidence that this process achieved equitable rates. Further, the operators perceived the City's information requirements as bureaucratic hassling while the City mistrusted the industry's demands as inflated and ill-supported. As a result, rate review hearings had become protracted and acrimonious.

As reported, Seattle taxi rates had traditionally kept pace with the consumer price index, with the City approving an increase on an average of every five to seven years since the 1930's.¹ In 1974 Council passed a 19 percent increase which, although it was the first in five years, was still smaller than that requested by the industry. In mid-1976, the industry requested a 26 percent increase. Council objected that the industry had supplied inadequate data to support its request and voted to approve only a 13.7 percent increase. In a context of vehement industry opposition and threats of a service stoppage, this increase was enacted by Ordinance 105729 on August 2, 1976 as a temporary measure to be in effect for six months. During this period, Council was to consider removing some of the existing restrictions on package delivery and contract rates and to enact legislation providing for reciprocal City-County licensing of taxicabs (see Section 4.1.1.1).

On the basis of contemporary newspaper accounts it also appears that Council expected to have reached its decisions on the proposed entry and rate regulation revisions by the end of the six-month period as well. Councilman Revelle, who had come to the forefront of the regulatory revision issue, opposed any increase during the interim period. He argued that the DLCA's recent studies of the local industry revealed a negative elasticity of demand for taxi services, that is, that taxi ridership and

¹The City typically approved only about half of what the industry requested, however.

revenue had declined with each fare hike. Industry opposition to the Council action on this particular increase request became progressively involved with its opposition to the broader regulatory changes as time passed.

On January 31, 1977, when the six-month period expired and pending the revised regulatory proposals, Council extended the temporary rate increase for another six months, until July 31. On July 18, 1977, the City Council again extended the temporary increase until January 31, 1978, pending Council receipt and review of the Mayor's Office report on taxicab regulation. On January 30, 1978, it was extended until July 31, 1978, in July until December 1978 and in December, until June 20, 1979.¹

The temporary increase was still in effect when, in April of 1979, as joint City and County approval of taxi regulatory revisions was reportedly imminent, the taxicab industry requested an emergency rate increase of 35 percent. (The rate requested was \$1.00 per mile, and \$12.00 per hour wait charge.) Councilman Revelle, at the head of the regulatory revision advocates, asserted that action on the request was unnecessary in view of the regulatory revision proposal which would allow operators to set their own rates. Decisive action on the proposed ordinance had only been delayed to allow the County to consider adopting similar changes, and the County's decision was expected May 1.

A public hearing of the Public Safety and Justice (PSJ) Committee meeting on the matter resulted in a Committee request that the City Attorney's office draft a bill to grant the request just in case the City decided not to proceed with regulatory revision. But Council action on the bill was delayed pending this decision. When the City and County decided on May 7 to adopt open rate setting, the City Council unanimously rejected the emergency rate increase request as moot.

¹Ordinances 106178, 106609, 107144, 107574, 107918

4.1.3 Achieving the Changes

Relations between City officials and the taxi operators worsened as the public hearings on the regulatory proposals took place during the first half of 1978. These conflicts were further exacerbated when, in May, the DLCA Director denied renewal applications for over 60 licenses, on the basis that these taxicabs had not met the 10 mile per day, 230 day per year minimum operating requirements. Local operators who stood to lose the estimated \$3,000 to \$5,000 average license value, protested the "sudden" enforcement of an ordinance they claimed was previously ignored by the City. Yet the DLCA Director adduced evidence demonstrating past operator efforts to conceal unused taxicabs behind accident reports.¹ The contested taxicabs were allowed to continue in service while the City's decision was considered by the courts, however.

In June 1978, the City Council voted to approve removal of the numerical limit on total permits as well as minimum service requirements in order to allow part-time operators to enter the Seattle taxi industry, and to remove the standard rate regulation from telephone-requested trips. According to this proposal, which was advisory to the PSJ Committee, the City would continue to set standard rates for street-hail and cabstand-originating trips. This latter provision was approved at the request of the Port and the County in an attempt to reduce potential confusion resulting from variable pricing between jurisdictions. This rate regulation proposal was projected to go into effect by the end of the summer pending PSJ's preparation of a final ordinance addressing the consumer and safety aspects of regulation. It implied the need for dual-rate or multiple meters if operators intended to serve both bell and street-hail customers. Operators, who estimated it would cost \$600 per cab to change or add meters, opposed the measure. Public demonstrations

¹The City had amended the requirement as recently as February 1977, in order to conform to the County requirement. The City's view was that the unused licenses were being held on speculation of an increase in their value under closed entry.

by members of the industry and their families took place outside City Hall following approval of these proposals. City Councilors subsequently reconsidered this proposal, judging that it was unproductive to continue to involve the Council in the acrimonious rate review process in order to regulate cabstand and street hail requests which made up only 20 percent of the Seattle taxi market.

In September, the regulatory revisions were modified to include open rate setting for all types of trips, eliminating the need for dual metering. Adoption of variable pricing by the City was anticipated to cause potential interjurisdictional confusion, however, so the City PSJ committee submitted the proposal to the County Council for its review.¹ The City also modified its proposal to eliminate its previous system of checking on the adequacy of taxicab insurance in favor of the existing civil and criminal penalties imposed for underinsurance.

The County's review continued over many months, as the County Council also considered adopting similar regulatory changes. Agreement appeared likely during the first part of 1979; the City and King County Councils were reportedly expected to pass identical measures by mid-April. But the County Council's views were changing. The Chairman of the Operations, Police and Judiciary Committee (OPJ, which oversees taxi regulatory issues in the County) had advocated following Seattle's lead on taxi regulation, since the lion's share of County taxi business was in the City. By 1979, a new OPJ Committee chairman had been appointed, and he found the City's proposed revisions to be too drastic for wholesale adoption in the County. The reciprocal licensing arrangement between the City and the County had already enabled numerous City-licensed operators to obtain County permits without proving the need for additional service. (On the other hand, the County reportedly had thirty authorized but unused licenses of long standing.)

¹The potential for confusion was also emphasized by the Port District in its review of the City proposals for consideration of their impact on airport taxi operations. The Port advocated the need for uniform pricing and licensing provisions between the City and the County.

In the meantime, the City began taking applications for 48 taxicab licenses that had not been renewed on their annual expiration date. The City announced its intention to distribute the licenses by lottery if more than 48 qualified applications were received. Rule R-2-59866 was formulated in February to regulate the lottery procedures. A large file of applications was reportedly collected.

Finally, the two Councils reached their decisions. Both adopted open rate setting allowing operators to charge what they wished but requiring them to file their rates. Some County Councilers wondered if even open rate setting was not too radical a departure from past regulatory practice, but also thought that the dual-metering proposal would work a financial hardship on operators. As originally proposed, operators could change their filed rates only twice a year, in February and August. The two Councils later agreed jointly to permit two additional times for rate changes, in May and November; thus the new provisions allowed four rate changes per year. The new rate regulations were scheduled to go into effect in the City on June 15, 1979 and in the County on May 17, 1979.

The major difference between the two jurisdictions' revisions was that the City adopted open entry while the County decided to retain its public convenience and necessity certification requirement for one year in order to evaluate the City's experience with open entry before embarking on it itself. The County's action in permitting variable rates but retaining closed entry was criticized by open entry advocates as inviting monopoly pricing. If the County failed to change its "sunset clause" provision, the new ordinance provided for open entry to go into effect after May of 1980.

4.1.4 Institutional Views

Events and controversies relating to taxi regulatory matters and revisions tended to polarize attitudes among regulators and operators. The preceding chronology of the revision process illustrates these

developments. The attitudes of these two key groups are summarized below. The general public tended not to be involved in the regulatory revision process, although press coverage of the events undoubtedly influenced public opinion.

4.1.4.1 Regulators

The original concern of Seattle's regulators with the need for revised licensing code policies was broader than a specific concern with taxi regulation. Formulation of these policies drew upon "free enterprise" economic principles subscribed to by the key individuals advocating license reform. City staff were convinced of the validity of their free market economic theories as appropriate goals for regulatory policy. Elected officials were also confident of the political value of this reform orientation. It should be noted that local transportation -- and para-transit -- planners were not heavily involved in the process. In fact, the regulatory changes were championed by a very few key individuals.

It should also be noted that both the regulators and the operators proposed the same basic objective: to help the Seattle taxi industry which, both agreed, had fallen upon hard times. But while the revisers argued that the industry could only be revived by the introduction of new operators and concepts, the industry contended that higher fares and restrictions on supply were the only remedies to save their dwindling revenues.

The controversies which developed out of the rate review hearings of the 1970's tended to strengthen the revisers' convictions. The difficulty of determining an equitable rate structure in the face of inadequate (or inaccurate) data was emphasized in the context of the 1976 rate review. Operators' unwillingness or inability to supply the needed data testified -- so the regulators thought -- to their ulterior motives, or their outright ignorance of sound business practices.

4.1.4.2 Operators

Operator attitudes toward the regulators had worsened similarly. The operators cited their loss of revenue as a result of free fare transit in downtown Seattle and the Denny Regrade area as well as the 1978 denial of renewal for many taxi licenses for failing to meet minimum operating requirements as evidence of the City's insensitivity to their problems. The City's apparent disregard for their losses in terms of decreased license values as a result of open entry was considered equally arbitrary. In this highly charged atmosphere, forceful rhetoric was not uncommon. The operators judged City staff and officials as dangerously ignorant of the taxi business and charged that they were using the Seattle industry as guinea pigs in a potentially disastrous experiment. Threats of service stoppage, lawsuits and outright violence were occasionally heard.

Although a considerable number of local drivers reportedly favored open entry as the means by which they could begin their own taxi business, an organization was formed to represent the Seattle industry unilaterally -- reportedly for the first time -- and to fight the proposed changes. The organized industry achieved some noteworthy efforts. A consultant report commissioned by the Washington Taxicab Association produced a surprisingly objective analysis of the local industry's troubles and the potential uses of regulatory revision. Its criticisms of the City's methodology for determining the effect of fare increases on revenues were apparently taken into serious consideration by the City's economists. The Association also appealed in June of 1978 to the Washington State Utilities and Transportation Commission for it to assume regulatory authority over local taxi operations. Whether or not the Association will petition again to the WUTC is still pending.

4.2 Provisions of Revised Seattle Regulatory Code (Compared with Former)

Table 4.1 provides a point-by-point comparison of the 1979 Seattle city taxicab ordinance with code provisions previously in effect. The following paragraphs discuss the changes brought about by these newest code provisions. Provisions included by the 1977 interim legislation are highlighted. The salient features of the previous code were discussed in Section 3.2.

4.2.1 Overview

The major changes brought about by the new City of Seattle ordinance governing taxicabs are:

- Additional licenses are to be issued to qualified applicants where previously the total number of licenses was limited by population ratio. The 1977 legislation froze the total number of licenses at the level issued and in effect in February 1977.
- The minimum operating requirement for license renewals of 10 miles per day for 230 days of the preceding year has been deleted.
- The standard rate of fare has been replaced by open rate setting wherein individual owner-operators or affiliations file their own rates and may change them up to four times a year: in February, May, August and November.
- Vehicle and equipment safety inspections are required at least annually as well as in response to complaints or observation, where previously they were only required from time to time after the initial inspection. The physical equipment items requiring inspection and certification are increased significantly.

Table 4.1
COMPARISON OF PREVIOUS AND REVISED SEATTLE TAXI CODES

<u>Issue</u>	<u>Old Code</u> (Ordinance 59866)*	<u>New Code</u> (Ordinance 108196)
Statement of Purpose	Not included.	To require owners of taxicabs to obtain licenses in order to insure that persons operate safe vehicles and obtain public liability insurance for the protection of the public, and conduct the taxicab business in a fair and reasonable manner.
Taxicab Defined	Every motor vehicle having a seating capacity of 9 passengers or less, used for transportation of passengers for hire to destinations of their choosing for a metered fee (S.1(b))	Any motor vehicle which carries passengers for hire, where the route and destination is controlled by the customer, and the fare based on an amount recorded on a meter. (S.501)
Taximeter Defined	...Any instrument or device by which the charge for hire of a passenger-carrying vehicle is mechanically or electrically measured or calculated based on distance or waiting time or both. (S.1(c))	Device which records and indicates charges calculated according to distance ...and other rates or charges as are not prohibited by... Code. (S.501)
License Fees & Expiration	Taxicabs \$100; reciprocal King Co. licenses \$25. License expires August 31. (S.2, S.238 L.C.)†	\$60 per year; licenses expire August 31. (S.503)
Permit - Numerical Limitation	The number of taxicab vehicles authorized is limited to the number of permits issued and in effect on the effective date of this ordinance, provided that King Co. reciprocal licenses may be obtained. (S.3)†	Numerical limit deleted.
Permit Application	Permit required; must provide information on the ownership, identification, company vehicle number, the name under which the vehicle is to be operated, distinguishing color scheme or logo, and the number of days and the mileage for each day of operation for the preceding year (for renewals). (S.2)	License required; information required same EXCEPT days/year and miles/day deleted. (S.505)
	Schedule of rates and insurance policy to be filed with Director. (S.2(A))	Application on form prescribed by Director. (Rule 505.1)
Permit Transfer	Transfer of a permit to another person or vehicle only upon approval of DLCA Director, provided that a permit issued for the operation of a taxicab may be transferred to another vehicle which has been previously inspected and approved by the Director as a standby vehicle, and that nothing herein shall prevent the holder of a taxicab permit from leasing such taxicab...for...operation. (S.2(D))	Transfers not covered.

*As amended in Ordinances 102637(10/73), 106189(2/77), 107095(1/78), and 107351(5/78).
†Effected by 1977 interim legislation.

<u>Issue</u>	<u>Old Code (Ordinance 59866)*</u>	<u>New Code (Ordinance 108196)</u>
Minimum Operating Requirement	No permit shall be issued for a second or succeeding year unless the cab was operated at least 10 miles a day, 230 days of the preceding year, provided that the Director may waive this requirement for good cause. (S.2(G))	Minimum operating requirement deleted.
Shareholders' Identification Required	Each application for a permit by a corporation shall include the names and address of all shareholders of such corporation. (S.2-i)	Not specifically required.
Equipment	Inspected and approved taximeter required (S.6); seat belts required (S.14-b).	Each vehicle must have a taximeter, a top light, and a flag (or similar device) indicating whether the taxi is engaged (S.523); seat belts also required. (S.525-F)
Vehicle and Equipment Inspections	Taximeters to be inspected at least annually. The Director has the right to inspect meters at any time. (S.9) Vehicle inspection required prior to service and from time to time by the Director. (S.14) Minimum safety requirements specified in Rule 5.	Same. (S.506B) Vehicle inspections at least annually and from time to time and in response to complaints. Equipment safety standards specified in Rule 506A1-3.
Insurance	Applicant must furnish the Director with a copy of the policy of public liability insurance which specifies minimum coverage as prescribed by R.C.W.**46.72. City of Seattle must be indemnified and named as additional insured. (S.2(B)) For hire vehicle permit showing evidence of insurance must be carried on vehicle at all times. (S.13) Self-insurance not specifically covered.	Applicant must comply with RCW** 46.72, with proof consisting of State For-Hire vehicle certification. Additionally, insured must maintain an uninsured motorist policy which runs to benefit of the passenger. City of Seattle need not be named as an insured. Self-insurance under RCW 46.29.630 permitted. (S.507)
Rates	Unlawful to charge any rate but: 90¢ for the first 1/7 mile; 10¢ for each additional 1/7 mile; 12¢ for every minute of waiting time; 20¢ for each additional passenger beyond the first.*** (S.4) Rates must at all times be calculated by taximeter. (S.7) Improper fare charge, upon conviction, shall result in suspension of For-Hire Driver's License for 6-12 months. (S.16)	Operators may set own rates to be filed with Director. Rates may be changed by filing a new rate schedule with the Director. If a meter adjustment is required, the rate becomes effective for each taxicab affected when the cab meter is approved, but no sooner than 30 days after filing the new rate. All cabs affected by the rate change must have meters adjusted within 90 days. (S.510-512) Unlawful to charge any customer an amount different than a fare filed with DLCA, or different than the contract rate. (S.5251)

*As amended in Ordinances 102637(10/73), 106189(2/77), 107095(1/78), and 107351(5/78).

**Revised Code of the State of Washington.

***Enacted by temporary fare increase in 1976 (Ordinance 105729), and extended for six-month increments via Ordinances 106178(2/77); 106609(7/77); 107144(1/78), and 107918(12/78).

<u>Issue</u>	<u>Old Code (Ordinance 59866)*</u>	<u>New Code (Ordinance 108196)</u>
Posting Rates	Each cab must conspicuously display in the passenger compartment the name and number of the cab and rates of fare, in a form approved by the Director. (S.5)	Same. Compliance to be checked at least annually. (S.506C)
Contract Rates	Rates pursuant to a written contract may differ from standard rates. (S.4)†	Rates pursuant to a written contract may differ from filed rates. (S.514)
Routing	Driver must take most direct route to carry passenger safely to his destination. (S.17)	Basically unchanged, except passenger may authorize deviation as part of shared-ride fare. (S.525-J)
License Plates	Not covered in Motor Vehicles for Hire; included in License Code.	Seattle taxicab plates required. (S.520) Illegal to operate unlicensed vehicle, or vehicle whose Seattle taxicab license is not attached properly. (S.525A,B)
Receipts	On request of passenger, a receipt shall be issued showing driver's name and for-hire license number; the date, time and place of origin and dismissal; fare paid, number of passengers paying, and any other items for which a charge is made. (S.13)	Each licensee shall provide a customer with a receipt when requested, which shall include the name of licensee and taxicab license number, signature of driver and for-hire driver's license number; date, time, and place of origin and dismissal; and an itemized list of charges and total fare paid. (S.521)
Notice to Passengers	Not included.	A notice to passengers must be displayed in the cab's interior, indicating that a receipt will be issued upon request, and noting the address and phone number of DLCA to refer complaints. (S.522)
Trip Sheets	Accurate daily trip sheet for each shift must be kept on file 5 years and be open for inspection by the Director. Trip sheets must show: driver's name and for-hire driver license number; the company name and vehicle number; the date, time and place of origin and dismissal of each trip, the fare paid, number of passengers paying, and other items for which a charge is made; time and mileage at the beginning and ending of each shift. (S.13)	Trip sheets requirement removed. Unlawful to falsify any record, document, or information required to be kept or submitted to the Director by this title, rule or regulation. (S.525C)
Luggage	Incidental passenger luggage to be carried free of charge. (S.25) Baggage conveyed for a fee shall be ticketed with a check or receipt, the duplicate of which is to be given to the customer. (S.25)	Same. (S.524) Nothing in this ordinance shall prohibit...use (of) taxicabs for transporting packages for hire. (S.524(B))

*As amended in Ordinances 102637(10/73), 106189(2/77), 107095(1/78), and 107351(5/78).

†Effected by 1977 interim legislation.

<u>Issue</u>	<u>Old Code (Ordinance 59866)*</u>	<u>New Code (Ordinance 108196)</u>
Unlawful Acts**	<p>Engage in taxi business without first obtaining a permit from the DLCA (S.2)</p> <p>Pick up additional passengers without the express consent of the first passenger. (S.4)</p> <p>Drive a taxicab without using a taximeter to calculate the fare, or to charge any other fare than that based on the meter. (S.7)</p> <p>Change the size of gears in the taximeter, or the tires of a cab, or the taximeter, without inspection and approval by the DLCA. (S.10)</p> <p>Misleading positioning of meter flag prohibited. (S.11)</p> <p>Leave unattended, make repairs to, or wash a vehicle while in a taxistand. (S.23)</p>	<p>Employ as driver or authorize to operate a taxicab a person who does not have a For-Hire Driver's License issued by Seattle or King County.</p> <p>Drive or authorize to be driven a taxicab not licensed and equipped and in safe condition; use a trade name or color scheme which conflicts with any other name, scheme or identification or which tends to deceive the public or was not approved by the Director;</p> <p>operate a cab without a taximeter, or without a meter seal, or with a meter which has been tampered with (including changing the size of tires); activate the meter when the cab is unemployed; fail to activate the meter except for contract trips; fail to have properly working top light and flag; fail to post rates and other information as required; use taxistands for other than the purpose of waiting for passengers; and operate a cab after 90 days of filing of a new rate unless the taximeter has been adjusted and approved. (S.525)</p>
Reciprocal Provisions	<p>On adoption of reciprocal provisions by the County, holders of valid King County taxicab licenses shall upon application in accordance with this ordinance be issued a Seattle taxicab license. (S.3) †</p>	<p>Suspended pending adoption of open entry in King County.</p> <p>A taxicab license may be denied, suspended, or revoked for violation of King County or Port of Seattle ordinances or regulations. (S.527)</p>
For-Hire Vehicle Driver's License Required	<p>Unlawful to drive a taxicab, or allow another person to drive a taxicab, without holding a valid For-Hire Driver's License. (S.15)</p> <p>License shall be revoked and licensee not granted a new license for 1 year upon conviction of driving a cab when intoxicated or under the influence of narcotics. (S.21)</p>	<p>Basically unchanged; specifically mentions Seattle and King County For-Hire Driver's Licenses as being required. (S.525-D)</p>
Common Carriage	<p>Unlawful for driver to refuse to accept as a passenger any person of proper deportment who requests a ride when the cab is unemployed. (S.22)</p>	<p>Same. (S.525-K)</p>
Penalties	<p>Violation or failure to comply constitutes a misdemeanor; conviction shall be punished by a fine up to \$300, or imprisonment for a period up to 90 days, or both.</p>	<p>Not specified in license code.</p>

*As amended in Ordinances 102637(10/73), 106189(2/77), 107095(1/78), and 107351(5/78).

**In addition to those specified under particular sections above or below.

†Effected by 1977 interim legislation.

- Applicant must comply with RCW 46.72, with proof consisting of State For-Hire certification; policy need not be filed with DLCA; insured must maintain an uninsured motorist policy which runs to benefit of the passenger; the City of Seattle need not be named as additional insured; self-insurance is also permitted. (State minimum coverage requirements exceed those of previous Seattle codes.)
- Requirement to keep trip sheets is removed, but it is made unlawful to falsify any record, document, or information required to be kept or submitted to the Director.
- Changes in required equipment, including addition of top light and flag.

The DLCA Director retains the authority to establish rules and regulations consistent with and necessary to the enforcement of the ordinance. The major changes effected by the new rules are:

- Extension of minimum equipment safety requirements.
- Provision for rate filing on DLCA forms and designation of affiliation representative authorized to file rates.
- Requirement that taximeter register "extras" where extra passenger charges are collected.
- Requirement for posting of rates and notice to passengers on standardized forms within the taxi vehicle.

4.2.2 Specific Provisions of Revised City Ordinance

4.2.2.1 License Application and Issuance

The revised ordinance removes the numerical limitation on total Seattle taxi licenses thereby opening entry to new applicants. Changes to the For-Hire Driver's License Code requirements are in process within DLCA. Currently, applicant qualifications include proof of compliance with the Revised Code of the State of Washington (RCW) 46.72 relating to financial responsibility. Such proof is to consist of State For-Hire certification and compliance with liability insurance coverage requirements. Provision is made for the Director to require financial records or other information to be kept or submitted on request.

4.2.2.2 Rates of Fare

The primary change in taxi rate structure is the replacement of the previous standard rate (as amended on a temporary basis in 1976 and subsequently extended) by an open rate setting policy. Operators may charge their own rates and must file these rates with the DLCA Director. Rates may be changed up to four times per year (in February, May, August and November) and at least thirty days prior to their effective date. Meters must be recalibrated within ninety days. Rates must be posted inside the taxicab on a standardized card. Contract rates which differ from those filed are also permitted but are not required to be filed with the DLCA.

4.2.2.3 Equipment Specifications and Inspection Requirements

The new ordinance modifies taxicab equipment requirements slightly, adding requirements for a top light and flag or similar device to denote when the cab is or is not engaged. Minimum requirements for equipment to be maintained in a safe condition have been extended to include:

- exhaust system integrity
- serviceable spare tire and jack
- structural integrity of body members
- brake and clutch foot pads
- speedometer in working order
- adequate steering and suspension systems

Seat belts are also required in both the front and rear seats of the taxi vehicle (Rule 506.A.2).

The frequency of taxi vehicle safety inspections is stepped up to at least annually as well as from time to time as determined by the Director in response to complaints received or observations that such inspection is necessary or desirable. Inspection requirements for taximeters are substantially unchanged. The requirement to post taxicab rates is currently substantially the same in the new code as previously, but provision is made in the new one for annual inspections to insure compliance with this requirement. Subsequent revisions to the rate posting requirements are anticipated.

4.2.2.4 Other Requirements

The new code permits drivers to deviate from the most direct route (i.e., permits shared riding) at the passenger's authorization. While both codes require issuance of receipts at the passenger's request, the new code specifies that a notice to passengers be posted in the vehicle notifying them of their right to request a receipt. The notice is also to present the address and telephone number of the DLCA for referral of passenger complaints.

The previous code's reciprocity provisions with King County -- taxicabs licensed by either the City or the County could obtain the second jurisdiction's license for an additional \$25 -- were removed because the County decided to delay adoption of an open entry policy for one year. The revised City code retains a reduced fee for a Seattle license, however, which at \$60, approximates one-half of the combined fee under reciprocity.

The new code provides for denial, suspension or revocation of a Seattle taxicab license for violation of King County or Port of Seattle ordinances or regulations.

4.2.3 King County Regulations

4.2.3.1 Entry Requirements

The major difference between the regulatory changes adopted by the City and the County is that the County ordinance includes a new section continuing the sufficiency of need for service requirement for one year from its effective date.¹ That is, license applicants continue to be required to show that there is a bona fide need for added taxicab service in the unincorporated area. Thus the clause providing for County licensing of valid City of Seattle licensees for an additional \$25 until joint or reciprocal enforcement and licensing is formally adopted, is deleted. The fee for new and renewal licenses is changed to \$60.00. A second new section provides that the King County Council review the ordinance no later than one year after its effective date to consider and act upon any proposed amendments.²

4.2.3.2 Rate Regulations

Like the City, the County replaces its previous standard rate of fare (which had been set in conformance with that established by the City on a temporary basis in 1976 and subsequently extended) with an open rate setting policy. Licensees or affiliation representatives are required to file rates with the PSD Director at least fifteen days prior to their effective date. Rate changes may be filed only during the months of February, May, August, and November. Rates filed must be

¹King County reportedly had some thirty authorized but unused taxicab licenses prior to regulatory revision.

²The King County Council reviewed the ordinance in May 1980, and took no action to prevent discontinuation of the public need for service requirements. These developments will be reported on in subsequent project documents.

identical with those filed with other jurisdictions. The County continues to require operators to post rates in the interior of the taxicab and prohibit charging of other rates except by written contract for a one-year period. (The need to file a copy of the signed contract with the director of licenses at least three working days prior to service commencement is deleted.)

4.2.3.3 Other Requirements

The County Code stipulates that its provisions are binding upon all licensees operating in the unincorporated areas of King County and in other jurisdictions authorized to contract for services with King County under authority provided in the Interlocal Agreement Act, RCW 39.34. It also provides that the interlocal agreement take precedence over the provisions of the County ordinance where conflicts exist.¹

Similarly to the City Code, the revised King County ordinance removes the seating capacity limitation from the definition of a taxicab, and the mechanical designation from that for taximeters. It also deletes the minimum operating requirement -- 10 miles per day, 230 days per year -- for renewal of licenses. Provisions covering transfer of a taxi license to another owner or motor vehicle are also deleted.

4.3 Implementation of Changes

The following section describes the changes in regulatory agency responsibilities, administrative procedures, and the taxi operational environment effected by the revised regulatory code and its implementation. It includes a brief discussion of the public information efforts undertaken by the City to achieve smooth implementation of the new code. The section closes with a discussion of problems which

¹For example, the cities of Kirkland and Bellevue have contracted with the County to provide licensing and regulation of taxicabs in their cities since 1974. Further particulars on the interlocal agreement and its signatories will be presented in subsequent reports.

have arisen during this implementation phase. Note that descriptions of pre-revisions administrative responsibilities and procedures were presented in Section 3.2.1.

4.3.1 Changes in Agency Responsibilities

The major changes in regulatory agency responsibilities effected by the new Seattle code are described by agency below.

4.3.1.1 Seattle City Council

The chief difference brought about by the revised ordinance is to remove Council from frequent periodic rate review and rate setting. The requirement for public hearings to establish taxicab rates has also been removed.

The delay of open entry provisions in the new County ordinance caused City Councilman Revelle and other open entry advocates to focus on encouraging County Councilers to achieve open entry when this issue came to a vote in April 1980.

4.3.1.2 Department of Licenses and Consumer Affairs (DLCA)

The DLCA had assumed major responsibility for licensing code administration since its creation in 1973. Reportedly it had already begun in 1978 to step up enforcement of existing code provisions, such as the minimum operating requirement. The revised 1979 code added license application and issuance, rate filing and stepped up inspection requirements to the DLCA's responsibilities. It also identified the DLCA as the primary recourse for passenger complaints. The DLCA Director retained the authority to promulgate rules designed to achieve enforcement of the code.

4.3.1.3 Port of Seattle

The initial change in Port of Seattle responsibilities came as a result of opening the airport to all City-or County-licensed permit applicants on expiration of the exclusive franchise contract with Airport Taxi in 1977. Thus the Port became engaged in license application and issuance. This responsibility was somewhat reduced on passage of the revised codes in the City and the County since the County delayed adoption of open entry for one year. During the one-year period (June 1979 through May 1980) in order to avoid large increases in airport taxi operators, the Port issued airport permits only to County-licensed applicants. The Port's involvement in permit issuance will likely increase if it accepts applications for airport permits from new City-licensed operators after June 1980. Section 4.3.3.3 discusses further changes in the airport taxi operational environment and administrative requirements.

4.3.1.4 Washington State Utilities and Transportation Commission (WUTC)

Passage of the revised City ordinance resulted in petitions by operator-members of the newly organized Washington Taxi Association to the State Legislature to empower the State Utilities and Transportation Commission with responsibility for regulation of taxicabs in Seattle. A preliminary hearing on this request was held June 26, 1978 before the Washington House of Representatives Transportation Committee, and a formal hearing took place in October. The taxi operators had expressed their intention to appeal to the State Commission again, but this decision was apparently delayed pending the perceived results of regulatory revision as this report was being written.

4.3.2 Changes in Administrative Procedures

The major rule changes effected by Seattle regulatory revisions are described below. These changes are summarized in Table 4.2.

<u>Subject Area</u>	<u>Old Rules</u> (Ord. No. 59866)	<u>New Rules</u> (R-500-526, 48022)
Obsolete Vehicles	No vehicle over 6 years of age, except with a special safety inspection. (Rule 1)	Removed.
Cab Identification Card	Cab identification card (called for in ordinance) shall be posted above or adjacent to the taximeter. Letters and numerals must be 1" in height. (Rule 2)	Same. (Rule 513.1)
Seal of Approval	Certificate of approval must be shown on taximeter, and a lead-wire security seal bearing the City of Seattle approval impression. Breaking, removing, or defacing this seal shall require reinspection. (Rule 3)	Essentially the same. (Rule 506.F.1)
Taximeters	Must mechanically record trips, units, and extras accurately. (Rule 4)	Must indicate the particular fare being included. and accurately register any "extras."
Safe Condition	A taxicab shall be deemed to be in safe and operable condition when the following minimum requirements have been complied with: (a) An efficient and operable windshield wiper mechanism; (b) An adequate braking system, including emergency or auxiliary; (c) A complete lighting system exterior and interior, and including signalling devices; (d) Rear view mirrors; (e) Glass free of breaks, cracks, or defects, sufficient to mar vision; (f) Tires with a minimum tread of 1/16th inch, and free of visible defects. (Rule 5)	Same, with addition of: (g) Exhaust system integrity; (h) Spare tire and jack; (i) Structural integrity of body members; (j) Brake and clutch pads -- no exposed metal parts; (k) Speedometer in working order; (l) Adequate steering and suspension system. (Rule 506.A.1)
Proper Equipment	Proper equipment includes standard equipment on the vehicle when manufactured, and shall be replaced or repaired when it becomes unsightly or unsafe. (Rule 6)*	Seat belts required in front and rear seats and for every passenger. (Rule 506.A.2)
Trip Sheets	All taxicab trip sheets shall include accurate opening and closing taximeter readings for each shift. (Rule 7)	No longer required.**
License Application	Not included in Rules.	Application is to be made on the Vehicle For-Hire Taxicab Application prescribed by the DLCA Director. (Rule 505.1)

*Seat belts were required for all passengers by Ordinance 107095(1/78).

**The City Business Tax Ordinance still requires that records be kept for tax purposes, however.

<u>Subject Area</u>	<u>Old Rules</u> (Ord. No. 59866)	<u>New Rules</u> (R-500-526, 48022)
Insurance	Not included in Rules	Each applicant shall submit with the application a Certificate of Insurance showing Uninsured Motorist Coverage. (Rule 507.1)
Rate Filing	Not covered.	Rates shall be filed pursuant to a form provided by the Director. (Rule 510.1) The representative authorized to file rates for a group of affiliated taxis shall mean the President of the service company or other bona fide representative. (Rule 510.2)
Rate Posting	Not included in Rules.	Each taxi shall post the rate of fares on the right rear window of the vehicle, as close to the center post as possible. (Rule 513.2) Rates shall be posted on a standardized card, of specified size, color, typeface, thickness and composition (see Appendix D). (Rule 513.4)
Extras	Not included in Rules.	Where there is a charge for additional passengers, the taxi-meter shall be required to accurately register "extras." If no charge is made, the mechanism must be rendered inoperable or obscured by some means. (Rule 513.3)

4.3.2.1 License Application

City application procedures have not been changed significantly with regulatory revision, although subsequent revision of the For-Hire Driver License requirements has been planned for 1980. The forms used to apply for a new taxi license are specifically mentioned in the new code, however, and are reproduced in Appendix D. As of April 1, 1980, the DLCA distributes written procedures to license applicants; see Appendix for a copy of these steps.

The first step in the process is to check the applicant's distinguishing color scheme, identification, or trademark to make sure they do not conflict with those of existing operators. Once the color scheme has been approved, the City issues a letter for the operator to take to the State Department of Motor Vehicles to obtain a State For-Hire Vehicle License. This license costs \$5 and is issued to operators showing proof of vehicle insurance as required by RCW 46.72.¹ Then the applicant applies for a For-Hire Driver's License from the City (this step can actually be done before obtaining the State For-Hire Vehicle License). The Driver's License requires the applicant to furnish qualifying evidence on the basis of a physical examination, their state driving record and a police record check.

The final step is application for a For-Hire Taxicab License on the form shown in Appendix D.6, along with filing of proposed rate information, a copy of the State For-Hire certificate, the State motor vehicle registration, proof of uninsured motorist coverage, and the color scheme approval. Then the applicant must have the taxi vehicle and meter inspected to obtain the Seattle Weights and Measure Section's approval and the sealing of the meter. DLCA staff then reviews all of this information prior to issuing a license.

¹ RCW: Revised Code of Washington

4.3.2.2 Fees

The new fee for a Seattle For-Hire Taxicab License is \$60 per year, prorated to \$30 for periods of six months or less. The license fee was reduced from \$100 to \$60 for the one-year period prior to adoption of open entry by King County. That is, the previous fee for both City and County licenses was \$125 (\$100 for the first jurisdiction's license plus \$25 for the second); \$60 for each license was adopted as a reasonable compromise. City resolution requires that licensing fees cover all of the direct costs of licensing administration. Substantiating studies may be undertaken by the City some time in the future to determine whether the fees actually cover these costs and the fees adjusted if necessary.

Seattle Taxicab Plates are issued with each taxicab license for attachment to the taxi vehicle. The replacement fee for lost, stolen or destroyed plates is \$5. The DLCA is currently considering doing away with Seattle taxi plates, however. The current proposal is for the City license to consist of a window decal, beginning on September 1, 1980.

4.3.2.3 Inspections

The new code requires taxi vehicle inspections at least annually in addition to periodic inspections in response to complaints or observations that inspection is in order. The code also imposes additional safety certifications, as specified in Section 4.2. Open entry moreover, presupposes an increase in the number of initial vehicle inspections as new operators apply to enter the Seattle industry. Taximeters are also to be inspected and approved by the DLCA Director prior to commencement of operations. In addition, taximeters are to be re-inspected and approved following rate changes which require a meter adjustment, or in case the lead-wire seal is damaged or broken.

These requirements tend to increase the City's efforts in vehicle and taximeter inspection. The Supervisor of the DLCA Weights and Measures Section (W & M) estimates that staff time for taxi vehicle inspections has increased from the pre-revisions average of 15 to 20 person-minutes per inspection to about 30 person-minutes.¹ The W & M staff spend an average of 50 to 60 person-hours per month in taxi inspections and spot checks. The Supervisor notes that the rate of inspection failure increased markedly in 1979 (see Table 4.3), and points out that this is probably not the result of newer (and independent) operators' having lower-grade cabs since few new entrants had been inspected to date. Cabs failing the inspection are marked with a large "REJECTED" sticker; operators are required to re-submit such vehicles for inspection within ten days.

Table 4.3
RATE OF FAILURE OF TAXICAB INSPECTION ON FIRST TRIAL, CITY OF SEATTLE

<u>Year</u>	<u>% Failing</u>
1979	30
1978	22
1977	19
1976	25
1975	18
1974	22

The Supervisor also reports little correlation to date between the size of the taxi company, or whether it is a new or veteran operator, and its failure to pass the inspection.

Reciprocity continues to be maintained between City and County inspections. That is, the County will accept either a City or County

¹Annual Report, Seattle DLCA Weights and Measures Section, 1979.

inspection; the City accepts only its own inspection because its requirements are more comprehensive than the County's. Such reciprocity results in considerable savings in time to the County and to operators who are licensed in both jurisdictions.

Passage of the inspection test is evidenced by an approval seal on the back side of the front rear-view mirror and the lead-wire seal on the meter. The approval seal on the rear-view mirror is color-coded to indicate whether the meter has been approved in the current license year. It also indicates the tire size, allowing a spot checker to determine from a distance whether the tires have been changed.¹

4.3.2.4 Reporting Requirements

The major change in reporting requirements effected by regulatory revision is the elimination of the requirement for operators to keep trip sheets. This change may achieve a time savings for some independent owner-operators and leasee drivers, but employee drivers will likely still be required to keep trip sheets by their employer company. Many operators maintain that trip sheets are necessary for their accounting and tax purposes as well as for their participation in the City's elderly and handicapped scrip program. The trip sheets also provide drivers with a record to use in case of passenger complaints of overcharge, circuitous routes, or long response times.

4.3.3 Changes in Taxi Operational Environment

The only significant changes in the Seattle taxi operational environment have been at Sea-Tac International Airport. Changes in taxi

¹Using a smaller diameter tire results in more revolutions of the axle, which are counted by the meter as more miles traveled.

stand locations and practice are difficult to identify, but apparently negligible.¹ The City has no single map or location directory for taxi stands. A series of maps showing parking meter locations frequently shows taxi stands, but the process of extracting this information would be extremely time consuming. (Requests for taxi stands are reviewed by the City Engineering Department/Traffic Division, and a decision made on a case-by-case basis.)

Traditionally, the major companies' cabs have had first claim at various downtown stands under a system whereby competitor cabs already on a stand would back up to allow arriving cabs of one of the major companies to go to the head of the line. This system has reportedly been ignored by the new independents, but there has been little objection from the majors to date. Stand hail business reportedly makes up only a small percentage of total calls. Smooth operation of taxi stands may become an issue or prevailing practices may change if competition increases under open entry, however. These conditions will be monitored and documented in subsequent reports.

On October 25, 1979, the Port of Seattle/Sea-Tac Airport made a major change in its taxi operating practices. Previously, passengers hailed a cab waiting at one of the four single-vehicle stands located by each terminal exit for deplaning passengers. Problems resulted from operators failing to advance to the next open stand as forward cabs departed and cruising cabs jumping the queue into open stands; these led to the new dispatching system. The new system, installed at a cost of nearly \$14,000, uses telephones placed at four locations along the deplaning roadway. Passengers desiring a taxi use the phone to reach

¹City staff is currently studying the possibility of allowing for-hire cars (those charged by the hour) to use taxi stands; they are presently forbidden from doing so. The number of for-hire cars is small in comparison to the number of taxicabs, however. Late in June 1980, the Taxi Industry Liaison Group was discussing an appeal to the City to achieve changes in specific stand locations and capacities. Such changes will be reported in subsequent documents.

the airport's central control center. A controller records the time of the call, the call station, the size of the patron's party, and any additional remarks. (See Appendix H for an example of this log.) The controller then dispatches the assigned cab from a first-in first-out queue in an airport taxi holding area.

Controllers have closed-circuit television surveillance of the taxi queue, which allows positive identification of the trade name and number of the next cab in line. This allows rapid and accurate assignment as well as identification of a cab and whether it is properly licensed to operate at the airport. A spokesman for the airport said the system is working very well, and that the incidence of "queue jumping" has been reduced. In addition, the spokesman indicated that drivers who have expressed opinions about the system have been favorable to it.

A potential drawback of the system is that central controllers have other duties than dispatching cabs. They also monitor the airport's automated guideway transit system, the noise monitoring system, security, the heating and cooling plant, and escalators, and handle any aircraft-related emergencies. These other responsibilities could compete to the detriment of taxi dispatching, but this has not been a problem to date. The additional cost for labor is apparently small, because the controllers normally spend a considerable amount of time without specific assignment other than monitoring status displays. In fact, some have welcomed their taxi dispatching tasks as a welcome relief from boredom.

Another drawback of the system is that the first in, first out operation of the holding area queue militates against competition under open rate setting. Although signs posted in the deplaning area notify taxi passengers that open rate setting is in effect, and even report average taxi rates (see Appendix H), the onus is still upon the passenger to secure a cab with an acceptable rate of fare. This may mean rejecting the cab which is sent up from the holding area in order to request another one, and this approach is potentially embarrassing and costly in terms of passenger time.

4.3.4 Public and Operator Information Efforts

No formal public information program about taxi services has been undertaken by the City of Seattle, although media and press coverage of the regulatory revisions process have served to highlight events. The City has begun to produce a quarterly listing of taxicab companies and their rates. This document is sent out on request, but no formal distribution channels are used to disseminate price information on a regular basis. Consideration has been given to listing cab companies in order, from the lowest to the highest priced. While the DLCA is interested in publicizing the revisions and their potential for achieving lower taxi fares and a wider range of taxi services, the Director points out that budgetary limitations preclude even a limited public information campaign. The County has not produced any public information on taxis.

The City has established formal channels of communication between the DLCA and the taxi industry, however. In late January 1980, the DLCA Director invited industry representatives to meet with department members to discuss the regulatory revisions and the proposed data collection and evaluation effort. Since that time an ongoing body of industry representatives, the Taxi Industry Liaison Group (TILG), with an elected five-member Executive Committee, has continued to meet on an ad hoc basis. These meetings are open to all industry members and are regularly attended by DLCA staff; they have also been covered by the print and electronic media.

The chief foci of the TILG have been the regulatory changes and the data collection efforts to be funded by an UMTA grant. The TILG provides an information conduit between the industry and the City to facilitate implementation of the new regulatory procedures and to provide access to essential industry data sources. The TILG also offers a forum within which industry members can discuss diverse subjects. These have included the METRO elderly and handicapped scrip program, the use of meters or zone-based fares for shared-riding, the location of cabstands, photograph ID cards, fuel problems, and multi-jurisdictional taxicab regulation.

The TILG members were initially more opposed to the prospect of the data collection and evaluation efforts. Reregulation advocacy was a major agenda item. These attitudes have changed somewhat and operators are currently in favor of cooperating with the evaluation. Efforts to achieve State regulation of taxicabs are also quiescent. This shift in attitudes may result in large part from the enhanced communication between the City and taxi operators achieved through the Taxi Industry Liaison Group.

4.3.5 Problem Areas

The primary problem resulting from regulatory revision to this writing relates to open rate setting and airport taxi operations. As noted, the first in, first out operation of the Sea-Tac taxi holding area queue militates against competitive pricing. Since the burden is on the taxi passenger to choose an acceptable rate and since most potential taxi patrons at airports are visitors from out of town who are likely to be unfamiliar with local regulations (despite informational notices), these patrons are particularly vulnerable to abuse.

During the first month of open rate setting, many operators charged "extras" for airport-connected trips or simply charged exorbitant rates. Numerous complaints from passengers resulted. The Port initially considered imposing an upper limit for airport taxi rates of 10 percent above the County average. The vote on this proposal was delayed briefly while the Commission investigated whether the Port had the legal authority to impose such a regulation. The Commissioners subsequently voted (in July of 1979) not to allow cab operators to impose surcharges at Sea-Tac by exercising its regulatory authority to deny or revoke the permits of operators who did so.

It remains difficult, nonetheless, for passengers to choose taxicabs offering lower rates, and this state of affairs not only conflicts with one of the major objectives for regulatory revision, but also provides an attractive alternative to service innovation. Airport

trips are the traditional "cream" of the taxi business. Although they may involve considerable down time, the operator incurs no mileage costs while waiting for a fare. And many airport-originating trips are long hauls. If new operators (especially non-radio-dispatched independents) can be assured of a return trip from the airport if only they wait long enough, there is some incentive for them to rely upon the airport to the exclusion of other markets. The operator only needs to determine a rate which is sufficiently high to compensate him for the time spent in the airport queue and for his deadhead trips back to the airport.

This formula pre-supposes a long haul trip from the airport and thus the potential for short haul refusals increases with the length of the airport taxi queue. Short haul refusals had not become a major problem at Sea-Tac by this writing, but such developments will be closely monitored for future documentation.

Public confusion and complaints in the face of variable taxicab pricing had been predicted by critics of regulatory revision. This has not become a major problem in Seattle, except at the airport, even though rates are posted inside rather than on the exterior of the taxi vehicle. Three out of the four larger companies charge the same rate, however, as do most of the midsize operators. The majority of the seventy-two independents charge higher rates.¹

Another potential problem results from the decrease in taxi license (or medallion) values as a result of open entry. The Seattle industry has traditionally obtained vehicle and equipment financing by offering its taxi license values as collateral to secure bank loans. The loss of this source of funds for capital investments appeared potentially crippling, but the negative effects have been less than anticipated. Farwest Cab has approached the problem by developing its

¹As of May 1980.

own capital replacement fund, while Graytop has turned to U.S. General Services Administration (GSA) auctions and other sources of used replacement vehicles instead of purchasing more costly new taxicabs.

Finally, the local industry organized the Washington Taxi Association to resist regulatory revision. This association has appealed to the State to assume regulatory responsibility (including a limit on total licenses) for taxi operations throughout Washington. The Washington Utilities Transportation Commission held public hearings on this issue in 1978. The State Senate will consider the issue during its next legislative session unless the operators withdraw their request.

5.0 CONCLUSIONS

This final section discusses the most important transferable points of the regulatory revision experience in Seattle and identifies issues which warrant special attention in future monitoring and analysis. The pre-revisions information provided in this report presents a baseline against which to measure future changes, although it is far too early to draw conclusions about the effects of the new regulations at this time. On the other hand, the regulatory change process in Seattle offers insights which may be useful to other localities considering or implementing regulatory changes.

5.1 Transferable Implications for Other Areas

Among the transferable conclusions of potential interest to other localities are:

1. The taxi regulatory changes took a long time to implement and required a significant amount of the regulating authorities' time. In Seattle both technical and policy-level staff (Council members, department heads) spent significant portions of their time dealing with the regulatory revisions. A citizens committee was first established to consider the revision of the taxi regulatory code in 1971, but the final revision ordinance did not pass Council until 1979 after extensive study and debate, and following signal interim code changes adopted in 1977. The cost of this process to the local taxi industry also should not be minimized. The industry spent several hundred dollars per vehicle to hire a consultant to study open entry and fares, and a representative to present their position at Council hearings.¹ Many members of the industry also spent significant portions of their own time in opposing the revisions.

¹The consultant study (op. cit.) was performed by Applied Economics Associates; the industry representative was William Grady, Washington Taxi Owners Association.

2. Regulatory revisions which reduced entry controls were particularly controversial and elicited strong and sustained opposition from the taxi industry. As noted, the industry was willing to spend a substantial amount of time and money to oppose the regulatory changes. The resistance to open entry led, reportedly for the first time in recent history, to a unified policy position for the Seattle taxi owners at large.¹ The industry's consultant did not find fault with the City's regulatory arguments per se, although it questioned the City's methods and several specific points.
3. In contrast to the general opposition to open entry, more Seattle operators supported open fare setting. The rapid pace of inflation particularly in gasoline prices prompted this approach. (County operators also did not oppose removal of rate restrictions.) The new regulations allow operators more direct control over the rates they charge in response to changing costs, competition or other factors. Prior to regulatory revisions, Seattle rate hearings had often dragged on for months, with operator's profit margins hanging in the balance in the meantime. (Proponents of State regulation included standard rates of fare among their re-regulatory proposals, however.)
4. Although taxi regulation did not stir much interest on the part of the public in Seattle, it was nonetheless a highly political issue receiving extensive media coverage. Most of the City impetus for local regulatory revision was motivated by one Council member, Randy Revelle and Assistant Director for Licenses Keith Kleinhen. There was also support from the Seattle regional office of the Federal Trade Commission. There was little organized advocacy effort or constituency among the general public, however, and only limited input from local transportation planners.

¹ Most of the support for open entry came from potential new operators including drivers from existing firms. A few existing operators supported open entry, but the majority unified against it.

5. Early response to open rate setting has not included substantial fare competition to date. The three largest Seattle companies (holding 61 percent of all taxi licenses) currently charge the same basic rate.¹ On the other hand, the majority of independents have filed for rates considerably higher than those charged by the "majors." Whether lower rate structures develop in the future remains to be seen. While revision proponents would undoubtedly like to see some form of fare competition develop, their opponents have noted that the only reason why public complaints have not been forthcoming is that the fares among the majors are all the same.

6. Problems relating to variable pricing have arisen in connection with taxi operations at Sea-Tac Airport. The airport chose to retain controls over access to its lucrative market by licensing only County-licensed operators during the one-year retention of entry restrictions in the County. New entry at the airport has also grown more slowly than in the City; only about half of all County-licensed cabs eligible for airport permits currently hold them. Demand for airport permits will likely be affected once the County adopts open entry, however, if the airport becomes available to licensees from both jurisdictions. Some airport operators were charging rates 50 percent or more above the average, on the theory that business and tourist travellers are relatively price-insensitive and unfamiliar with local rates. The Port received a significant number of complaints regarding cabs charging high fares at the airport and imposed restrictions prohibiting extra charges to relieve the problem. The first in, first out operation of the holding area queue continues to counteract competitive pricing, however. Since cabs are dispatched from a holding queue it is still awkward for a patron to request a cab and then turn it down for charging too much, even though the Port has posted the average rate in the waiting area, and noted that such action is entirely permissible. Short haul refusals have not become a major problem to date but may increase as more and more operators obtain airport permits.

¹As of May 1980.

5.2 Issues Meriting Special Attention

Some issues which deserve special attention as events unfold are:

Alterations in the taxi regulatory environment. Open entry takes effect in King County as of June 1980, so that reciprocal licensing of City and County taxis may subsequently be reinstated. Increasing demand for airport permits may impel the Port to consider additional taxi regulation at the airport. The industry appeal to the Washington Utilities and Transportation Committee to assume Statewide taxi regulation is still pending. The soonest such regulation could go into effect would probably be 1982, since the State Legislature's next session is in 1981, unless the operators withdraw their petition. The Seattle operational environment and operator opinion may have changed considerably by that time. The City is likely to oppose the State's assumption of any taxi regulatory authority, in any case.

Fares and profitability. Taxi fares in Seattle have nearly kept pace with consumer prices throughout the 1970's. Varying responses to open rate setting remain to be seen.

- Will fares continue to go up and at a higher or lower rate than the general inflation rate?
- Will different operators opt for different basic fare structures?
- How will the public react to variable rate setting?
- How will new entrants affect profitability throughout the Seattle industry? Will any significant exit from the industry take place?

Airport problems. Port efforts to impose additional regulations on entry and/or rate structure at the airport, either as a result of County adoption of open entry or because of continued problems with variable rates among airport taxis bear monitoring.

New services and service competition. Service competition may develop if the large firms decide to segment and specialize in certain markets or services, such as shared riding, package delivery, and elderly and handicapped passengers. To a certain extent, market segmentation has already occurred, but it could become more pronounced in the coming months. Contract rates have also not been used much yet, and could become more prevalent if one or more firms decided to start promoting them.

Cab affiliation/organization and radio dispatching. The major companies' share of total licensed taxi vehicles has dropped slightly since regulatory revision. Most of the new unaffiliated cabs do not have radio dispatch services. This could lead to new, loose cooperatives being formed to share dispatch or other joint services. The continuing activities of the Taxi Industry Liaison Group and the Washington Taxicab Association should also be closely monitored.

Vehicle maintenance and safety. Opponents of open entry have contended that it is only a matter of time before a significant number of newly licensed (or independently owned) taxi vehicles begin to deteriorate and their owners to lack the capital necessary for regular maintenance. Seattle has stiffened its vehicle safety and inspection requirements considerably in order to prevent this outcome. Further evaluation efforts should continue to monitor vehicle maintenance and safety records.

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APPENDICES

APPENDIX A: RATE FILINGS BY COMPANY SINCE REGULATORY
REVISIONS

A.1 City of Seattle Licensees

A.2 King County Licensees

Your
Seattle
Department of Licenses and Consumer Affairs

Appendix A.1 CITY OF SEATTLE TAXICAB RATES



Regina L. Glenn, Director
Charles Royer, Mayor

625-2606

TAXICAB RATES
May, 1980 Filing

Below is a list of taxi companies operating in the City of Seattle and the rates they filed with the Department of Licenses and Consumer Affairs. The rates charged are set by the individual cab companies and can be changed during the months of February, May, August and November.

Explanation of Rates:

The "Drop Charge/Distance" column shows the base charge for a taxi ride and the distance that charge will take you. This charge will appear on the meter when you begin your trip.

The "Each Additional Mile" column shows the amount per mile you will be charged after traveling the distance covered by the drop charge.

The "Example of Ten Mile Fare" column shows how much you would be charged for a ten mile trip so you can simply compare cab rates.

CAB NAME	FLEET SIZE	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
Ace	1	\$1.00 - 1/6 Mile	\$1.20	\$12.80
Acme	1	1.00 - 1/5	1.00	10.80
Airline	2	1.00 - 1/5	1.00	10.80
Aloha	1	1.00 - 1/5	1.00	10.80
Arrow	1	1.00 - 1/6	1.20	12.80
Best Way	1	1.40 - 1/7	1.40	15.20
Bill's	1	1.00 - 1/5	1.00	10.80
Black Top	1	1.00 - 1/6	1.20	12.80
Blue & Gold	1	1.00 - 1/5	1.00	10.80
Broadway	1	1.00 - 1/5	1.00	10.80
Brown & White	1	1.00 - 1/5	1.00	10.80
Cad Cab	1	2.00 - 1/7	1.40	15.80
Chick Cab	1	1.00 - 1/5	1.00	10.80
City Cab	1	1.00 - 1/5	1.00	10.80
*Copacabana	1	1.00 - 1/5	1.20	12.80
Culpepper	1	1.00 - 1/5	1.20	12.80
Deluxe	2	1.00 - 1/5	1.00	10.80
Dial	1	1.00 - 1/5	1.00	10.80
Duchess	1	1.40 - 1/7	1.40	15.20
Easy Rider	1	2.00 - 1/5	1.00	11.80

* Rate increase in May, 1980

** New licensee

Appendix A.1, cont.

CITY OF SEATTLE TAXICAB RATES

CAB NAME	FLEET SIZE	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
Express	1	\$1.00 - 1/6 Mile	\$1.20	\$12.80
Farwest	167	1.00 - 1/5	1.00	10.80
Farwest County	13	1.00 - 1/5	1.00	10.80
Flash Cab	1	2.00 - 1/15	1.50	16.90
4-Jet	1	1.00 - 1/5	1.00	10.80
**Freedom	1	2.00 - 1/5	1.20	13.80
Fury	1	1.00 - 1/5	1.20	12.30
*Gemini	1	2.00 - 1/7	1.40	15.80
*Gold Top	1	1.00 - 1/6	1.20	12.80
**Golden	1	1.00 - 1/5	1.00	10.80
Graytop	61	1.00 - 1/5	1.00	10.80
*Green & White	6	1.00 - 1/7	1.40	14.80
Greenwood	2	1.00 - 1/5	1.00	10.80
Happy Cab	4	1.00 - 1/15	1.50	15.90
Hawley's Northend	7	1.00 - 1/10	1.00	10.90
Heyyy Taxi	4	1.00 - 1/6	1.20	12.80
Husky	1	1.00 - 1/5	1.00	10.80
*Hustlecab	3	1.50 - 1/15	1.50	16.40
International	5	1.00 - 1/6	1.20	12.80
Joe's	1	1.00 - 1/5	1.00	10.80
Ken's	1	1.00 - 1/5	1.00	10.80
**King Cab	1	1.40 - 1/7	1.40	15.20
*Lake Forest Park	3	3.00 - 1/7	1.40	16.80
Luxor	2	1.00 - 1/5	1.00	10.80
Mediterranean	1	1.00 - 1/7	1.40	14.80
Northeast	1	1.00 - 1/5	1.00	10.80
Northwest	1	1.00 - 1/5	1.00	10.80
OK Taxi	4	1.00 - 1/5	1.00	10.80
**Olympic	1	1.00 - 1/6	1.20	12.80
Oriental	1	1.00 - 1/5	1.00	10.80
Owl	1	1.00 - 1/6	1.20	12.80
Pacific	1	1.00 - 1/5	1.00	10.80
Palamabron	1	1.00 - 1/5	1.25	13.25
**Park Place Taxi	1	2.00 - 1/14	1.40	15.90
Paul's	1	1.00 - 1/5	1.00	10.80

* Rate increase in May, 1980

** New licensee

CAB NAME	FLEET SIZE	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
Pioneer	7	\$1.00 - 1/5 Mile	\$1.00	\$10.80
Plaza	10	1.00 - 1/5	1.00	10.80
Puget Sound	1	1.50 - 1/7	1.40	15.30
*Queen City	1	2.00 - 1/7	1.40	15.80
Quick Cab	2	1.00 - 1/7	1.40	14.80
Radio Service	1	1.50 - 1/5	1.00	11.30
Rainbow	1	1.00 - 1/6	1.20	12.80
Rainier	1	1.00 - 1/6	1.20	12.80
Rebel	1	1.20 - 1/6	1.20	13.00
Red & White	2	1.20 - 1/6	1.20	13.00
Royal	1	1.00 - 1/5	1.00	10.80
Roy's	8	1.00 - 1/5	1.00	10.80
Rush Taxi	1	1.00 - 1/8	1.60	16.80
Scotty's	7	1.00 - 1/5	1.00	10.80
Sea-Tac (incl. Airport)	35	1.20 - 1/9	.90	10.10
Shane's	1	1.00 - 1/7	1.40	14.80
Silver	1	2.00 - 1/7	1.40	15.80
Skycab	1	1.00 - 1/5	1.00	10.80
**Sound City	1	1.00 - 1/5	1.00	10.80
Spirit	2	2.00 - 1/5	1.20	13.80
Tac-Sea	2	1.00 - 1/5	1.00	10.80
Tony's	1	1.20 - 1/5	1.20	13.00
Transicab	1	1.40 - 1/7	1.40	15.20
*Uneeda	2	1.00 - 1/6	1.20	12.80
Union	1	1.00 - 1/5	1.00	10.80
*Viking	1	1.20 - 1/5	1.20	13.00
Vista	1	1.20 - 1/5	1.20	13.00
**W. C. Taxi	1	1.00 - 1/7	1.40	14.80
Western	2	1.00 - 1/5	1.00	10.80
White	1	1.00 - 1/5	1.00	10.80
Yellow	75	1.00 - 1/5	1.00	10.80

* Rate increase in May, 1980

** New licensee

Your
Seattle
Department of Licenses and Consumer Affairs

Appendix A.1. cont.
CITY OF SEATTLE TAXICAB RATES



Regina L. Glenn, Director
Charles Royer, Mayor
625-2606

TAXICAB RATES
February, 1980 Filing

3-1-80

Below is a list of taxi companies operating in the City of Seattle and the rates they filed with the Department of Licenses and Consumer Affairs. The rates charged are set by the individual cab companies and can be changed during the months of February, May, August and November.

Explanation of Rates:

The "Drop Charge/Distance" column shows the base charge for a taxi ride and the distance that charge will take you. This charge will appear on the meter when you begin your trip.

The "Each Additional Mile" column shows the amount per mile you will be charged after traveling the distance covered by the drop charge.

The "Example of Ten Mile Fare" column shows how much you would be charged for a ten mile trip so you can simply compare cab rates.

CAB NAME	FLEET SIZE	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
Ace	1	\$1.00 - 1/6 mile	\$1.20	\$12.80
Acme	1	1.00 - 1/5	1.00	10.80
Airline	2	1.00 - 1/5	1.00	10.80
Airport	26	1.20 - 1/9	.90	10.10
Aloha	1	1.00 - 1/5	1.00	10.80
Arrow	1	1.00 - 1/7	1.40	14.80
Ballard	1	1.00 - 1/5	1.00	10.80
*Best Way	1	1.40 - 1/7	1.40	15.20
Bill's	1	1.00 - 1/5	1.00	10.80
Black Top	1	1.00 - 1/6	1.20	12.80
Blue & Gold	1	1.00 - 1/5	1.00	10.80
Broadway	1	1.00 - 1/5	1.00	10.80
Brown & White	1	1.00 - 1/5	1.00	10.80
Cad Cab	1	2.00 - 1/7	1.40	15.80
**Chick Cab	1	1.00 - 1/5	1.00	10.80
City Cab	1	1.00 - 1/5	1.00	10.80
Copacabana	1	1.00 - 1/5	1.00	10.80
Culpepper	1	1.00 - 1/6	1.20	12.80
Deluxe	2	1.00 - 1/5	1.00	10.80
Dial	1	1.00 - 1/5	1.00	10.80

* Rate increase in February 1980

** New licensee

CAB. NAME	FLEET SIZE	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
Duchess	1	1.40 - 1/7	1.40	15.20
Easy Rider	1	2.00 - 1/5	1.00	11.80
*Express	1	1.00 - 1/6	1.20	12.80
Farwest	165	1.00 - 1/5	1.00	10.80
Farwest County	13	1.00 - 1/5	1.00	10.80
**Flash Cab	1	2.00 - 1/15	1.50	16.90
4-Jet	1	1.00 - 1/5	1.00	10.80
*Fury	1	1.00 - 1/6	1.20	12.80
Gemini	1	1.00 - 1/6	1.20	12.80
Gold Top	1	1.00 - 1/5	1.00	10.80
Golden Eagle	1	2.00 - 1/7	1.40	15.80
Graytop	61	1.00 - 1/5	1.00	10.80
Greenwood	2	1.00 - 1/5	1.00	10.80
*Happy Cab	4	1.00 - 1/15	1.50	15.90
Hawley's Northend	6	1.00 - 1/10	1.00	10.90
*Heyyy Taxi	4	1.00 - 1/6	1.20	12.80
Husky	1	1.00 - 1/5	1.00	10.80
Hustlecab	3	1.30 - 1/13	1.30	14.20
*International	5	1.00 - 1/6	1.20	12.80
Joe's	1	1.00 - 1/5	1.00	10.80
**Ken's	1	1.00 - 1/5	1.00	10.80
*Lake Forest Park	2	2.00 - 1/7	1.40	15.80
Luxor	2	1.00 - 1/5	1.00	10.80
*Mediterranean	1	1.00 - 1/7	1.40	14.80
*Northeast	1	1.40 - 1/6	1.20	13.20
Northwest	1	1.00 - 1/5	1.00	10.80
OK Taxi	4	1.00 - 1/5	1.00	10.80
Oriental	1	1.00 - 1/5	1.00	10.80
*Owl	1	1.00 - 1/6	1.20	12.80
Pacific	1	1.00 - 1/5	1.00	10.80
Palamabron	1	1.00 - 1/5	1.25	13.45
Paul's	1	1.00 - 1/5	1.00	10.80
Pioneer	7	1.00 - 1/5	1.00	10.80
Plaza	10	1.00 - 1/5	1.00	10.80
Puget Sound	1	1.50 - 1/7	1.40	15.30
*Queen City	1	1.20 - 1/6	1.20	13.00
*Quick Cab	2	1.00 - 1/7	1.40	14.80
Radio Service	1	1.50 - 1/5	1.00	11.30
*Rainbow	1	1.00 - 1/6	1.20	12.80
**Rainier	1	1.00 - 1/6	1.20	12.80

* Rate increase in February 1980

** New licensee

CAB. NAME	FLEET SIZE	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
Rebel	1	1.20 - 1/6	1.20	13.00
**Red & White	1	1.20 - 1/6	1.20	13.00
Royal	1	1.00 - 1/5	1.00	10.80
Roy's	8	1.00 - 1/5	1.00	10.80
*Rush Taxi	1	1.00 - 1/8	1.60	16.80
Scotty's	7	1.00 - 1/5	1.00	10.80
Sea-Tac	9	1.20 - 1/10	.90	10.10
*Shane's	1	1.00 - 1/7	1.40	14.80
Silver	1	2.00 - 1/7	1.40	15.80
Skycab	1	1.00 - 1/5	1.00	10.80
Spirit	2	2.00 - 1/6	1.20	13.80
Tac-Sea	2	1.00 - 1/5	1.00	10.80
*Tony's	1	1.20 - 1/6	1.20	13.00
*Transicab	1	1.40 - 1/7	1.40	15.20
Uneeda	2	1.00 - 1/5	1.00	10.80
Union	1	1.00 - 1/5	1.00	10.80
**Viking	1	1.00 - 1/5	1.00	10.80
*Vista	1	1.20 - 1/6	1.20	13.00
Western	2	1.00 - 1/5	1.00	10.80
White	1	1.00 - 1/5	1.00	10.80
White Center	4	1.00 - 1/5	1.00	10.80
Yellow	75	1.00 - 1/5	1.00	10.80

* Rate increase in February 1980

** New licensee

Below is a list of taxi companies operating in the City of Seattle and the rates they filed with the Department of Licenses and Consumer Affairs. The rates charged are set by the individual cab companies and can be changed during the months of February, May, August and November.

Explanation of Rates:

The "Drop charge/distance" column shows the base charge for a taxi ride and the distance that charge will take you. This charge will appear on the meter when you begin your trip.

The "each additional mile" column shows the amount per mile you will be charged after traveling the distance covered by the drop charge.

The "example of ten mile fare" column shows how much you would be charged for a ten mile trip so you can simply compare cab rates.

CAB NAME	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
AA Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Ace Cab	\$1.00 - 1/6 mile	\$1.20	\$12.80
Acme Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Airline Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Airport	\$1.20 - 1/9 mile	\$.90	\$10.10
Aloha	\$1.00 - 1/5 mile	\$1.00	\$10.80
Arrow	\$1.00 - 1/7 mile	\$1.40	\$14.80
Aurora Village	\$1.00 - 1/5 mile	\$1.00	\$10.80
Ballard Taxi	\$1.00 - 1/5 mile	\$1.00	\$10.80
Bellevue Taxi	\$1.00 - 1/5 mile	\$1.00	\$10.80
Best Way	\$1.00 - 1/5 mile	\$1.00	\$10.80
Bill's	\$1.00 - 1/5 mile	\$1.00	\$10.80
Black Top	\$1.00 - 1/6 mile	\$1.20	\$12.80
Blue & Gold	\$1.00 - 1/5 mile	\$1.00	\$10.80
Broadway	\$1.00 - 1/5 mile	\$1.00	\$10.80
Brown & White	\$1.00 - 1/5 mile	\$1.00	\$10.80
Cad Cab	\$2.00 - 1/7 mile	\$1.40	\$15.80
City Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Copacabana	\$1.00 - 1/5 mile	\$1.00	\$10.80
Culpepper	\$1.00 - 1/6 mile	\$1.00	\$12.80
Deluxe	\$1.00 - 1/5 mile	\$1.00	\$10.80
Dial	\$1.00 - 1/5 mile	\$1.00	\$10.80
Duchess Taxi	\$1.40 - 1/7 mile	\$1.40	\$15.20
Easy Rider	\$2.00 - 1/5 mile	\$1.00	\$11.80
Express	\$1.00 - 1/5 mile	\$1.00	\$10.80
Farwest	\$1.00 - 1/5 mile	\$1.00	\$10.80
Farwest KC	\$1.00 - 1/5 mile	\$1.00	\$10.80
4-Jet	\$1.00 - 1/5 mile	\$1.00	\$10.80
Fury Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Senior Citizens	\$1.00 - 1/8 mile	\$.80	\$ 8.90
Gamini Taxi	\$1.00 - 1/6 mile	\$1.20	\$12.80
Gold Top	\$1.00 - 1/5 mile	\$1.00	\$10.80
Golden Eagle	\$2.00 - 1/7 mile	\$1.40	\$15.80
Night Service	\$3.00 - 1/7 mile	\$1.40	\$16.80
Senior Citizens	\$1.00 - 1/8 mile	\$.80	\$ 8.90

CAB NAME	DROP CHARGE/ DISTANCE	EACH ADDITIONAL MILE	EXAMPLE OF TEN MILE FARE
Graytop	\$1.00 - 1/5 mile	\$1.00	\$10.80
Green & White	\$1.00 - 1/5 mile	\$1.00	\$10.80
Greenwood	\$1.00 - 1/5 mile	\$1.00	\$10.80
Happy Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Hawley's Northend	\$1.00 - 1/10 mile	\$1.00	\$10.90
Heyyy Taxi	\$1.00 - 1/5 mile	\$1.00	\$10.80
Highland	\$1.00 - 1/5 mile	\$1.00	\$10.80
Husky	\$1.00 - 1/5 mile	\$1.00	\$10.80
Hustlecab	\$1.00 - 1/10 mile	\$1.50	\$15.85
Senior Citizens	\$1.00 - 1/5 mile	\$1.00	\$10.80
Imperial	\$1.00 - 1/5 mile	\$1.00	\$10.80
International	\$1.00 - 1/5 mile	\$1.00	\$10.80
Joe's Taxi	\$1.00 - 1/5 mile	\$1.00	\$10.80
Lake City	\$1.00 - 1/5 mile	\$1.00	\$10.80
Lake Forest	\$1.20 - 1/6 mile	\$1.20	\$13.00
Luxor	\$1.00 - 1/5 mile	\$1.00	\$10.80
Meditarranean	\$1.00 - 1/5 mile	\$1.00	\$10.80
Night Service	\$1.00 - 1/7 mile	\$1.40	\$14.80
Northeast	\$1.00 - 1/5 mile	\$1.00	\$10.80
Northwest	\$1.00 - 1/5 mile	\$1.00	\$10.80
OK Taxi	\$1.00 - 1/5 mile	\$1.00	\$10.80
Oriental	\$1.00 - 1/5 mile	\$1.00	\$10.80
Owl Taxi	\$1.00 - 1/5 mile	\$1.00	\$10.80
Pacific	\$1.00 - 1/5 mile	\$1.00	\$10.80
Palamabron Taxi	\$1.00 - 1/5 mile	\$1.25	\$13.45
Pioneer	\$1.00 - 1/5 mile	\$1.00	\$10.80
Plaza	\$1.00 - 1/5 mile	\$1.00	\$10.80
Puget Sound	\$1.50 - 1/7 mile	\$1.40	\$15.30
Queen City	\$1.00 - 1/5 mile	\$1.00	\$10.80
Quick Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Radio Service	\$1.50 - 1/5 mile	\$1.00	\$11.30
Rainbow	\$1.00 - 1/5 mile	\$1.00	\$10.80
Rebel	\$1.20 - 1/6 mile	\$1.20	\$13.00
Royal	\$1.00 - 1/5 mile	\$1.00	\$10.80
Roy's	\$1.00 - 1/5 mile	\$1.00	\$10.80
Rush Taxi	\$1.00 - 1/8 mile	\$1.60	\$16.80
Scotty's	\$1.00 - 1/5 mile	\$1.00	\$10.80
Sea-Tac	\$1.20 - 1/9 mile	\$.90	\$10.10
Shane's	\$1.00 - 1/5 mile	\$1.00	\$10.80
Silver Cab	\$2.00 - 1/7 mile	\$1.40	\$15.80
Silver Top	\$1.00 - 1/5 mile	\$1.00	\$10.80
Skycab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Spirit Cab	\$2.00 - 1/6 mile	\$1.20	\$13.80
Senior Citizens	\$1.00 - 1/5 mile	\$1.00	\$10.80
Tac-Sea	\$1.00 - 1/5 mile	\$1.00	\$10.80
Transicab	\$1.00 - 1/6 mile	\$1.20	\$12.80
Uneeda	\$1.00 - 1/5 mile	\$1.00	\$10.80
Union	\$1.00 - 1/5 mile	\$1.00	\$10.80
Vista	\$1.00 - 1/5 mile	\$1.00	\$10.80
Western	\$1.00 - 1/5 mile	\$1.00	\$10.80
White Cab	\$1.00 - 1/5 mile	\$1.00	\$10.80
Yellow	\$1.00 - 1/5 mile	\$1.00	\$10.80

Appendix A.2
KING COUNTY TAXI RATE FILINGS

<u>Taxi Trade Name</u>	<u>Date of Filing</u>	<u>Number of Cabs</u>	<u>Flag Drop (\$ per first 1/nth mile)</u>	<u>Mileage \$ per mille (mileage increment)</u>	<u>Waiting Time per Hour</u>	<u>Passenger Surcharge</u>	<u>Special Rates/ Additional Surcharge</u>
Ace Cab	5/31	2	\$1.00 (1/5)	\$1.00	\$12.00	.30	
Acme Cab	6/21	1	\$1.00*	\$1.00 (1/5)	\$12.00	.20	
Airport Taxi Service, Inc.	6/1	43	\$1.20 (1/9)	\$0.90	\$ 7.20	.20	
Aloha Taxi		1	\$1.00*	\$1.00 (1/5)	\$12.00	.60	
Andy's OK Taxi	6/21	3	\$1.00*	\$1.00 (1/5)	\$12.00 (\$36.00/hr?)	.20	Wait time change min/ hourly rate do not agree
Arrow Cab	6/4	1	\$1.00*	\$1.00		.20	
Bellevue Taxi	6/21	1	\$1.00*	\$1.00	\$12.00		
Bill's Taxicabs	5/29	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Black Top Cab	7/24	1	\$1.00 (1/5)	\$1.00	\$12.00	\$1.00	
Broadway Cab	6/26	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
C. Heidy Corp. DBA Farwest of the County	5/31	1	\$1.00*	\$1.00	\$12.00		
City Cab	6/14	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	

*No designation of mileage.

KING COUNTY TAXI RATE FILINGS (cont.)

Taxi Trade Name	Date of Filing	Number of Cabs	Flag Drop (\$ per first 1/nth mile)	Mileage \$ per mile (mileage increment)	Waiting Time per Hour	Passenger Surcharge	Special Rates/ Additional Surcharge
Culpepper Cab	5/31	1	\$1.00 (1/5)	\$1.00	\$12.00	.30	
Dial Taxi	8/7	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Eastside Taxi	6/5	1	\$1.00*	\$1.00 (1/5)	\$12.00		(1)
Federal Way Taxi	6/8	1	\$1.00	\$1.00 (1/5)	\$12.00	.20	
4-Jet Taxi	6/20	1	\$1.00*	\$1.00 (1/5)	\$12.00	.20	
Fury Cab	6/13	1	Seattle \$1.00 (1/5)/ King County \$1.00 (1/6)	\$1.00/ \$1.20	\$12.00/ \$12.00	.20/ .20	(2)
Gemini Taxi	6/14	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Golden Eagle Taxi	6/15	1	Day Rate (6 AM - 12:29 PM) \$1.00 (1/5)	\$1.00	\$12.00	.20	(3)
Graytop Cab	6/15	61	\$1.00*	\$1.00 (1/5)	\$1.200	.20	
Green & White Cab/Farwest Taxi	5/16-6/4	33	\$1.00 (1/5)	\$1.00	\$12.00	.20	

*No designation of mileage.

KING COUNTY TAXI RATE FILINGS (cont.)

<u>Taxi Trade Name</u>	<u>Date of Filing</u>	<u>Number of Cabs</u>	<u>Flag Drop (\$ per first 1/5th mile)</u>	<u>Mileage \$ per mile (mileage increment)</u>	<u>Waiting Time per Hour</u>	<u>Passenger Surcharge</u>	<u>Special Rates/ Additional Surcharge</u>
Happy Cab	7/26	2	\$1.00*	\$1.00 (1/5)	\$12.00	.20	
Heyyy! Taxi	7/24	2	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Husky Cab	6/18	1	\$1.00*	\$1.00	\$12.00	.20	
Imperial Taxi	6/11	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
International Cab	6/20	5	\$1.00*	\$1.00	\$12.00	.20	
Jetstream Corp.	5/31	1	\$1.00*	\$1.00	\$12.00		
Lake Forest Park Taxi	7/23	2	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Le Cab	5/25	1	\$1.00*	\$1.00	\$12.00		(4)
Lucky Taxi	7/23	2	\$1.00 (1/5)	\$1.00	\$12.00	.50	
M&M Inc. North End Cabs	5/29	6	\$1.00*	\$1.00 (1/5)	\$12.00		
North East Taxi	6/25	1	\$2.00*	\$1.00	\$12.00	.20	
Pioneer Cabline	8/2	7	\$1.00*	\$1.00 (1/5)	\$12.00	.20	
Plaza Cab	6/28	7	\$1.00*	\$1.00	\$12.00	No Extra's	

*No designation of mileage.

KING COUNTY TAXI RATE FILINGS (cont.)

Taxi Trade Name	Date of Filing	Number of Cabs	Flag Drop (\$ per first 1/5th mile)	Mileage \$ per mile (mileage increment)	Waiting Time per Hour	Passenger Surcharge	Special Rates/ Additional Surcharge
Queen City Taxi	6/19	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Radio Service Cab	6/27	1	\$1.50	\$1.00	\$12.24	.40	
Rainbow Cab Co.	6/15	1	\$1.00 (1/5)	\$1.00	\$12.00	.40	
Rebel Cab	7/18	1	\$1.00*	\$1.00 (1/5)	\$12.00		
Royal Taxi	7/23	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Roy's Northend Cabs	6/15	7	\$1.00*	\$1.00 (1/5)	\$12.00	.20	
Scotty's Cab	5/30	1	\$1.90*	\$1.00	\$12.00	.20	
Seattle Farwest Service Corp.	6/5	116	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Seattle Taxicab & Transportation Inc., Yellow, Checker, White Top, Luxor, Scotty's Cab	6/15	79	\$1.00 (1/5)	\$1.00	\$12.00		
Silver Cab D.B.A.	6/15	1	\$2.00*	\$1.40 (1/7)	\$18.00		
Silver Top Cab	6/13	2	\$1.00 (1/5)	\$1.00	\$12.00	.20	(5)

*No destination of mileage.

KING COUNTY TAXI RATE FILINGS (cont.)

<u>Taxi Trade Name</u>	<u>Date of Filing</u>	<u>Number of Cabs</u>	<u>Flag Drop (\$ per first 1/nth mile)</u>	<u>Mileage \$ per mile (mileage increment)</u>	<u>Waiting Time per Hour</u>	<u>Passenger Surcharge</u>	<u>Special Rates/ Additional Surcharge</u>
Sky Cab Co.	6/25	1	\$1.00*	\$1.00 (1/5)		.20	
Splrit Cab	8/31	2	\$1.00*	\$0.80 (.16 per 1/5)	\$12.00	.50	(6)
Sunrise Taxi	5/29	1	\$1.00 (1/5)	\$1.00	\$12.00	.50	(7)
Tac-Sea Cab	5/15	2	\$1.00*	\$1.00 (1/5)	\$12.00	.20	
Transicab	5/30	1	\$1.00 (1/5)	\$1.00	\$12.00	.20	
Uneeda Cab Co.	6/15	1	\$1.00 (1/5)	\$1.00	\$12.00	.40	
Union Cab	8/30	1	\$1.00*	\$1.00	\$12.00		
Vista Cab	9/11	1	\$1.00 (1/5)	\$1.00	\$12.00		
White Center Cab Co., inc. D.B.A. Green & White	6/21	4	\$1.00 (1/5)	\$1.00	\$12.00	.20	
White Taxicab Co.	6/14	1	\$1.00 (1/5)	\$1.00	\$12.00	.50	

*No destination of mileage.

- (1) 50¢ per armload of packages/luggage, etc., beyond first armload.
- (2) Senior 60+ rates--drop/\$1.00 (1/8); Mileage/80¢; Wait Time/\$8.00.
- (3) Night Rate (12:30 AM - 5:59 AM)--drop /\$3.00 (1/6); Mileage/\$1.20; Wait Time/\$12.00; no extra passenger charge.
- (4) \$5.00 extra above meter for carrying any animal.
- (5) Dogs or cats each \$1.00 additional. Reasonable charge for messes made by drunks, dogs and cats.
- (6) City of Seattle--drop/\$2.00; Mileage/\$1.20; Wait Time/\$12.00; Extra/.50. County of King-- County of King--drop/\$1.00; Mileage/\$1.00 (20 per 1/6); Wait Time/\$12.00; Extra/.50.
- (7) \$5.00 surcharge on trips originating at Sea-Tac Airport.

APPENDIX B: CITY OF SEATTLE CODE PROVISIONS BEFORE AND
AFTER REGULATORY REVISIONS

- B. 1 Previous City of Seattle Taxicab Ordinance:
Ordinance 59866, The Basic Law
- B. 2 Major Amendments to Ordinance 59866:
Ordinances 102637, 106189, 107095 & 107351
- B. 3 Amendments to Ordinance 59866 Establishing
and Extending Temporary Rate Increase
- B. 4a Resolution 24706(1974) Guiding License Code
Revisions
- B. 4b Resolution 25223(1976) Expressing City and County
Intent to Explore Multi-jurisdictional
Licensing
- B. 5 New City of Seattle Taxicab Ordinance 108196

MOTOR VEHICLES FOR HIRE

AN ORDINANCE relating to and regulating the conveyance of passengers and baggage for hire in the City of Seattle, fixing the rates therefor, providing penalties for violation thereof, and repealing ordinances numbered 42589, 45685, 46743, 48199, 49184, 49523, 57409, 59171, 59175 and all other ordinances and parts of ordinances in conflict herewith.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section
1

(a) The term "person" wherever used in this ordinance shall be held and construed to mean and include natural persons of either sex, firms, copartnerships, associations, and corporations, whether acting by themselves, by servant, agent or employee. The singular number shall include the plural and the masculine pronoun shall include the feminine and the neuter.

(b) The term "taxicab" wherever used in this ordinance shall be held and construed to mean and include every motor vehicle having a seating capacity of nine passengers or less, as per manufacturer's rating, used for the transportation of passengers for hire, and not operated exclusively over a fixed and defined route.

(c) The term "for-hire car" wherever used in this ordinance shall be held and construed to mean and include every motor vehicle other than a "sightseeing car or charter bus" or "special services vehicle", having a seating capacity of seven passengers or more, as per manufacturer's rating, not operated exclusively over a fixed and defined route, and which is for hire by a person or persons for exclusive use upon a consideration determined by hourly rates or a flat charge in accordance with Section 4 of this ordinance. (Am.Ord.101857,app.Feb.13,1973;Am.Ord.104201,app.December 23,1974)

(d) The term "sightseeing car or charter bus" wherever used in this ordinance shall be held and construed to mean a motor vehicle used as a sightseeing car or charter bus as in this sub-section defined.

The term "sightseeing car" shall mean and include every motor vehicle having a seating capacity of nine (9) or more passengers used for sightseeing purposes over a fixed or defined route of travel and charging a sum certain for each trip.

The term "charter bus" shall mean and include every motor vehicle, not continuously operated over a fixed route, that has a seating capacity of nine (9) passengers or more, as per manufacturer's rating, and is for hire by a person or persons, by charter, for their exclusive use, the consideration for which and the points of origin and destination are determined at the time of chartering, but shall not include any "special services vehicle." (Am.Ord.101357,app.Feb.13,1973)

(e) The term "motor vehicle" wherever used in this ordinance shall be held and construed to mean and include every self-propelled vehicle by or upon which any person may be transported or carried upon any public highway, street or alley, excepting vehicles used exclusively upon stationary rails or tracks.

Section 1 (f) The term "taximeter" wherever used in this ordinance shall be held and construed to mean and include any instrument or device by which the charge for hire of a passenger carrying vehicle is mechanically measured or calculated either for the distance traveled by such vehicle or for waiting time, or for both, and upon which such calculated charges shall be indicated by means of figures. (Am.Ord. 70429, app. Nov. 27, 1940; Am. Ord. 89192, app. Apr. 18, 1960)

(g) The term "special service vehicle" wherever used in this ordinance shall be held and construed to mean and include every motor vehicle not operated exclusively over a fixed or defined route and used for the transportation at reduced rates of persons sixty-five years of age or older or handicapped persons as in this subsection defined. (Added Ord. 101857, app. Feb. 13, 1973)

The term "handicapped person" shall mean and include any person having a disabling physical or mental handicap and to whom an identification card has been issued by the Department of Human Resources of The City of Seattle upon application therefor describing such handicap and accompanied by the certification by a medical doctor that such handicap limits such person's activities, functioning and ability to use public transportation facilities. (Added Ord. 101857, app. February 13, 1973)

(h) The phrase "engage in the business of operating any taxicab, for-hire car, special services vehicle, sightseeing car, or charter bus" means the pick up and transportation of any fare-paying passenger from a point within the corporate limits of the City of Seattle, whether or not the vehicle is dispatched from a taxicab stand or office within the unincorporated limits of King County or any other municipal corporation, and whether or not the ultimate destination or route of travel is within the corporate limits of the City of Seattle, provided that nothing in this ordinance shall be construed to apply to a taxicab, for hire car, special services vehicle, sightseeing car or charter bus licensed by King County or any other municipal corporation, and transporting passengers from a point within unincorporated King County or other licensing municipality to a destination outside thereof, whether or not the ultimate destination or route travelled is within the corporate limits of the City of Seattle. (Added Ord. 101857, app. Feb. 13, 1973)

Section 2 PERMIT: APPLICATIONS: It shall be unlawful to engage in the business of operating any taxicab, for-hire car, special services vehicle, sightseeing car, or charter bus, without first obtaining a permit so to do in the following manner:

The applicant for such permit, in manner approved by the Director of Licenses and Consumer Affairs, shall show in his application, the classification under which the vehicle will be operated, as "taxicab", "for-hire car", "special services vehicle", or "sightseeing car or charter bus", the yearly period for which the permit is sought and shall furnish full, true and accurate information concerning the ownership, identification, company vehicle number, the name, fictitious or otherwise, under which the vehicle is to be operated, the distinguishing color scheme, design or dress, including any monogram or insignia to be used on the vehicle and, as required by the Director of Licenses and Consumer Affairs, the number of days and the mileage for each day of operation for any and all vehicles operated by the applicant under any permit issued under the provisions of this ordinance for the year preceding the yearly period

Section 2 specified in the application for a permit. The applicant shall furnish such other information as may be required by the Director of Licenses and Consumer Affairs which he deems necessary to aid in the enforcement of this ordinance. (Am.Ord. 101857, app. Feb. 13, 1973)

No such permit shall be issued unless the applicant therefor furnishes to the Director of Licenses and Consumer Affairs for filing with the City Comptroller satisfactory evidence of a policy or policies of public liability insurance in the sum of Twenty-five Thousand Dollars (\$25,000.00) for the injury or death of one person, or Fifty Thousand Dollars (\$50,000.00) for the injury or death of more than one person in any one accident, and Ten Thousand Dollars (\$10,000.00) for property damage, issued by an insurance company or companies authorized to do business in the State of Washington. Said policy or policies shall, in addition, by endorsement or otherwise, name The City of Seattle as an additional insured and provide that The City of Seattle, its officers, agents, and employees, shall be indemnified and held harmless from any loss, or claim or suit for damages or injury from the use or operation of any vehicle or vehicles operated under such permit, and shall further provide that not less than ten days written notice shall be given to the Director of Licenses and Consumer Affairs in the event of any change or cancellation. Such insurance shall be maintained in full force and effect for the full period to be covered by the permit applied for and failure to do so shall result in the automatic suspension of such permit.

No permit to operate a special services vehicle shall be issued unless at the time of making application therefor, the applicant furnishes to the Director of Licenses and Consumer Affairs for filing with the City Comptroller the schedule of rates, fares and charges applicable to the operation of such special services vehicle during the yearly period for which the permit is sought and no such schedule shall be changed during such yearly period except upon the approval of the Director of Licenses and Consumer Affairs.

The Director of Licenses and Consumer Affairs may inquire into the correctness and accuracy of the information furnished, and if he is satisfied, after investigation, that the applicant has met the various requirements of this ordinance, that the name under which the applicant is to operate and the color scheme used upon the vehicle do not conflict with any other so used, or tend to deceive the public, that the motor vehicle is equipped with proper State license and is properly bonded for the protection of the public as required by law, said Director may so certify to the City Comptroller for issuance of a permit therefor in accordance with the provisions of this ordinance and in such form as shall be prescribed by the Director of Licenses and Consumer Affairs authorizing the operation of said motor vehicle under the classification applied for for a period ending August 31 next succeeding the date of issue, and such permit may be reissued for succeeding yearly periods to the same permit holder and for the same motor vehicle when the requirements of this ordinance are otherwise met and so certified by the Director of Licenses and Consumer Affairs.

Transfer of a permit to any other person may be authorized only upon the approval of the Director of Licenses and Consumer Affairs for good cause shown; provided, that nothing herein shall prevent the holder of a taxicab permit from leasing such taxicab to another person or persons for use or operation. Application for transfer of a permit to another person shall state the reasons for requesting the transfer,

Section 2 (Cont'd) the trade name and color scheme under which the vehicle will be operated, and a detailed description of the proposed operation of the vehicle. The Director of Licenses and Consumer Affairs shall determine whether transfer of such permit and operation of the vehicle as proposed will best serve the public. Failure on the part of any permit holder to operate such vehicle in accordance with the proposed operation described in said application, shall be grounds for revocation of such permit. No permit shall be transferred to the operation of any other motor vehicle without approval of the Director of Licenses and Consumer Affairs and unless the motor vehicle for which the permit to operate is issued shall be sold, become obsolete, unsafe or unfit for further use, of which the Director of Licenses and Consumer Affairs shall be the exclusive judge: provided that a permit issued for the operation of a taxicab may be transferred to another motor vehicle which has been previously inspected and approved by the Director of Licenses and Consumer Affairs as meeting the requirements of this ordinance and designated as a stand-by vehicle, and such stand-by vehicle may be operated under such permit.

No taxicab permit shall be issued for a second or succeeding year for the same taxicab or for any other taxicab under the same permit, unless the taxicab and any other taxicab for which the permit has been transferred as herein authorized, has during the yearly period covered by the permit been operated for at least ten (10) miles per day for at least two hundred forty (240) days of said year, and no special services vehicle permit shall be issued for a second year for the same special services vehicle or for any other special services vehicle under the same permit, unless the special services vehicle and any other special services vehicle for which the permit has been authorized, has during the yearly period covered by the permit been operated for at least ten (10) miles per day for one hundred eighty (180) days of said year, nor shall any new taxicab or special services vehicle permit be issued to any person holding a permit which lapses because of failure to meet the foregoing requirement in the next preceding year; provided, that the Director of Licenses and Consumer Affairs for good cause shown, may waive the foregoing requirement, and upon such waiver the City Comptroller shall be authorized to issue a new permit. (Am.Ord. 89192, app. Apr. 18, 1960; Am.Ord. 92658, app. Jan. 22, 1964; Am.Ord. 93542, app. Dec. 14, 1964; Am.Ord. 95715, app. Apr. 12, 1967; Am.Ord. 99225, app. Sept. 4, 1970; Am. Ord. 100479, app. Nov. 29, 1971, Am.Ord. 101857, App. Feb. 13, 1973)

Sections 2-a through 2-g That Sections 2-a through 2-g of Ordinance 59866 be and the same are hereby repealed. (Ord. 93542, app. Dec. 14, 1964)

Section 2-h Repealed by Ordinance 101857, approved February 13, 1973.

Section 2-i Each application for a taxicab permit or renewal or transfer thereof made by or on behalf of a corporation under Ordinance 59866, as amended, shall include a list of the names and addresses of all shareholders of such corporation, and no change in such shareholders shall be made without first obtaining the approval of the Director of Licenses and Consumer Affairs and failure to comply with this provision shall be grounds for revocation of such permit. (Added Ord. 87630, app. Oct. 28, 1958)

Section 3 The number of taxicabs and special services vehicles authorized to operate, and for which permits may be issued, shall be based upon the population of the City, as determined in the last preceding United States Census, at the ratio of one (1) taxicab to each twenty-five hundred (2,500) inhabitants, and one (1) special services vehicle to each twenty-five thousand (25,000) inhabitants; Provided, that this limitation shall not affect taxicabs in operation under license on September 9, 1966 except as such vehicles are abandoned through inability of operators to meet the requirements of this ordinance; Provided, further, that notwithstanding such limitation of the total number of taxicab permits herein prescribed, the City Comptroller may under the provisions of this ordinance issue permits for the operation of any additional taxicabs previously licensed by King County for a period of at least two years immediately prior to annexation in territory annexed to the City and during this period continuously operated in such territory from a principal office located within the same, but in such cases no new permit or transfer of permit shall be issued based upon the sale, lease, assignment, or other transfer of any such taxicab or taxicab business, within a period of two years; and provided further that notwithstanding such limitation of the total number of special services vehicles permits herein prescribed, the City Comptroller may under the provisions of this ordinance issue permits for the operation of additional special services vehicles to holders of permits for the operation of any taxicab, for-hire car, sightseeing car or charter bus.

Notwithstanding the above limitations and conditions, the Director of Licenses and Consumer Affairs is hereby authorized to determine from time to time by resolution whether the public convenience and necessity requires the issuance of additional taxicab or special services vehicle permits. Applications for such additional permits and Council determination of public convenience and necessity therefor shall be in conformity with the terms and conditions set forth in Section 3-A of this ordinance. (Am.Ord. 62610, app. May 3, 1932; Am. Ord. 69680, app. Dec. 28, 1939; Am.Ord. 71905, app. May 7, 1942; Am.Ord. 73762, app. Jan. 22, 1945; Am. Ord. 79136, app. July 1950; Am.Ord. 95032, app. Aug. 10, 1966; Am.Ord. 101857, app. Feb. 13, 1973)

Section 3-A ADDITIONAL TAXICAB OR SPECIAL SERVICES VEHICLE PERMITS - TERMS AND CONDITIONS: Persons desiring additional taxicab or special services vehicle permits, as contemplated hereunder, shall make written application therefor to the Director of Licenses and Consumer Affairs on forms prescribed by him. Such application shall include the applicant's full name and address, and if the applicant is an employee, the name of his employer. In the case of taxicabs, applicants shall show by competent evidence that he, or one of two joint applicants, has been an operator or a joint licensee of the type of vehicle for which such additional permit is sought for at least two years next preceding said application.

Before any additional permits to operate taxicabs or special services vehicles are granted, the Director of Licenses and Consumer Affairs shall fix a time and place for a hearing on the application. Notice of such hearing shall be given in writing to the applicant and to all persons holding permits for taxicabs or special services vehicles as

Section 3-A

the case may be. Notice shall be given to the public by publication in the official newspaper of the city not less than fifteen (15) days prior to the date of hearing. The Director of Licenses and Consumer Affairs may receive any evidence, hear testimony, and may call witnesses as, in his discretion, he may deem advisable in order to make his determination of whether additional permits shall be granted or denied. In the hearing provided, the burden of proof shall be upon the applicant to establish by clear, cogent and convincing evidence that public convenience and necessity require the cooperation of the service for which application has been made and that the applicant is fit, able and willing to perform such transportation of persons and property as proposed in the application.

In determining whether public convenience and necessity requires the issuance of additional permits for taxicabs, the Director of Licenses and Consumer Affairs shall take into consideration the following:

- (a) The number of taxicabs or special services vehicles as the case may be, already operating under permits,
- (b) Whether the requirements of public convenience and necessity can be met and complied with only by the issuance of additional permits,
- (c) The probable effect of increased service on local traffic conditions;
- (d) Whether the increased service would result in ruinous competition;
- (e) The effect on working conditions and wages paid to drivers of taxicabs or special services vehicles as the case may be;
- (f) Whether the additional service requested cannot best be rendered by existing operators;
- (g) The financial responsibility of the applicant;
- (h) The type and condition of equipment proposed to be operated;
- (i) The character, experience, and responsibility of the applicant and such other relevant facts as the Director of Licenses and Consumer Affairs may deem advisable, pertinent, or necessary to aid in determining whether public convenience and necessity require the issuance of such additional permits.

Such additional permits shall be issued and reissued and shall be transferable only as provided in Section 2 of this ordinance.

Taxicabs operated pursuant to such permit shall be equipped with two-way radios operating on an independent radio frequency authorized by the Federal Communications Commission. (Am.Ord. 95032, app. Aug. 10, 1966; Am.Ord. 95715, app. Apr. 12, 1967; Am.Ord. 101857, app. Feb. 13, 1973)

Section 4

It shall be unlawful for anyone driving or operating, or engaged in the business of operating taxicabs, for-hire cars, special service vehicles, or sightseeing cars or charter buses, to charge, demand, collect, or receive any greater or less rate of fare than the following:

TAXICAB METER RATES:

For one passenger for the first 1/6 mile or fraction thereof. . . .	\$0.80
Thereafter for each additional 1/6 mile, or fraction thereof. . . .	\$0.10
For every one minute of waiting time.	\$0.12
For each additional passenger	\$0.20

Section
4
(Cont'd)

(No additional passenger shall be picked up without the express consent of the original passenger.); provided that the total fare computed in accordance with such rates may be paid in scrip by any handicapped person as defined in Section 1 of this ordinance or by the holder of an identification card which shall be issued by the Department of Human Resources to persons sixty-five years of age or older whose income if married is not more than \$6,000 per year, or if single is not more than \$4,000 per year, which scrip shall be printed in the form prescribed by the City Treasurer and shall be sold and redeemed by the City Treasurer at a price which shall be equal to eighty percent (80%) of the face value thereof; provided further that said rates, insofar as they establish a minimum rate, shall not apply - -

(1) to the transportation of handicapped students under contract with any public or private school or school district if such contract or satisfactory evidence thereof has been theretofore filled with the City Comptroller, or

(2) to the transportation in any vehicle being operated under a special services vehicle permit of persons sixty-five years of age or older or handicapped persons as defined in Section 1 of this ordinance. (Am.Ord. 93887, app. May 25, 1965; Am. Ord. 95501, app. Jan. 26, 1967; Am. Ord. 97839, app. June 9, 1969; Am.Ord. 101857, app. Feb. 13, 1973; Am. Ord. 103690, app. Aug. 20, 1974)

FOR-HIRE CAR RATES:

For the first two hours of driving time or fraction thereof. . . \$18.00
For each successive hour or fraction thereof, at the rate of . . \$ 9.00
per hour. A flat rate shall be permitted for funerals only, provided such flat rate shall not be less than the minimum charge for two hours of driving time as hereinabove in this section provided.

SIGHTSEEING CAR RATES:

For any one trip the fare for any one passenger on account of transportation shall not exceed \$10.00 or be less than \$2.00, provided that children under five years of age may be transported free of charge and the fare for children from 5 to 12 years of age may be one-half of the adult fare.

CHARTER BUS RATES:

The charge for use of charter bus shall be a sum certain determined by agreement between the contracting persons at the time of chartering, provided that in determining said sum, waiting time may be included at an agreed rate.

It shall be unlawful for any driver or operator of a vehicle licensed as a sightseeing car or charter bus to charge, demand or collect any fare in any other manner than provided for in this ordinance or, when not used as a sightseeing bus, from any passenger or person other than a person chartering the bus or his designated agent.

Section SPECIAL SERVICES VEHICLE PERMITS:

4

(Cont'd)

Charges for the transportation in any special services vehicle of persons sixty-five years of age or older or handicapped persons as defined in Section 1 of this ordinance shall be in accordance with the schedule of rates, fares and charges filed with the City Comptroller by the permit holder for any such special services vehicle; provided that any such schedule of rates, fares and charges shall be uniform as to all special services vehicles having the same color scheme; and provided further that no such schedule of rates, fares and charges shall be the same as or greater than the taxicab meter rates established in this section.

Said rates shall not apply to the transportation of passengers between docks, railroad stations, hotels and airports when the passenger pays fare by means of a transfer coupon forming a part of a through ticket issued by a transportation company, but provided that when the transportation is by means of a taxicab, the taxicab meter shall be in operation. (Am.Ord. 78200, app. Aug. 10, 1949; Am. Ord. 80008, app. May 21, 1951; Am. Ord. 86242, app. June 11, 1956; Am. Ord. 89192, app. April 18, 1960; Am. Ord. 91012, app. March 13, 1962; Am. Ord. 91670, app. Dec. 11, 1962; Am. Ord. 93887, app. May 25, 1965; Am. Ord. 96433, app. Jan. 30, 1968; Am. Ord. 101857, app. Feb. 13, 1973)

Section

4-a

Repealed by Ordinance No. 89192, approved April 18, 1960.

Section

5

Each taxicab or special services vehicle shall have conspicuously displayed within its passenger compartment a card bearing the name and number of said taxicab or special services vehicle, and the rates of fare fixed by this ordinance as to any such taxicab, or the schedule of rates filed with the City Comptroller for any such special services vehicle, provided that any vehicle being operated both as a taxicab and as a special services vehicle shall have displayed a card bearing the rates of fare applicable to both such types of operation. Said card shall be of a form and size approved by the Director of Licenses and Consumer Affairs and shall be posted as prescribed by him. During hours of darkness such cards shall be so illuminated as to be readily discernable by passengers. (Am. Ord. 62610, app. May 3, 1932; Am. Ord. 73762, app. Jan. 22, 1945; Am. Ord. 93542, app. Dec. 14, 1964; Am. Ord. 101857, app. Feb. 13, 1973)

Section

6

It shall be unlawful for any person to drive or operate, or engage in the business of operating, taxicabs, unless each of said taxicabs are equipped with a taximeter which has been inspected and approved by the Director of Licenses and Consumer Affairs. (Am.Ord.62610,app.May 3, 1932)

Section

7

Except as provided in Section 4 of this ordinance, it shall be unlawful:

(a) for any person to drive or operate, or engage in the business of operating, a taxicab or taxicabs, unless a taximeter is at all times used on each of such taxicabs in determining the fare or rate to be charged and collected; or

(b) for any person operating or driving, or engaged in the business of operating, a taxicab or taxicabs, to charge, demand, collect, or

- Section 7 receive any fare, rate or charge which is not directly based, measured or computed upon the record on the reading face of the taximeter used on such taxicab or taxicabs; or
(c) for any person to use or employ any other or different method of computing or measuring such distance or time charges than the methods hereinabove specifically provided. (Am.Ord. 101857, app. Feb.13, 1973)
- Section 8 Repealed by Section 2, Ord. 69585, approved November 14, 1939.
- Section 9 It shall be the duty of the owner, lessee in possession, or any other person having possession or control of any taxicab to at all times keep such taximeter accurate and to have the same approved by the Director of Licenses and Consumer Affairs before it is placed in service. Approval by the Director of Licenses and Consumer Affairs shall be evidenced by his certificate which shall be plainly posted on the taximeter for the information of the public. The Director of Licenses and Consumer Affairs shall inspect all taximeters at least once each year, and shall have the right to inspect them any time. (Am.Ord. 62610, app. May 3, 1932; Am. Ord. 69377, App. July 28, 1939)
- Section 10 Every taximeter shall be installed at the right side of the driver, either adjoining the cowl or dashboard of the taxicab or the partition separating the driver from the passenger compartment, and at such height that the flag thereof may be readily seen by observers on the street. The reading face of the taximeter shall at all times be well lighted and distinctly readable to the passengers within the taxicab. It shall be unlawful to change the size of the wheels or tires of any taxicab or the gears operating the taximeter or to change the taximeter from one taxicab to another unless such taximeter is reinspected and approved by the Director of Licenses and Consumer Affairs before it is used. (Am. Ord. 62610, app. May 3, 1932; Am. Ord. 69377, app. July 23, 1939)
- Section 11 It shall be unlawful for any driver of a taxicab while carrying passengers or under employment to display the flag attached to the taximeter at such a position as to denote that such taxicab is not employed, or to throw the flag of the taximeter at a recording position when such vehicle is not actually employed, or to fail to throw the flag of such taximeter at a non-recording position at the termination of each and every service.
- Section 12 Every for-hire car shall have installed and maintained therein an accurate clock so designed and positioned as to be readily legible by any passenger. (Am. Ord. 89192, app. April 18, 1960)
- Section 13 Every person owning or operating any taxicab, for-hire car, special services vehicle, sightseeing car, or charter bus, shall keep an accurate daily trip sheet for each shift that such equipment is operated. These trip sheets shall be kept on file for a period of five (5) years, shall be open for inspection at all times by the Director of Licenses and Consumer Affairs or his representatives and shall show the following information: the driver's name and for-hire driver's

- Section 13
(Cont'd) license number, the company name and vehicle number, the date, time and place of origin and of dismissal of each trip, the fare paid, number of passengers paying, and any other items for which a charge is made. The driver of any taxicab, special services vehicle, or for-hire car, shall on request of any passenger paying him a fare for any trip, issue a receipt showing such information for said trip. Every driver of a taxicab or special services vehicle, and every operator of a vehicle for hire, in addition to the above required information, shall cause to be entered on the trip sheet the time of beginning and end of each shift and the mileage reading of the vehicle at the beginning and end of each shift.
- Every owner or operator of any taxicab, for-hire car, special services vehicle, sightseeing car or charter bus shall also cause to be at all times carried in such vehicles permits issued by the Department of Motor Vehicles of Washington showing such vehicles to be properly bonded for the protection of the public, and also the licenses and permits issued pursuant to City ordinances. (Am.Ord. 62610, app. May 3, 1932; Am. Ord. 89192, app. April 18, 1950; Am. Ord. 101857, app. Feb. 13, 1973)
- Section 14 All vehicles operated under authority of this ordinance shall be inspected from time to time by the Director of Licenses and Consumer Affairs for the purpose of determining cleanliness, proper equipment, appearance and safe condition for the transportation of passengers; and the Director of Licenses and Consumer Affairs shall at the time of such inspection, determine for the guidance of the public the classification and capacity of the vehicle inspected; and it shall be unlawful for any person to drive or operate, or engage in the business of operating, any taxicab, for-hire car, special services vehicle, or sightseeing car or charter bus, unless and until the same has been inspected and approved by the Director of Licenses and Consumer Affairs. (Am. Ord. 62610, app. May 3, 1932; Am. Ord. 101857, app. Feb. 13, 1973)
- Section 14-a The Director of Licenses and Consumer Affairs shall have power to adopt, subject to approval by the City Council, and to enforce, such rules and regulations as are not inconsistent with this ordinance and as are necessary for its enforcement. Violation of or failure to comply with any such rule or regulation shall be deemed a violation of the ordinance. A copy of current rules and regulations shall be on file and available for public examination in the City Comptroller's office. (Added Ord. 93542, app. Dec. 14, 1964)
- Section 14-b That except for sightseeing cars and charter busses, all vehicles operated under a permit issued pursuant to this ordinance shall be equipped with seat belts for the use of each passenger who may be carried by such vehicle. Such seat belts shall be installed and maintained in accordance with standards established by the United States Secretary of Transportation pursuant to the National Traffic and Motor Vehicle Safety Act of 1966, as amended. (Added Ord. 103347, app. May 24, 1974)
- Section 15 It shall be unlawful for any person owning, controlling, or engaged in the business of operating taxicabs, for-hire cars, special services vehicles, or sightseeing cars or charter busses to employ as a driver of any such vehicle, or permit any such vehicle to be driven by, a driver who does not possess a valid and subsisting For-Hire Driver's License. (Am.Ord. 101857, approved February 13, 1973)

- Section 16 Any driver of a taxicab, special services vehicle, or for-hire car who shall charge any passenger a rate of fare other than that provided for in Section 4 hereof, shall upon conviction thereof, be punished, in addition to the other penalties herein provided, by having his For-Hire Driver's License suspended for a period of not less than six months nor more than one year. (Am.Ord. 101857, app. Feb. 13, 1973)
- Section 17 Any driver of a taxicab, special services vehicle, or for-hire car employed to carry passengers to a definite point shall take the most direct route possible that will carry the passenger safely and expeditiously to his destination. (Am. Ord. 101857, app. Feb. 13, 1973)
- Section 18 Repealed by Ordinance No. 89192, approved April 18, 1960.
- Section 19 Repealed by Ordinance No. 88156, approved May 1, 1959.
- Section 20 It shall be unlawful for anyone engaged in the business of operating a taxicab, special services vehicle, for-hire car, or sightseeing car or charter bus, to knowingly employ a driver who has within one (1) year been convicted of driving any motor vehicle while intoxicated. (Am.Ord. 80648, app. Jan. 3, 1952; Am. Ord. 87597, app. Oct. 15, 1958; Am. Ord. 101857, app. Feb. 13, 1973)
- Section 21 If any driver of a taxicab, for-hire car, special services vehicle, or sightseeing car or charter bus, shall be convicted of driving such vehicle while drunk or under the influence of narcotics, the For-Hire Driver's License of such driver shall be revoked, and he shall not be granted a For-Hire Driver's License for a period of at least one year from the date of such conviction. (Am.Ord. 101857, app. Feb. 13, 1973)
- Section 22 It is unlawful for any driver of a taxicab to refuse to accept as a passenger any person of proper department who requests a ride when the taxicab is unemployed, or for the driver of a special services vehicle to refuse to accept as a passenger any handicapped person presenting a proper identification card, or any person sixty-five years of age or older presenting a medicare card or other proof of age, who requests a ride when the special services vehicle is unemployed; and it is unlawful for any person to refuse to pay the regular fare for a taxicab, for-hire car, special services vehicle, or sightseeing car or charter bus, after having hired the same. (Am.Ord.73762,app. Jan. 22, 1945; Am. Ord. 101857, app. Feb. 13, 1973)
- Section 23 It shall be unlawful for any driver of a taxicab, for-hire car or sightseeing car to leave the same unattended or to make repairs or wash his vehicle while in a taxicab stand, for-hire stand, or sightseeing stand.
- Section 24 Repealed by Ordinance No. 101857, approved February 13, 1973.
- Section 25 Persons served with a taxicab or special services vehicle hereunder shall be entitled to have such valises or small hand baggage as can conveniently carried within the vehicle loaded, conveyed and unloaded without charge. Persons cancelling calls for taxicabs, special services vehicle, or for-hire cars after dispatch in answer thereto, may be

- Section 25 (Cont'd) charged the same rate as if used. (Am.Ord. 69144, app. April 29, 1939; Am.Ord.74086, app. June 19, 1945; Am.Ord. 101857, app. February 13, 1973)
- Section 26 It shall be unlawful for any person to operate a sightseeing car in the City of Seattle without first furnishing to the Director of Licenses and Consumer Affairs for filing with the City Comptroller a statement showing the number of cars to be operated, their capacity, the route or routes to be followed, and termini, rates to be charged and such other information as the Director of Licenses and Consumer Affairs may deem necessary for proper supervision and the public good; provided, that such statements shall be filed annually during the month of May.
- It shall be unlawful to misrepresent the route travelled or to charge any passenger any other rate for any trip other than the rate filed for such trip with the City Comptroller. (Am.Ord. 62610, app. May 3, 1945; Am.Ord. 89192, App. April 18, 1960)
- Section 27 No trunk or baggage except as provided in Section 25 shall be carried by any taxicab or special services vehicle. (Am.Ord. 74086, app. June 19, 1945, Am. Ord. 101857, app. Feb. 13, 1973)
- Section 28 Any person violating or failing to comply with any of the provisions of this ordinance shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine in any sum not exceeding Three Hundred Dollars (\$300.00), or by imprisonment in the City Jail for a period not exceeding ninety (90) days, or by both such fine and imprisonment.
- Section 29 If any section, subsection, subdivision, sentence, clause, or phrase of this ordinance, is for any reason held to be unconstitutional or void such decision shall not effect the validity of the remaining portions of this ordinance.
- Section 30 REPEALS: Ordinance No. 42529, approved August 17, 1921;
Ordinance No. 45685, approved September 6, 1923;
Ordinance No. 46748, approved April 17, 1924;
Ordinance No. 48189, approved August 17, 1921;
Ordinance No. 49184, approved July 9, 1925;
Ordinance No. 49523, approved September 17, 1923;
Ordinance No. 57409, approved April 30, 1929;
Ordinance No. 59147, approved March 31, 1930;
Ordinance No. 59171, approved March 31, 1930;
Ordinance No. 59175, approved March 31, 1930;
- Section 31 This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the City Charter. (Am.Ord. 102637, app. Oct. 3, 1973)

APPROVED: August 14, 1930

ORDINANCE 102637

AN ORDINANCE relating to the regulation of ~~for-hire~~ vehicles and amending Sections 2, 5, 3, 3-A, 5, 6, 9, 10, 13, 14, 14a, and 26 of Ordinance 59866 to transfer certain functions from the City Council and City Comptroller to the Director of Licenses and Consumer Affairs.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 2 of Ordinance 59866 as last amended by Ordinance 101857, is further amended to read as follows:

Section 2. It shall be unlawful to engage in the business of operating any taxicab, for-hire car, special services vehicle, sightseeing car or charter bus without first obtaining a permit to do in the following manner:

The applicant for such permit, in manner approved by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS, shall show in his application, the classification under which the vehicle will be operated, as "taxicab," "for-hire car," "special services vehicle," or "sight-seeing car or charter bus," the yearly period for which the permit is sought and shall furnish full, true and accurate information concerning the ownership, identification, company vehicle number, the name, fictitious or otherwise, under which the vehicle is to be operated, the distinguishing color, scheme, design or dress, including any monogram or insignia to be used on the vehicle and, as required by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS, the number of days and the mileage for each day of operation for any or all vehicles operated by the applicant under any permit issued under the provisions of this ordinance for the year preceding the yearly period specified in the application for a permit. The applicant shall furnish such other information as may be required by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS which he deems necessary to aid in the enforcement of this ordinance.

No such permit shall be issued unless the applicant therefor FURNISHES TO THE DIRECTOR OF LICENSES AND CONSUMER AFFAIRS FOR FILING with the City Comptroller satisfactory evidence of a policy or policies of public liability insurance in the sum of Twenty-five Thousand Dollars (\$25,000) for the injury or death of one person, or Fifty Thousand Dollars (\$50,000) for the injury or death of more than one person in any one accident, and Ten Thousand Dollars (\$10,000) for property damage, issued by an insurance company or companies authorized to do business in the State of Washington. Said policy or policies shall, in addition, by endorsement or otherwise, name The City of Seattle as an additional insured and provide that The City of Seattle, its officers, agents, and employees, shall be indemnified and

*No other reproducible copy of Ordinance 102637 is available, according to DLCA.

held harmless from any loss, or claim or suit for damages or injury from the use or operation of any vehicle or vehicles operated under such permit, and shall further provide that not less than ten days written notice shall be given to the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS in the event of any change or cancellation. Such insurance shall be maintained in full force and effect for the full period to be covered by the permit applied for and failure to do so shall result in the automatic suspension of such permit.

No permit to operate a special services vehicle shall be issued unless at the time of making application therefor, the applicant FURNISHES TO THE DIRECTOR OF LICENSES AND CONSUMER AFFAIRS FOR FILING with the City Comptroller the schedule of rates, fares and charges applicable to the operation of such special services vehicle during the yearly period for which the permit is sought and no such schedule shall be changed during such yearly period except upon the approval of the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS.

The DIRECTOR OF LICENSES AND CONSUMER AFFAIRS may inquire into the correctness and accuracy of the information furnished, and if he is satisfied, after investigation, that the applicant has met the various requirements of this ordinance; that the name under which the applicant is to operate and the color scheme used upon the motor vehicle do not conflict with any other so used, or tend to deceive the public; that the motor vehicle is equipped with proper State license and is properly bonded for the protection of the public as required by law, SAID DIRECTOR MAY SO PERMIT TO THE CITY COMPTROLLER FOR ISSUANCE OF A PERMIT therefor in accordance with the provisions of this ordinance, and in such form as shall be prescribed by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS authorizing the operation of said motor vehicle under the classification applied for for a period ending August 31 next succeeding the date of issue, and such permit may be reissued for succeeding yearly period to the same permit holder and for the same motor vehicle when the requirements of this ordinance are otherwise met AND SO CERTIFIED BY THE DIRECTOR OF LICENSES AND CONSUMER AFFAIRS.

Transfer of a permit to any other person may be authorized only UPON THE APPROVAL of the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS for good cause shown; provided that nothing herein shall prevent the holder of a taxicab permit from leasing such taxicab to another person or persons for use or operation. Application for transfer of a permit to another person shall state the reasons for requesting the transfer, the trade name and color scheme under which the vehicle will be operated, and a detailed description of the proposed operation of the vehicle. The DIRECTOR OF LICENSES AND CONSUMER AFFAIRS shall DETERMINE whether transfer of

such permit and operation of the vehicle as proposed will best serve the public. Failure on the part of any permit holder to operate such vehicle in accordance with the proposed operation described in said application, shall be grounds for revocation of such permit. No permit shall be transferred to the operation of any other motor vehicle without approval of the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS, and unless the motor vehicle for which the permit to operate is issued shall be sold, become obsolete, unsafe or unfit for further use, of which the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS shall be the exclusive judge; provided that a permit issued for the operation of a taxicab may be transferred to another motor vehicle which has been previously inspected and approved by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS as meeting the requirements of this ordinance and designated as a stand-by vehicle, and such stand-by vehicle may be operated under such permit.

No taxicab permit shall be issued for a second or succeeding year for the same taxicab or for any other taxicab under the same permit, unless the taxicab and any other taxicab for which the permit has been transferred as herein authorized, has during the yearly period covered by the permit been operated for at least ten (10) miles per day for two hundred and forty (240) days of said year, and no special services vehicle permit shall be issued for a second year for the same special services vehicle or for any other special services vehicle under the same permit, unless the special services vehicle and any other special services vehicle for which the permit has been transferred as herein authorized, has during the yearly period covered by the permit been operated for at least ten (10) miles per day for one hundred eighty (180) days of said year, nor shall any new taxicab or special services vehicle permit be issued to any person holding a permit which lapses because of failure to meet the foregoing requirement in the next preceding year; provided, that the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS for good cause shown, may waive the foregoing requirement, and upon such waiver the City Comptroller shall be authorized to issue a new permit.

Section 2. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 21 of Ordinance 59866 added thereto by Ordinance 87630 is amended to read as follows:

Section 21. Each application for a taxicab permit or renewal or transfer thereof made by or on behalf of a corporation under this ordinance shall include a list of the names and addresses of all shareholders of such corporation, and no change in such shareholders shall be made without first obtaining the APPROVAL of the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS, and failure to comply with this provision shall be grounds for revocation of such permit.

Section 3. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 3 of Ordinance 59866 as last amended by Ordinance 101857 is further amended to read as follows:

Section 3. The number of taxicabs and special services vehicles authorized to operate, and for which permits may be issued, shall be based upon the population of the City, as determined in the last preceding United States census, at the ratio of one (1) taxicab to each twenty-five hundred (2,500) inhabitants; and one (1) special services vehicle to each twenty-five thousand (25,000) inhabitants; Provided, that this limitation shall not affect taxicabs in operation under license on September 9, 1966, except as such vehicles are abandoned through inability of operators to meet the requirements of this ordinance; Provided, further, that notwithstanding such limitation of the total number of taxicab permits herein prescribed, the City Comptroller may under the provisions of this ordinance issue permits for the operation of any additional taxicabs previously licensed by King County for a period of at least two years immediately prior to annexation in territory annexed to the City and during this period continuously operated in such territory from a principal office located within the same; but in such cases no new permit or transfer of permit shall be issued based upon the sale, lease, assignment, or other transfer of any such taxicab or taxicab business, within a period of two years; and provided further that notwithstanding such limitation of the total number of special services vehicles permits herein prescribed, the City Comptroller may under the provision of this ordinance issue permits for the operation of additional special services vehicles to holders of permits for the operation of any taxicab, for-hire car, sightseeing car or charter bus.

Notwithstanding the above limitations and conditions, the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS is authorized to determine from time to time whether the public convenience and necessity requires the issuance of additional taxicab or special services vehicle permits. Applications for such additional permits and determination of public convenience and necessity therefor shall be in conformity with the terms and conditions set forth in Section 3-A of this ordinance.

Section 4. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 3-A of Ordinance 59866 as last amended by Ordinance 101857 is further amended to read as follows:

Section 3-A. Persons desiring additional taxicab or special services vehicle permits, as contemplated hereunder, shall make written application therefor to the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS on forms prescribed by HIM. Such application shall include the applicant's full name and address, and if the applicant is an employee, the name of his

employer. In the case of taxicabs, applicants shall show by competent evidence that he, or one of two joint applicants, has been an operator or a joint licensee of the type of vehicle for which such additional permit is sought for at least two years next preceding said application.

Before any additional permits to operate taxicabs or special services vehicles are granted, the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS shall fix a time and place for a hearing on the application. Notice of such hearing shall be given in writing to the applicant and to all persons holding permits for taxicabs or special services vehicles as the case may be. Notice shall be given to the public by publication in the official newspaper of the City not less than fifteen (15) days prior to the date of hearing. The DIRECTOR OF LICENSES AND CONSUMER AFFAIRS may receive any evidence, hear testimony, and may call witnesses as, in HIS discretion, HE may deem advisable in order to make HIS determination of whether additional taxicab permits shall be granted or denied. In the hearing provided, the burden of proof shall be upon the applicant to establish by clear, cogent and convincing evidence that public convenience and necessity require the operation of the service for which application has been made and that the applicant is fit, able and willing to perform such transportation of persons and property as proposed in the application.

In determining whether public convenience and necessity require the issuance of additional permits for taxicabs, the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS shall take into consideration the following:

- (a) The number of taxicabs or special services vehicles as the case may be already operating under permits;
- (b) Whether the requirements of public convenience and necessity can be met and complied with only by the issuance of additional permits;
- (c) The probable effect of increased service on local traffic conditions;
- (d) Whether the increased service would result in ruinous competition;
- (e) The effect on working conditions and wages paid to drivers of taxicabs or special services vehicles as the case may be;
- (f) Whether the additional service requested cannot best be rendered by existing operators;
- (g) The financial responsibility of the applicant;
- (h) The type and condition of equipment proposed to be operated;
- (i) The character, experience, and responsibility of the applicant and such other relevant facts as the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS may deem advisable, pertinent, or necessary to aid in determining whether public convenience and necessity require the issuance of such additional permits.

Such additional permits shall be issued and renewed and shall be transferable only as provided in Section 2 of this ordinance.

Taxicabs operated pursuant to such permit shall be equipped with two-way radios operating on an independent radio frequency authorized by the Federal Communications Commission.

Section 5. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 5 of Ordinance 59866, as last amended by Ordinance 101857, is further amended to read as follows:

Section 5. Each taxicab or special services vehicle shall have conspicuously displayed within its passenger compartment a card bearing the name and number of said taxicab or special services vehicle and the rates of fare fixed by this ordinance as to any such taxicab, or the schedule of rates filed with the City Comptroller for any such special services vehicle; provided that any vehicle being operated both as a taxicab and as a special services vehicle shall have displayed a card bearing the rates of fare applicable to both such types of operation. Said card shall be of a form and size approved by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS and shall be posted as prescribed by him. During hours of darkness such cards shall be so illuminated as to be readily discernible by passengers.

Section 6. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 6 of Ordinance 59866, as last amended by Ordinance 62610, is further amended to read as follows:

Section 6. It shall be unlawful for any person to drive or operate, or engage in the business of operating taxicabs, unless each of said taxicabs are equipped with a taximeter which has been inspected and approved by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS.

Section 7. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 7 of Ordinance 59866, as last amended by Ordinance 62610, is further amended to read as follows:

Section 7. It shall be the duty of the owner, lessee in possession, or any other person having possession or control of any taxicab to at all times keep such taximeter accurate and to have the same approved by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS before it is placed in service. Approval by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS shall be evidenced by his certificate which shall be plainly posted on the taximeter for the information of the public. The DIRECTOR OF LICENSES AND CONSUMER AFFAIRS shall inspect all taximeters at least once each year, and shall have the right to inspect them any time.

Section 8. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 8 of Ordinance 59866, as last amended by Ordinance 69377, is further amended to read as follows:

Section 8. Every taximeter shall be installed at the right side of the driver, either adjoining the cowl or dashboard of the

taxicab or the partition separating the driver from the passenger compartment, and at such height that the flag thereof may be readily seen by observers on the street. The reading face of the taximeter shall at all times be well lighted and distinctly readable to the passengers within the taxicab. It shall be unlawful to change the size of the wheels or tires of any taxicab or the gears operating the taximeter or to change the taximeter from one taxicab to another unless such taximeter is reinspected and approved by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS before it is used.

Section 9. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 9 of Ordinance 59866, as last amended by Ordinance 101857, is further amended to read as follows:

Section 9. Every person owning or operating any taxicab, for-hire car, special services vehicle, sightseeing car or charter bus, shall keep an accurate daily trip sheet for each shift that such equipment is operated. These trip sheets shall be kept on file for a period of five (5) years, shall be open for inspection at all times by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS or his REPRESENTATIVES and shall show the following information: the driver's name and For-Hire Driver's License number, the company name and vehicle number, the date, time and place of origin and of dismissal of each trip, the fare paid, number of passengers paying, and any other items for which a charge is made. The driver of any taxicab, special services vehicle, or for-hire car shall, on request of any passenger paying him a fare for any trip, issue a receipt showing such information for said trip. Every driver of a taxicab or special services vehicle, and every operator of a vehicle for hire, in addition to the above required information, shall cause to be entered on the trip sheet the time of beginning and end of each shift and the mileage reading of the vehicle at the beginning and end of each shift.

Every owner or operator of any taxicab, for-hire car, special services vehicle, sightseeing car or charter bus shall also cause to be at all times carried in such vehicles permits issued by the Department of Motor Vehicles of Washington showing such vehicles to be properly bonded for the protection of the public, and also the licenses and permits issued pursuant to City ordinances.

Section 10. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 10 of Ordinance 59866, as last amended by Ordinance 101857, is further amended to read as follows:

Section 10. All vehicles operated under authority of this ordinance shall be inspected from time to time by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS for the purpose of determining cleanliness, proper equipment, appearance and safe condition for the transportation of passengers; and the DIRECTOR OF LICENSES AND CON-

SUMER AFFAIRS shall, at the time of such inspection, determine for the guidance of the public the classification and capacity of the vehicle inspected; and it shall be unlawful for any person to drive or operate, or engage in the business of operating, any taxicab, for-hire car, special services vehicle, or sightseeing car, unless and until the same has been inspected and approved by the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS.

Section 11. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 14a of Ordinance 59866, added thereto by Ordinance 93542, is amended to read as follows:

Section 14a. The DIRECTOR OF LICENSES AND CONSUMER AFFAIRS shall have power to adopt, subject to approval by the City Council, and to enforce, such rules and regulations as are not inconsistent with this ordinance and as are necessary for its enforcement. Violation of or failure to comply with any such rule or regulation shall be deemed a violation of the ordinance. A copy of current rules and regulations shall be on file and available for public examination in the City Comptroller's office.

Section 12. That as of the operative date of an ordinance creating a Department of Licenses and Consumer Affairs, Section 26 of Ordinance 59866, as last amended by Ordinance 89192, is further amended to read as follows:

Section 26. It is unlawful for any person to operate a sightseeing car in the City of Seattle without first FURNISHING TO THE DIRECTOR OF LICENSES AND CONSUMER AFFAIRS FOR filing with the City Comptroller a statement showing the number of cars to be operated, their capacity, the route or routes to be followed, and termini, rates to be charged and such other information as the DIRECTOR OF LICENSES AND CONSUMER AFFAIRS may deem necessary for proper supervision and the public good; provided, that such statements shall be FURNISHED AND filed annually during the month of May.

It is unlawful to misrepresent the route traveled or to charge any passenger any other rate for any trip than the rate filed for such trip with the City Comptroller.

Section 13. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 24th day of September, 1973, and signed by me in open session in authentication of its passage this 24th day of September, 1973.

JEANETTE WILLIAMS,
President pro tem. of the
City Council.

Approved by me this 3rd day of October, 1973.

WES UHLMAN,
Mayor.

Filed by me this 3rd day of October, 1973.

Attest: C. G. ERLANDSON,
City Comptroller and
City Clerk.

(Seal) By J. P. PRESTON,
Deputy Clerk.

Publication ordered by C. G. ERLANDSON, Comptroller and City Clerk.

Date of Official Publication in the Daily Journal of Commerce, Seattle, October 6, 1973. (C-218)

REPEALED - ORD. 108196

ORDINANCE 106189

AN ORDINANCE relating to the licensing and regulation of taxicabs and other motor vehicles for hire and their drivers; providing for reciprocal licensing by King County and the City of Seattle, and amending Sections 1, 2, 3, 4, 13, and 15 of Ordinance 59866, repealing Section 3-A and 27 of Ordinance 59866, and amending Sections 103 and 238 of the License Code (Ordinance 48022).

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That as of February 1, 1977, Section 1 of Ordinance 59866, as last amended by Ordinance 104201, is further amended to read as follows:

AMENDED - ORD.

107095

Section 1. Definitions.

- (a) The term "person" wherever used in this ordinance shall be held and construed to mean and include natural persons of either sex, firms, copartnerships, associations, and corporations, whether acting by themselves, by servant, agent or employee. The singular number shall include the plural and the masculine pronoun shall include the feminine and the neuter.
- (b) The term "taxicab" wherever used in this ordinance shall be held and construed to mean and include every motor vehicle having a seating capacity of nine passengers or less, as per manufacturer's rating, used for the transportation of passengers for hire, and not operated exclusively over a fixed and defined route.
- (c) The term "for-hire car" wherever used in this ordinance shall be held and construed to mean and include every motor vehicle other than a "sightseeing car or charter bus" or "special services vehicle",

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having a seating capacity of seven passengers or more, as per manufacturer's rating, not operated exclusively over a fixed and defined route, and which is for hire by a person or persons for exclusive use upon a consideration determined by hourly rates or a flat charge in accordance with Section 4 of this ordinance, but does not include a motor vehicle with a seating capacity, including the driver, not exceeding fifteen (15) persons which operates to transport passengers between their places of abode, or termini near such places, and their places of employment, in a single, daily round trip where the driver is also on the way to or from his/her place of employment.

(d) The term "sightseeing car or charter bus" wherever used in this ordinance shall be held and construed to mean a motor vehicle used as a sightseeing car or charter bus as in this sub-section defined.

The term "sightseeing car" shall mean and include every motor vehicle having a seating capacity of nine (9) or more passengers used for sightseeing purposes over a fixed or defined route of travel and charging a sum certain for each trip.

The term "charter bus" shall mean and include every motor vehicle, not continuously operated over a fixed route, that has a seating capacity of nine (9) passengers or more, as per manufacturer's rating, and is for hire by a person or persons, by charter, for their exclusive use, the consideration for which and the points of origin and destination

1 Appendix B.2, cont.

are determined at the time of chartering, but

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shall not include any "special services vehicle."

(e) The term "motor vehicle" wherever used in this ordinance shall be held and construed to mean and include every self-propelled vehicle by or upon which any person may be transported or carried upon any public highway, street or alley, excepting vehicles used exclusively upon stationary rails or tracks.

(f) The term "taximeter" wherever used in this ordinance shall be held and construed to mean and include any instrument or device by which the charge for hire of a passenger carrying vehicle is mechanically measured or calculated either for the distance traveled by such vehicle or for waiting time, or for both, and upon which such calculated charges shall be indicated by means of figures.

(g) The term "special service vehicle" wherever used in this ordinance shall be held and construed to mean and include every motor vehicle not operated exclusively over a fixed or defined route and used for the transportation at reduced rates of persons sixty-five years of age or older or handicapped persons as in this subsection defined.

The term "handicapped person" shall mean and include any person having a disabling physical or mental handicap and to whom an identification card has been issued by the Department of Human Resources of the City of Seattle upon application therefor describing such handicap and accompanied by the certification by a medical doctor that such handicap

limits such person's activities, functioning and the ability to use public transportation facilities.

3 (h) The phrase "engage in the business of operating
4 any taxicab, for-hire car, special services vehicle,
5 sightseeing car, or charter bus" means the pick up
6 and transportation of any fare-paying passenger
7 from a point within the corporate limits of the
8 City of Seattle, whether or not the vehicle is
9 dispatched from a taxicab stand or office within
10 the unincorporated limits of King County or any
11 other municipal corporation, and whether or not
12 the ultimate destination or route of travel is
13 within the corporate limits of the City of Seattle,
14 provided that nothing in this ordinance shall be
15 construed to apply to a taxicab, for hire car,
16 **special services vehicle, sightseeing car or**
17 **charter bus licensed by King County or any other**
18 **municipal corporation, and transporting passengers**
19 **from a point within unincorporated King County or**
20 **other licensing municipality to a destination**
21 **outside thereof, whether or not the ultimate**
22 **destination or route traveled is within the corpor-**
23 **ate limits of the City of Seattle.**

24 (i) The term "Director" means the Director of Licenses
25 and Consumer Affairs of the City of Seattle and
26 shall include the Director's authorized represen-
27 tatives.

28 AMENDED - ORD.

107095

Section 2. That as of February 1, 1977 Section 2 of Ordinance 59866, as last amended by Ordinance 102637, is further amended to read as follows:

Section 2. PERMIT. It is unlawful to engage in the

1 business of owning or operating any taxicab, for-hire car,
2 special services vehicle, sightseeing car, or charter bus,
3 without first obtaining a permit in the following manner and
4 under the following conditions:

5 (a) The applicant for such permit, in manner approved
6 by the Director shall show in his application the
7 classification under which the vehicle will be
8 operated, as "taxicab", "for-hire car", "special
9 services vehicle", or "sightseeing car or charter
10 bus", the yearly period for which the permit is
11 sought and shall furnish full, true and accurate
12 information concerning the ownership, identification,
13 company vehicle number, the name, fictitious or
14 otherwise, under which the vehicle is to be operated,
15 the distinguishing color scheme, design or dress,
16 including any monogram or insignia to be used on
17 the vehicle and, as required by the Director, the
18 number of days and the mileage for each day of
19 operation for any and all vehicles operated by the
20 applicant under any permit issued under the provisions
21 of this ordinance for the year preceding the
22 yearly period specified in the application for a
23 permit. The applicant shall furnish such other
24 information as may be required by the Director
25 which he deems necessary to aid in the enforcement
26 of this ordinance.

25 (b) The applicant shall furnish to the Director, for
26 filing with the City Comptroller, a certified copy
27 or copies of a policy or policies of public
28 liability insurance, issued by an insurance company
or companies authorized to do business in the

1 State of Washington. In the event the required
2 insurance coverage is obtained through the assigned
3 risk program administered by the Washington
4 Automobile Insurance Plan, the applicant shall
5 file a copy of the notice of designation received
6 from the Plan which specifies the company to which
7 the applicant has been assigned and the effective
8 date of the coverage, and such notice shall be
9 considered as evidence of insurance coverage
10 pending filing of the copy or copies of the policy
11 or policies. The policy or policies shall specify
12 minimum coverage as prescribed by R.C.W. 46.72, as
13 now or hereafter amended. Uninsured motor vehicle
14 coverage shall be provided in, or supplemental to,
15 the policy or policies. The policy or policies
16 shall, in addition, by endorsement or otherwise,
17 name The City of Seattle as an additional insured
18 and provide that The City of Seattle, its officers,
19 agents, and employees, shall be indemnified and
20 held harmless from any loss, or claim or suit for
21 damages or injury from the use or operation of any
22 vehicle or vehicles operated under such permit,
23 and shall further provide that not less than ten
24 days written notice shall be given to the Director
25 in the event of any change or cancellation. Such
26 insurance shall be maintained in full force and
27 effect for the full period to be covered by the
28 permit applied for and failure to do so shall
 result in the automatic suspension of such permit.

(c) No permit to operate a special services vehicle
shall be issued unless at the time of making

1 application therefor, the applicant furnishes to
2 the Director for filing with the City Comptroller
3 the schedule of rates, fares and charges applicable
4 to the operation of such special services vehicle
5 during the yearly period for which the permit is
6 sought and no such schedule shall be changed
7 during such yearly period except upon the approval
8 of the Director.

9 (d) The Director may inquire into the correctness and
10 accuracy of the information furnished, and if he
11 is satisfied, after investigation, that the applicant
12 has met the various requirements of this ordinance,
13 that the name under which the applicant is to
14 operate and the color scheme used upon the vehicle
15 do not conflict with any other so used, or tend to
16 deceive the public, that the motor vehicle is
17 equipped with the proper State license and King
18 County license, if applicable, and properly bonded
19 for the protection of the public as required by
20 law, the Director may so certify to the City
21 Comptroller for issuance of a permit therefor in
22 accordance with the provisions of this ordinance
23 and in such form as shall be prescribed by the
24 Director authorizing the operation of said motor
25 vehicle under the classification applied for for
26 a period ending August 31 next succeeding the date
27 of issue, and such permit may be reissued for
28 succeeding yearly periods to the same permit
holder and for the same motor vehicle when the
requirements of this ordinance are otherwise met
and so certified by the Director.

1 (e) Transfer of a permit to any other person may be
2 authorized only upon the approval of the Director
3 for good cause shown; provided, that nothing
4 herein shall prevent the holder of a taxicab
5 permit from leasing such taxicab to another person
6 or persons for use or operation. Application for
7 transfer of a permit to another person shall state
8 the reasons for requesting the transfer, the trade
9 name and color scheme under which the vehicle will
10 be operated, and a detailed description of the
11 proposed operation of the vehicle. The Director
12 shall determine whether transfer of such permit
13 and operation of the vehicle as proposed will best
14 serve the public. Failure on the part of any
15 permit holder to operate such vehicle in accordance
16 with the proposed operation described in said
17 application, shall be grounds for revocation of
18 such permit. No permit shall be transferred to
19 the operation of any other motor vehicle without
20 approval of the Director, and unless the motor
21 vehicle for which the permit to operate is issued
22 shall be sold, become obsolete, unsafe or unfit
23 for further use, of which the Director shall be
24 the exclusive judge; provided that a permit issued
25 for the operation of a taxicab may be transferred
26 to another motor vehicle which has been previously
27 inspected and approved by the Director as meeting
the requirements of this ordinance and designated
as a standby vehicle, and such standby vehicle may
be operated under such permit.

1 (f) No taxicab permit shall be issued for a second or
2 succeeding year for the same taxicab or for any
3 other taxicab under the same permit, unless the
4 taxicab and any other taxicab for which the permit
5 has been transferred as herein authorized, has
6 during the yearly period covered by the permit
7 been operated for at least ten (10) miles per day
8 for at least two hundred thirty (230) days of said
9 year, and no special services vehicle permit shall
10 be issued for a second year for the same special
11 services vehicle or for any other special services
12 vehicle under the same permit, unless the special
13 services vehicle and any other special services
14 vehicle for which the permit has been authorized,
15 has during the yearly period covered by the permit
16 been operated for a least (10) miles per day for
17 one hundred eighty (180) days of said year, nor
18 shall any new taxicab or special services vehicle
19 permit be issued to any person holding a permit
20 which lapses because of failure to meet the fore-
21 going requirement in the next preceding year;
22 provided, that the Director for good cause shown,
23 may waive the foregoing requirement, and upon such
24 a waiver the City Comptroller shall be authorized
25 to issue a new permit.

26 Section 3. That effective February 1, 1977, Section 3
27 of Ordinance 59866, as last amended by Ordinance 102637, is
28 further amended to read as follows:

26 AMENDED - ORD.
107095 Section 3. The number of taxicabs authorized to operate,
27 and for which permits may be issued, shall be limited
28 to the number of permits issued and in effect on the

1 effective date of this ordinance; provided, that upon
 2 the adoption by King County of an ordinance providing
 3 for and authorizing holders of permits issued under this
 4 ordinance to obtain a King County Taxicab license upon
 5 payment of a license fee of \$25.00, any person holding
 6 a valid King County Taxicab license on the effective date
 7 of this ordinance shall upon application therefor in accordance
 8 with this ordinance, be issued a permit to engage in the
 9 business of operating a taxicab in the City of Seattle.

9 Section 4. That as of February 1, 1977, Section 4 of
 10 Ordinance 59866, as last amended (C.B. 98068) is further
 11 amended to read as follows:

12 *AMENDED BY
 106619*

12 Section 4. Except as otherwise provided in this section,
 13 it shall be unlawful for anyone driving or operating, or
 14 engaged in the business of operating taxicabs, for-hire
 15 cars, special service vehicles, or sightseeing cars or
 16 charter buses, to charge, demand, collect, or receive any
 17 greater or less rate of fare than the following:

17 TAXICAB METER RATES:

18 Until July 31, 1977

19 For one passenger for the first 1/7 mile
 20 or fraction thereof \$.90
 21 Thereafter for each additional 1/7 mile
 22 or fraction thereof10

23 After July 31, 1977

24 For one passenger for the first 1/6 mile
 25 or fraction thereof \$.80
 26 Thereafter for each additional 1/6 mile
 27 or fraction thereof10

27 For every one minute of waiting time12
 28 For each additional passenger20

(No additional passenger shall be picked up without the

* 1066175 + 1066189

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express consent of the original passenger); provided, that the total fare computed in accordance with such rates may be paid in scrip by any handicapped person as defined in Section 1 of this ordinance or by the holder of an identification card which shall be issued by the Department of Human Resources to persons sixty-five (65) years of age or older whose income, if single, is not more than seventy percent (70%) of the Washington State median income for a one person household, as computed annually by the State of Washington or the City, or whose income, if married, together with that of his or her spouse is not more than seventy percent (70%) of the Washington State median income for a two person household as computed annually by the State of Washington or the City. Scrip shall be printed in the form prescribed by the City Treasurer and shall be sold and redeemed by the City Treasurer at a price which shall be equal to eighty percent (80%) of the face value thereof, provided further that said rates, insofar as they establish a minimum rate, shall not apply to the transportation in any vehicle being operated under a special services vehicle permit of persons sixty-five (65) years of age or older or handicapped persons as defined in Section 1 of this ordinance.

FOR-HIRE CAR RATES:

For the first two (2) hours of driving time
or fraction thereof \$18.00
For each successive hour or fraction thereof,
at the rate of 9.00
per hour. A flat rate shall be permitted for funerals only,
provided such flat rate shall not be less than the minimum

1 charge for two (2) hours of driving time as hereinabove
2 in this section provided.

3 SIGHTSEEING CAR RATES:

4 For any one trip the fare for any one passenger on
5 account of transportation shall not exceed Ten Dollars
6 (\$10.00) or be less than Two Dollars (\$2.00), provided
7 that children under five (5) years of age may be transported
8 free of charge and the fare for children from five (5)
9 to twelve (12) years of age may be one-half of the
adult fare.

10 CHARTER BUS RATES:

11 The charge for use of charter bus shall be a sum certain
12 determined by agreement between the contracting persons
13 at the time of chartering, provided that in determining
14 said sum, waiting time may be included at an agreed
15 rate.

16 It shall be unlawful for any driver of a vehicle licensed
17 as a sightseeing car or charter bus to charge, demand
18 or collect any fare in any other manner than provided
19 for in this ordinance or, when not used as a sightseeing
20 bus, from any passenger or person other than a person
21 chartering the bus or his designated agent.

22 SPECIAL SERVICES VEHICLE RATES:

23 Charges for the transportation in any special services
24 vehicle of persons sixty-five (65) years of age or
25 older or handicapped persons as defined in Section 1 of
26 this ordinance shall be in accordance with the schedule
27 of rates, fares and charges filed with the Director by
28 the permit holder for any such special services vehicle;
provided that any such schedule of rates, fares and

1 charges shall be uniform as to all special services
2 vehicles having the same color scheme; and provided
3 further that no such schedule of rates, fares and
4 charges shall be the same as or greater than the taxicab
5 meter rates established in this section.

6
7 Said rates shall not apply to the transportation of
8 passengers between docks, railroad stations, hotels and
9 airports when the passenger pays fare by means of a
10 transfer coupon forming a part of a through ticket
11 issued by a transportation company, but provided that
12 when the transportation is by means of a taxicab, the
13 taxicab meter shall be in operation.

14 The rates specified in this section for taxicabs and
15 for-hire cars shall not apply to transportation of
16 persons provided pursuant to a written contract which
17 establishes a fare at a different rate for specified
18 transportation; provided, that no contract may include
19 any provision the effect of which is to directly or
20 indirectly require exclusive use of the transportation
21 services of the contracting taxicab company or for-hire
22 car. The contract period shall not exceed one year,
23 and a copy of the contract, signed by all parties, must
24 be filed with the Director at least three (3) days,
25 excluding Saturdays, Sundays, and City legal holidays,
26 prior to commencement of such transportation services.
27 Each contract shall be assigned a number by the Director.

28 Section 5. That as of February 1, 1977 Section 13 of
Ordinance 59866, as last amended by Ordinance 102637, is
further amended to read as follows:

AMENDED ORD.

107095

Section 13. Trip Sheets - Records. Every person

owning or operating any taxicab, for-hire car, special services vehicle, sightseeing car, or charter bus, shall keep an accurate daily trip sheet for each shift that such equipment is operated. These trip sheets shall be kept on file for a period of five (5) years, shall be open for inspection at all times by the Director and shall show the following information:

(a) The driver's name and the Seattle or King County For-Hire Driver's License number;

(b) The company name and vehicle number;

(c) The date, time and place of origin and of dismissal of each trip;

(d) The fare paid or charged, and the number of passengers paying;

(e) Any other items for which a charge is made; and

(f) Time and mileage reading of the vehicle at the beginning and the end of each shift.

If the trip is made pursuant to a contract as specified in Section 4 of this ordinance, the trip sheet shall also show the fare as indicated by the meter and an identification of the contract by number assigned by the Director under which the transportation is provided. The driver of any taxicab, special services vehicle, or for-hire car shall, upon request of any passenger paying the fare for any trip, issue a receipt showing such information for the trip.

Every owner or operator of any taxicab, for-hire car, special services vehicle, sightseeing car or charter bus shall also cause to be at all times carried in such vehicles permits issued by the Department of Motor Vehicles of Washington and King County, if applicable, showing such vehicles to be

1 properly insured for the protection of the public, and also
 2 the licenses and permits issued pursuant to City ordinances.

3 Section 6. That as of February 1, 1977, Section 15 of
 4 Ordinance 59866, as last amended by Ordinance 101857, is
 5 further amended to read as follows:

AMENDED - ORD.
 107095

6 Section 15. It is unlawful for any person owning,
 7 controlling, or engaged in the business of operating taxicabs,
 8 for-hire cars, special services vehicles, or sightseeing
 9 cars or charter buses to employ as a driver of any such
 10 vehicle, or permit any such vehicle to be driven by, a
 11 driver who does not have in his/her possession a valid For-
 12 Hire Driver's License issued by the City of Seattle or King
 13 County as provided for in Section 103 of Ordinance 48022, as
 14 now or hereafter amended.

15 Section 7. That as of February 1, 1977, Section 103 of
 16 the License Code (Ordinance 48022), as last amended by
 17 Ordinance 73763, is further amended to read as follows:

18 Section 103. It is unlawful for any person to drive a
 19 motor vehicle for hire, without first obtaining a For-Hire
 20 Driver's License as prescribed in this ordinance; provided
 21 that:

22 (a) This section does not apply to drivers of motor
 23 vehicles used in interstate business or operated by
 24 Metro transit system; and

25 (b) Upon the adoption by King County of an ordinance
 26 providing for reciprocal validation of for-hire
 27 driver's licenses issued by the City of Seattle on
 28 terms equivalent to the provisions of this ordinance,
any person holding a valid King County for-hire
driver's license on the effective date of this
ordinance may make application to the Director of

1 Licenses and Consumer Affairs for validation thereof.
2 Such application shall be made on a form furnished
3 by the Director, and such license when validated by
4 the Director shall permit the holder thereof to
5 drive a motor vehicle for hire within the City of
6 Seattle during the unexpired life of said license;
7 provided, that such validation may be suspended or
8 revoked upon the failure of the holder of such
9 validated license to comply with all of the regulatory
10 provisions of this ordinance or any other ordinance
11 or regulation relating to the operation of a motor
12 vehicle for hire within the City of Seattle. The
13 Director may renew the validation of a King County
14 for-hire driver's license annually upon application
15 therefor.

15 Section 8. That as of February 1, 1977, Section 238 of
16 the License Code (Ordinance 48022), as last amended by
17 Ordinance 104584, is further amended to read as follows:

17 Section 238. Application for vehicle licenses shall be
18 made to the Director of Licenses and Consumer Affairs on
19 forms prescribed by him/her, and such licenses shall be
20 issued by the City Comptroller pursuant to certification by
21 the Director. The applicant shall furnish to the Director,
22 for filing with the City Comptroller, a certified copy or
23 copies of a policy or policies of public liability insurance,
24 issued by an insurance company or companies authorized to do
25 business in the State of Washington. In the event the
26 required insurance coverage is obtained through the assigned
27 risk program administered by the Washington Automobile
28 Insurance Plan, the applicant or licensee shall file a copy
 of the notice of designation received from the Plan which

1 specifies the company to which the applicant has been assigned
2 and the effective date of the coverage, and such notice
3 shall be considered as evidence of insurance coverage pending
4 filing of the copy or copies of the policy or policies. The
5 policy or policies shall specify minimum coverage as prescribed
6 by R.C.W. 46.72, as now or hereafter amended. Uninsured
7 motor vehicle coverage shall be provided in, or supplemental
8 to, the policy or policies. The policy or policies shall,
9 in addition, by endorsement or otherwise, name The City of
10 Seattle as an additional insured and provide that The City
11 of Seattle, its officers, agents, and employees, shall be
12 indemnified and held harmless from any loss, or claim or
13 suit for damages or injury from the use or operation of any
14 vehicle or vehicles operated under such license, and shall
15 further provide that not less than ten days written notice
16 shall be given to the Director in the event of any change or
17 cancellation. Such insurance shall be maintained in full
18 force and effect for the full period to be covered by the
19 license applied for and failure to do so shall result in the
20 automatic suspension of such license.

21 Vehicle licenses shall expire at midnight on August
22 31st of each year. The annual license fee for each for-hire
23 car, sightseeing car, or charter bus is Fifty Dollars (\$50.00).
24 The annual license fee for each taxicab is One Hundred
25 Dollars (\$100.00); provided, that upon the adoption by
26 King County of an ordinance providing for and authorizing
27 holders of permits issued under Ordinance 59866 to obtain
28 a King County Taxicab license upon payment of a license
fee of \$25.00, any applicant for a taxicab license under
this ordinance who holds a valid King County Taxicab license
on the effective date of this ordinance shall pay an annual

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license fee of \$25.00. The annual license fee for any vehicle used solely as a Special Services Vehicle as defined in Section 1 of Ordinance 59866 is Ten Dollars (\$10.00). The annual license fee for pedicabs and other vehicles for hire which are not self-propelled is Fifteen Dollars (\$15.00).

Section 9. That as of February 1, 1977, Sections 3-A and 27 of Ordinance 59866 are hereby repealed.

Section 10. That any act pursuant to the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 11. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 31 day of January, 1977,
and signed by me in open session in authentication of its passage this 31 day of
January, 1977.

[Handwritten Signature]
President of the City Council.

Approved by me this day of

[Handwritten Signature], 1977.
Mayor.

Filed by me this 2 day of

February, 1977.

Attest: *[Handwritten Signature]*
City Comptroller and City Clerk.

(SEAL)

Published

By *[Handwritten Signature]*
Deputy Clerk.

ORDINANCE 107095

AN ORDINANCE relating to taxicabs and other for-hire vehicles; adding new Sections 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412 and 413, and repealing Sections 232, 233, 234, 235, 236, 237, 238 and 239 of the License Code (Ordinance 48022); and adding new Sections 3-a, 3-b and 27-a, amending Sections 1, 2, 2-i, 3, 4, 5, 13, 14, 14-b, 15, 16, 17, 20, 21, 22, 23, 25 and 28, and repealing Sections 12 and 26 of Ordinance 59866.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. As of September 1, 1977, Sections 232, 233, 234, 235, 236, 237, 238 and 239 of the License Code (Ordinance 48022) are hereby repealed.

Section 2. As of September 1, 1977, new sections designated Sections 400 through 413 are added to the License Code (Ordinance 48022) to read as follows:

Section 400. Purpose. The purposes of Sections 400 through 413 are to ensure the safety of for-hire vehicles as defined herein, and to require persons operating for-hire vehicles to carry liability insurance for the protection of the public, while at the same time assuring the integrity of the taxicab transportation system.

Section 401. Definitions. Except as otherwise specified, the following definitions apply:

(1) "For-Hire Vehicle" means any pedicab or motor vehicle which carries passengers for a fee, other than a taxicab as defined in Ordinance 59866, Section 1.

(2) "Operate" means engage in the business of operating a for-hire vehicle by picking up any passenger within the corporate limits of Seattle, for a fee, and includes owning, leasing or otherwise controlling the use of the for-hire vehicle.

(3) "Pedicab" means a wheeled device designed for carrying passengers, which is moved by a person peddling,

1 and which is for hire.

2 Section 402. Fares. For-hire vehicle fare rates shall
3 be based upon:

4 (1) A written contractual rate which has been filed with
5 the Director at least three (3) days prior to commencement of
6 the transportation services; or

7 (2) A flat trip charge per passenger, if the vehicle is
8 a pedicab or has a seating capacity of ten (10) or more
9 passengers, per the manufacturer's rating; or

10 (3) An hourly rate with minimum increments of one-half
11 hour. In this case, each for-hire vehicle shall be equipped
12 with an accurate clock visible to and readable by passengers.

13 Section 403. License Required. It is unlawful for any
14 person to operate a for-hire vehicle without first obtaining
15 a license to do so in accordance with the provisions of this
16 ordinance. A separate license shall be required for each
17 vehicle operated.

18 Section 404. Exemptions. The requirements of Sections
19 400 through 413 do not apply to:

20 (1) A government entity or any person leasing or
21 otherwise controlling the operation of a government-owned
22 vehicle;

23 (2) A person operating a vehicle for a public or a
24 private school, where the vehicle is used solely for transporting
25 students, teachers and school-authorized supervisory personnel;

26 (3) Any hotel, motel, or similar business operating a
27 vehicle to transport overnight guests;

28 (4) Operation of a vehicle covered by a certificate
authorizing transportation of passengers and which is issued by
the Interstate Commerce Commission or the Washington Utilities
and Transportation Commission;

(5) Any person operating a vehicle transporting passengers

1 between their homes or nearby termini, and their places of
2 employment, in a single, daily round trip, where the driver
3 is also commuting to or from his/her place of employment.

4 Section 405. License Expiration Date. For-hire vehicle
5 licenses expire annually on August 31.

6 Section 406. License Fee. The annual license fee for
7 each for-hire vehicle is one hundred dollars (\$100.00),
8 except that the annual license fee for each pedicab is ten
9 dollars (\$10.00).

10 Section 407. Insurance Required. Each applicant for a
11 for-hire vehicle license shall file with the Director a
12 certified copy of a policy of public liability insurance
13 issued by an insurance company authorized to do business in
14 the State of Washington. If such insurance coverage is
15 obtained through the assigned risk program administered by
16 the Washington Automobile Insurance Plan, the applicant may
17 file a copy of the notice of designation received from the
18 Plan specifying the company to which the applicant is
19 assigned and the effective date of the coverage, and such
20 notice shall be considered as evidence of insurance coverage
21 pending filing of a copy of the policy. The policy or
22 notice shall specify minimum coverage as prescribed by State
23 law for passenger charter carriers pursuant to R.C.W. 81.70.150,
24 as now or hereafter amended, and regulations issued thereunder.
25 Uninsured motorist coverage shall be provided in, or supplemental
26 to, the policy. The policy shall, by endorsement or otherwise,
27 name the City of Seattle as an additional insured and
28 provide that the City of Seattle shall be indemnified and
held harmless from any loss, claim, or suit for damages or
injury resulting from the use or operation of any vehicle
operated under the license. Each policy shall have the

1 premium paid and payment noted thereon, and shall provide
2 that not less than ten (10) days prior written notice shall
3 be given to the Director in the event of any change or
4 cancellation. The insurance coverage shall be maintained in
5 full force and effect for the full period to be covered by
6 the license applied for, and lapse of coverage will result
7 in summary suspension or revocation of the license.

8 Section 408. License Plates -- Violations. A license
9 plate in such form and content as prescribed by the Director
10 shall be issued with each for-hire vehicle license, and
11 shall be attached to the vehicle as prescribed by the Director.
12 Whenever a for-hire vehicle license plate is lost, stolen,
13 or destroyed, a new plate may be issued upon the payment of
14 a replacement fee of five dollars (\$5.00) and the filing of
15 an affidavit of loss. If the original plate is recovered,
16 it shall be returned to the Director forthwith. Failure to
17 comply with the provisions of this section is a violation.

18 Section 409. Rates to be Filed. (1) Every applicant
19 for a new for-hire vehicle license shall file with the
20 Director a complete list of transportation and ancillary
21 services offered and a complete schedule of fares, rates and
22 charges to be imposed for such services, and shall include
23 any contract pursuant to Section 402 of this ordinance. The
24 services, schedule and/or contract shall become effective on
25 the effective date of the license.

26 (2) The list of services and schedule of fares, rates
27 and charges shall remain in effect until amended. Amendment
28 shall be accomplished by filing with the Director a complete
amended list and schedule, and shall be effective thirty
(30) days after filing; provided, that new or amended contracts
may be filed as specified in Section 402 of this ordinance.

Appendix B.2, cont.

1 (3) Failure to comply with provisions of this section
2 is a violation.

AMENDED - ORD.

107270

3 Section 410. Rates to be Posted. Licensees and drivers
4 shall display a complete and accurate schedule of effective
5 rates for transportation and ancillary services in the
6 interior of each for-hire vehicle in a location readily
7 visible and readable by passengers. Such schedules shall be
8 identical to those filed with the Director; provided, that
9 rates charged pursuant to a contract as specified in Section
10 402 need not be displayed. Failure to comply with the
provisions of this section is a violation.

AMENDED - ORD.

107270

11 Section 411. Receipt to be Provided. (1) It is
12 unlawful for any driver to refuse or fail to provide a
13 customer with a receipt, as specified herein, when requested.
14 The receipt shall include the following information in
legible form:

- 15 (a) Names of the licensee and the vehicle driver;
16 (b) Seattle for-hire vehicle license number;
17 (c) Date, time and place of trip origin and dismissal;
18 and
19 (d) An itemized listing of charges and the total fare
20 paid or charged.

21 (2) It is unlawful for any licensee or driver of a
22 for-hire vehicle except a pedicab to fail to display the
23 following notice in each vehicle interior in a position
readily discernible by passengers:

24 "The driver of this vehicle is required by Seattle
25 Ordinance to give a receipt for services provided
26 to any customer who requests a receipt."

27 Section 412. Unlawful Acts. It is unlawful for any
28 person to:

1 (1) Drive a for-hire vehicle unless it is licensed in
2 accordance with the provisions of this ordinance.

3 (2) Operate or drive a for-hire vehicle unless it is
4 equipped and in safe condition as required by the Seattle
5 Traffic Code, Ordinance 91910, as now or hereafter amended,
6 or R.C.W. 46.37, as now or hereafter amended.

7 (3) Charge a fare computed on any basis other than as
8 permitted in Section 402 of this ordinance.

9 (4) Charge an amount different than the effective rate
10 or charge for the transportation and/or ancillary services
11 on file with the Director.

12 (5) Cruise or permit cruising for customers or park or
13 pick up passengers in any taxicab zone, or permit such use
14 of taxicab zones.

15 (6) Use or allow the use of:

16 (a) The word "taxicab," "taxi," or "cab" on a
17 for-hire vehicle or in any advertising or
18 listing;

19 (b) A dome light on a for-hire vehicle; or

20 (c) Any equipment or color scheme on a for-hire
21 vehicle in such a manner as to cause it to
22 appear to be a taxicab.

23 (7) Drive or cause or permit another person to drive a
24 for-hire vehicle except a pedicab unless such person has
25 obtained a for-hire driver license in accordance with the
26 provisions of this ordinance.

27 Section 413. On or before April 30, 1979 the Director
28 shall review the licensing and regulatory provisions pertaining
to for-hire vehicles and shall submit a report and any
recommendations for change thereof to the Mayor and the City
Council.

1 Section 3. As of September 1, 1977, Section 1 of
2 Ordinance 59866, as last amended by Ordinance 106189, is
3 further amended to read as follows:

4 Section 1. Definitions.

5 (a) "Person" means natural persons, partnerships,
6 associations, and corporations, whether acting by themselves,
7 or by servant, agent or employee. The singular number
8 includes the plural.

9 (b) "Taxicab" means every motor vehicle having a
10 seating capacity of nine passengers or less, as per manufacturer's
11 rating, used for the transportation of passengers to
12 destinations of their choosing for a metered fee.

13 (c) "Taximeter" means any instrument or device by
14 which the fee for hire of a taxicab is mechanically or
15 electrically measured or calculated either for the distance
16 traveled by such vehicle or for waiting time, or for both,
17 and upon which such calculated charges shall be displayed in
18 figures.

19 (d) "Handicapped person" means any person having a
20 disabling physical or mental handicap and to whom an identification
21 card has been issued by the Department of Human Resources of
22 the City of Seattle, upon application therefor, describing
23 such handicap, and accompanied by the certification by a
24 medical doctor that such handicap limits such person's
25 activities, functioning and the ability to use public transpor-
26 tation facilities.

27 (e) "Operate" means engage in the taxi business by
28 picking up any passenger within the corporate limits of
29 Seattle, for a fee, and includes owning, leasing or otherwise
30 controlling the use of a taxicab.

31 (f) "Director" means the Director of Licenses and

Appendix B.2, cont.

1 Consumer Affairs of the City of Seattle and includes the
2 Director's authorized representatives.

3 Section 4. As of September 1, 1977, Section 2 of
4 Ordinance 59866, as last amended by Ordinance 106189, is
5 further amended to read as follows:

6 Section 2. License. It is unlawful to engage in the
7 business of operating any taxicab without first obtaining a
8 license in the following manner and under the following
9 conditions:

10 (a) The applicant for such license, in a manner approved
11 by the Director, shall show in his/her application the
12 yearly period for which the license is sought, and full,
13 true and accurate information concerning the following:

14 (1) Ownership of the vehicle to be licensed;

15 (2) Identification of the vehicle and company
16 vehicle number;

17 (3) Name, fictitious or otherwise, under which
18 the vehicle is to be operated;

19 (4) Distinguishing color scheme or logo to be
20 used on the vehicle; and

21 (5) As required by the Director, the number of
22 days of operation and the mileage for each
23 day of operation for each and every vehicle
24 operated by the applicant under any permit or
25 license issued under the provisions of this
26 ordinance for the year preceding the period
27 specified in the application for the new or
28 renewed license.

The applicant shall furnish such other information as may be
required by the Director which s/he deems necessary to aid
in the enforcement of this ordinance.

1 (b) The applicant shall furnish to the Director, for
2 filing with the City Comptroller, a certified copy of a
3 policy of public liability insurance, issued by an insurance
4 company authorized to do business in the State of Washington.
5 In the event the required insurance coverage is obtained
6 through the assigned risk program administered by the
7 Washington Automobile Insurance Plan, the applicant shall
8 file a copy of the notice of designation received from the
9 Plan which specifies the company to which the applicant has
10 been assigned and the effective date of the coverage, and
11 such notice shall be considered as evidence of insurance
12 coverage pending filing of the copy of the policy. The
13 policy shall specify minimum coverage as prescribed by
14 R.C.W. 46.72, as now or hereafter amended. Uninsured motor
15 vehicle coverage shall be provided in, or supplemental to,
16 the policy. The policy shall, in addition, by endorsement
17 or otherwise, name the City of Seattle as an additional
18 insured and provide that the City of Seattle shall be indemnified
19 and held harmless from any loss, claim, or suit for damages
20 or injury from the use or operation of any vehicle operated
21 under such license, and shall further provide that not less
22 than ten (10) days prior written notice shall be given to
23 the Director in the event of any change or cancellation.
24 Such insurance shall be maintained in full force and effect
25 for the full period to be covered by the license applied for
26 and lapse of coverage shall result in the automatic suspension
27 of such license.

25 (c) The Director may inquire into the correctness and
26 accuracy of the information furnished, and if s/he is satisfied,
27 after investigation, that:

28 (1) The applicant has met the various requirements

1 of this ordinance; and

2 (2) The name under which the applicant is to
3 operate and the color scheme used upon the
4 vehicle do not conflict with any other so
5 used, or tend to deceive the public; and

6 (3) The motor vehicle is equipped with the proper
7 State license and King County license, if
8 applicable; and

9 (4) The vehicle is properly insured for the
10 protection of the public as required by law;
11 the Director may then issue a taxicab license in accordance
12 with the provisions of this ordinance, and in such form as
13 shall be prescribed by the Director, authorizing the operation
14 of a taxicab for a period ending on the next August 31. The
15 license may be reissued for succeeding yearly periods to the
16 same licensee, and for the same motor vehicle, when the
17 requirements of this ordinance are otherwise met and are
18 certified by the Director.

19 (d) Transfer of a license to any other person may be
20 authorized only upon the approval of the Director for good
21 cause shown; provided, that nothing herein shall prevent a
22 taxicab licensee from leasing such taxicab to another person
23 for use or operation. Application for transfer of a license
24 to another person shall state the reasons for requesting the
25 transfer, the trade name and color scheme under which the
26 vehicle will be operated, and a detailed description of the
27 proposed operation of the vehicle. The Director shall
28 determine whether transfer of the license and operation of
the vehicle as proposed will best serve the public. Failure
on the part of any licensee to operate his/her vehicle in
accordance with the proposed operation described in his/her

1 application shall be grounds for revocation of the taxicab
2 license. No license shall be transferred to any other motor
3 vehicle without approval of the Director and unless the
4 motor vehicle for which the license was issued has been
5 sold, or become obsolete, unsafe or unfit for further use,
6 of which the Director shall be the exclusive judge; provided,
7 that a license issued for the operation of a taxicab may be
8 transferred to another motor vehicle which has been previously
9 inspected and approved by the Director as meeting the require-
10 ments of this ordinance, and which has been designated as a
11 standby vehicle, and such standby vehicle may be operated
12 under that license.

12 (e) No taxicab license shall be issued for a second or
13 succeeding year for the same taxicab or for any other taxicab
14 under the same license, unless that taxicab and any other
15 taxicab covered by that license has, during the yearly
16 period covered by the license, been operated for at least
17 ten (10) miles per day for at least two hundred thirty (230)
18 days of the year. No new taxicab license shall be issued to
19 any person holding a license which has lapsed because of
20 failure to meet the foregoing requirement during the preceding
21 year; provided, that the Director for good cause shown, may
22 waive the foregoing requirement and issue a new license.

23 Section 5. As of September 1, 1977, Section 2-i of
24 Ordinance 59866, as last amended by Ordinance 102637, is
25 further amended to read as follows:

26 Section 2-i. Applications by Corporations. Each
27 application for a taxicab license or renewal, or transfer
28 thereof, made by or on behalf of a corporation under this
ordinance, shall include a list of the names and addresses
of all shareholders and no change in such shareholders shall

Appendix B.2, cont.

1 be made without first obtaining the approval of the Director.
 2 Failure to comply with this provision shall be grounds for
 3 revocation of the license.

4 Section 6. As of September 1, 1977, Section 3 of
 5 Ordinance 59866, as last amended by Ordinance 106189, is
 6 further amended to read as follows:

AMENDED - ORD.

107742

7 Section 3. Limit on Number of Licenses. The number of
 8 taxicabs authorized to operate, and for which licenses may
 9 be issued, shall be limited to the number of Seattle taxicab
 10 permits or licenses issued and in effect on the effective
 11 date of this amendatory ordinance; provided, that upon the
 12 adoption by King County of an ordinance providing for an
 13 authorizing holders of Seattle taxicab licenses or permits
 14 to obtain a King County Taxicab license upon payment of a
 15 license fee of twenty five dollars (\$25.00), any person
 16 holding a valid King County Taxicab license on the effective
 17 date of this amendatory ordinance shall upon application
 18 therefor in accordance with this ordinance, be issued a
 19 license to engage in the business of operating a taxicab in
 20 the City of Seattle.

21 Section 7. As of September 1, 1977, a new Section 3-a
 22 is added to Ordinance 59866 to read as follows:

AMENDED - ORD.

107351

23 Section 3-a. Expiration date - License Fee. Taxicab
 24 licenses expire annually on August 31. The annual license
 25 fee for each taxicab is one hundred dollars (\$100.00);
 26 provided, that upon the adoption by King County of an ordinance
 27 providing for and authorizing holders of Seattle taxicab
 28 licenses to obtain a King County Taxicab license upon payment
 of a license fee of twenty five dollars (\$25.00), any applicant
 for a taxicab license under this ordinance who holds a valid
 King County Taxicab license on the effective date of this

1 amendatory ordinance shall pay an annual license fee of
2 twenty five dollars (\$25.00).

3 Section 8. As of September 1, 1977, a new Section 3-b
4 is added to Ordinance 59866 to read as follows:

5 Section 3-b. Seattle Vehicle License Plates.

6 (a) The Director shall furnish each taxicab licensed
7 with one or more tags or plates, to be known as Seattle
8 Vehicle License Plates. Each plate shall bear the number of
9 that taxicab license, the year for which the license is
10 issued, and the words "Seattle Vehicle License". The form,
11 material and positioning on the vehicle of each license
12 plate shall be as prescribed by the Director. It is unlawful
13 for any owner, operator or driver of a taxi to operate such
14 taxi without having a license plate furnished by the Director
15 displayed conspicuously thereon, or to operate such vehicle
16 with expired or illegible plates, or to violate any regulation
17 of the Director relating to such plates.

18 Upon the transfer of a taxicab license to a standby
19 vehicle as provided for in Section 2 of this ordinance,
20 vehicle license plates may be placed on standby vehicles,
21 and such standby vehicles may be operated under the taxi
22 license for which the plates have been issued.

23 Taxicab vehicle license plates are the property of the
24 City of Seattle and upon the revocation, surrender, suspension
25 or expiration of a taxicab license, or if found in the
26 possession of any person other than to whom the license was
27 issued, such plates shall be taken up by any police officer
28 or member of the Department of Licenses and Consumer Affairs
and returned to the Director.

(b) It is unlawful to manufacture any Seattle Vehicle
License plate except by order from the Director.

1 (c) Whenever a Seattle Vehicle License plate becomes
 2 lost, destroyed or stolen, a new license plate may be authorized
 3 by the Director at the expense of the licensee. Should the
 4 original be later found, such original shall be returned to
 5 the Director.

6 Section 9. As of September 1, 1977, Section 4 of
 7 Ordinance 59866, as last amended by Ordinance 106609, is
 8 further amended to read as follows:

AMENDED - ORD.
 107144

9 Section 4. Rates. Except as otherwise provided in
 10 this section, it is unlawful for anyone driving, operating,
 11 or engaging in the business of operating a taxicab, to
 12 charge, demand, collect, or receive any greater or less rate
 13 of fare than the following:

14 TAXICAB METER RATES (Effective until January 31, 1978)

15	For one passenger for the first 1/7 mile or fraction thereof	\$0.90
16	Thereafter for each additional 1/7 mile or fraction thereof	\$0.10
17	For every one minute of waiting time	\$0.12
18	For each additional passenger	\$0.20

19 (Effective after January 31, 1978)

20	<u>For one passenger for the first 1/6 mile or</u> <u>fraction thereof</u>	<u>\$0.80</u>
21	<u>Thereafter for each additional 1/6 mile or</u> <u>fraction thereof</u>	<u>\$0.10</u>
22	<u>For every one minute of waiting time</u>	<u>\$0.12</u>
23	<u>For each additional passenger</u>	<u>\$0.20</u>

24 No additional passenger shall be picked up without the
 25 express consent of the original passenger.

26 The total fare computed in accordance with these rates
 27 may be paid in scrip by any handicapped person as defined in
 28 Section 1 of this ordinance, or by the holder of an identifica-
 tion card issued by the Department of Human Resources to
 persons sixty-five (65) years of age or older whose income,

1 if single, is not more than seventy percent (70%) of the
2 Washington State median income for a one person household,
3 as computed annually by the State of Washington or the City,
4 or whose income, if married, together with that of his/her
5 spouse is not more than seventy percent (70%) of the Washington
6 State median income for a two person household as computed
7 annually by the State of Washington or the City. Scrip
8 shall be printed in the form prescribed by the City Treasurer
9 and shall be sold and redeemed by the City Treasurer at a
10 price which shall be equal to eighty percent (80%) of the
11 face value thereof.

12 These rates shall not apply to the transportation of
13 passengers between docks, railroad stations, hotels and
14 airports when the passenger pays the fare by means of a
15 transfer coupon forming a part of a through ticket issued by
16 a transportation company, but even for these trips, the
17 taxicab meter shall be in operation.

18 The rates specified in this section for taxicabs shall
19 not apply to transportation of persons provided pursuant to
20 a written contract which establishes a fare at a different
21 rate for specified transportation; provided, that no contract
22 may include any provision the effect of which is to directly
23 or indirectly require exclusive use of the transportation
24 services of the contracting taxicab company. The contract
25 period shall not exceed one year, and a copy of the contract,
26 signed by all parties, must be filed with the Director at
27 least three (3) days prior to commencement of such transportation
28 services, excluding Saturdays, Sundays, and City legal
holidays. Each contract shall be assigned a number by the
Director.

Section 10. As of September 1, 1977, Section 5 of

1 Ordinance 59866, as last amended by Ordinance 102637, is
2 further amended to read as follows:

3 Section 5. Rates Posted. Each taxicab shall have
4 conspicuously displayed within its passenger compartment a
5 card bearing the name and number of the taxicab and the
6 rates of fare fixed by this ordinance. The card shall be of
7 a form and size approved by the Director and shall be posted
8 as prescribed by him/her. During hours of darkness the
9 cards shall be illuminated so as to be readily discernible
by passengers.

10 Section 11. As of September 1, 1977, Section 12 of
11 Ordinance 59866 is hereby repealed.

12 Section 12. As of September 1, 1977, Section 13 of
13 Ordinance 59866, as last amended by Ordinance 106189, is
14 further amended to read as follows:

15 Section 13. Trip Sheets - Records. Every person
16 owning or operating any taxicab shall keep an accurate daily
17 trip sheet for each shift that the taxicab is operated.
18 Trip sheets shall be kept on file for a period of five (5)
19 years, shall be open for inspection at all times by the
Director, and shall show the following information:

- 20 (a) The driver's name and the Seattle or King County
21 For-Hire Driver's License number;
- 22 (b) The company name and vehicle number;
- 23 (c) The date, time and place of origin and dismissal
of each trip;
- 24 (d) The fare paid or charged, and the number of passengers
25 paying;
- 26 (e) Any other items for which a charge is made; and
- 27 (f) Time and mileage reading of the vehicle at the
28 beginning and the end of each shift.

1 If the trip is made pursuant to a contract as specified
2 in Section 4 of this ordinance, the trip sheet shall also
3 show the fare as indicated by the meter and an identification
4 of the contract by number assigned by the Director under
5 which the transportation is provided. The driver of any
6 taxicab shall, upon request of any passenger paying the fare
7 for any trip, issue a receipt showing such information for
8 the trip.

9 Licenses issued pursuant to City ordinances and, if
10 applicable, permits and licenses issued by the Washington
11 State Department of Motor Vehicles and King County showing
12 such vehicle to be properly insured or bonded for the protection
13 of the public, shall be carried at all times in every taxicab.
14 It is the duty of every taxicab owner or operator to ensure
15 that such permits and/or licenses are carried.

16 Section 13. As of September 1, 1977, Section 14 of
17 Ordinance 59866, as last amended by Ordinance 102637, is
18 further amended to read as follows:

19 Section 14. Inspections. All vehicles operated under
20 authority of this ordinance shall be inspected from time to
21 time by the Director for the purpose of determining cleanliness,
22 proper equipment, appearance and safe condition for the
23 transportation of passengers; and it is unlawful for any
24 person to drive or operate any taxicab until it has been
25 inspected and approved by the Director.

26 Section 14. As of September 1, 1977, Section 14-b of
27 Ordinance 59866, added thereto by Ordinance 103347, is
28 amended to read as follows:

 Section 14-b. Seat Belts. All taxicabs shall be
equipped with seat belts for the use of all passengers.
Seat belts shall be installed and maintained in accordance

1 with standards established by the United States Secretary of
2 Transportation pursuant to the National Traffic and Motor
3 Vehicle Safety Act of 1965, as now or hereafter amended.

4 Section 15. As of September 1, 1977, Section 15 of
5 Ordinance 59866, as last amended by Ordinance 106189, is
6 further amended to read as follows:

7 Section 15. Driver License. It is unlawful for any
8 person owning, controlling, or engaging in the business of
9 operating a taxicab, to employ as a driver, or to permit any
10 taxicab to be driven by a driver who does not have in his/her
11 possession a valid For-Hire Driver's License issued by the
12 City of Seattle or King County as provided for in Section
13 103 of Ordinance 48022, as now or hereafter amended.

14 Section 16. As of September 1, 1977, Section 16 of
15 Ordinance 59866, as last amended by Ordinance 101857, is
16 further amended to read as follows:

17 Section 16. Improper Rates. Upon his/her conviction
18 for charging a fare other than that provided for in Section
19 4 of this ordinance, a taxi driver's For-Hire Driver's
20 license shall be suspended for a period of not less than six
21 (6) months nor more than one (1) year, and this suspension
22 shall be in addition to any other penalties imposed.

23 Section 17. As of September 1, 1977, Section 17 of
24 Ordinance 59866; as last amended by Ordinance 101857, is
25 further amended to read as follows:

26 Section 17. Direct Route. A taxicab driver employed
27 to carry a passenger to a definite point shall take the most
28 direct, expeditious and safe route to that destination.

Section 18. As of September 1, 1977, Section 20 of
Ordinance 59866, as last amended by Ordinance 101857, is
further amended to read as follows:

1 Section 20. Driver Records. It is unlawful for anyone
2 engaged in the business of operating a taxicab to knowingly
3 employ a driver who has within one (1) year been convicted
4 of driving any motor vehicle while intoxicated.

5 Section 19. As of September 1, 1977, Section 21 of
6 Ordinance 59866, as last amended by Ordinance 101857, is
7 further amended to read as follows:

8 Section 21. Driver License Revocation. If any driver
9 of a taxicab is convicted of driving such vehicle while
10 under the influence of alcohol or drugs, the For-Hire Driver's
11 license of such driver shall be revoked, and s/he shall not
12 be granted a For-Hire Driver's license for a period of at
13 least one (1) year from the date of conviction.

14 Section 20. As of September 1, 1977, Section 22 of
15 Ordinance 59866, as last amended by Ordinance 101857, is
16 further amended to read as follows:

17 Section 22. Refusing Service or Fare. It is unlawful
18 for any taxicab driver to refuse to accept as a passenger
19 any person of proper deportment who requests a ride when the
20 taxicab is unemployed; and it is unlawful for any person to
21 refuse to pay the regular fare for a taxicab after having
22 hired the same.

23 Section 21. As of September 1, 1977, Section 23 of
24 Ordinance 59866 is amended to read as follows:

25 Section 23. Stopping and Standing. It is unlawful for
26 any driver of a taxicab to leave the same unattended or to
27 repair or wash his/her vehicle while it is in a taxicab
28 stand.

 Section 22. As of September 1, 1977, Section 25 of
Ordinance 59866, as last amended by Ordinance 101857, is
further amended to read as follows:

1 Section 25. Baggage - Cancellation. Passenger valises
2 or small hand baggage which can be carried conveniently
3 within a taxicab shall be loaded, conveyed and unloaded from
4 the cab free of charge. Every taxicab driver conveying
5 baggage for a fee shall give the customer a check or receipt
6 for each piece of luggage or baggage so handled, and the
7 check or receipt shall

8 (1) Be a duplicate of the check or receipt attached to
9 each piece of baggage; and

10 (2) Have stamped or printed thereon the name, address,
11 telephone number and taxicab license number of the
12 person issuing the check or receipt.

13 Any person cancelling a telephone call for a taxi after
14 a cab has been dispatched may be charged the same rate as if
15 the call were not cancelled.

16 Section 23. As of September 1, 1977, Section 26 of
17 Ordinance 59866 is hereby repealed.

18 Section 24. As of September 1, 1977, a new Section 27-
19 a is added to Ordinance 59866 to read as follows:

20 Section 27-a. Actions to deny, suspend, or revoke a
21 taxicab license shall be governed by the procedures established
22 in the License Code (Ordinance 48022) for the denial, suspension
23 or revocation of licenses issued under that Code.

24 Section 25. As of September 1, 1977, Section 28 of
25 Ordinance 59866 is amended to read as follows:

26 Section 28. Any violation of or failure to comply with
27 the terms of this ordinance constitutes a violation subject
28 to the provisions of chapters 12A.01 and 12A.02 of the
Seattle Criminal Code. Any person convicted of a violation
of this ordinance may be punished by a civil fine or forfeiture
not exceeding Five Hundred Dollars (\$500.00).

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Section 26. Any act pursuant to the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 27. In the event of payment of any 1977-1978 for-hire vehicle license fee in excess of the amount established therefor by Section 406 of Ordinance 48022 (License Code), as amended herein, the Director of Licenses and Consumer Affairs, or his/her authorized agent, shall refund the amount of such overpayment upon written application therefor approved by said Director or agent, which amounts shall be paid from the "Refund Account" created by Section 1 of Ordinance 106058 in the General Fund, and the necessary appropriations are hereby made.

Section 28. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 3 day of January, 1978, and signed by me in open session in authentication of its passage this 3 day of January, 1978.

President of the City Council.

Approved by me this 13 day of January, 1978. Charles Kaper Mayor.

Filed by me this 23 day of January, 1978.

Attest: E. L. Kiser City Comptroller and City Clerk.

(SEAL)

Published By [Signature] Deputy Clerk.

2 REPEALED - ORD.

108196

ORDINANCE

107851

3
4 AN ORDINANCE to amend Ordinance 59866, relating to licensing and regulation
5 of the conveyance of passengers and baggage for hire, by amending
6 Section 3-a to create a one-half year fee for taxicab licenses and
7 adding Section 3-c establishing a penalty for late renewal of a license.

8 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

9 Section 1. That Section 3-a, as added by Ordinance 107095, is amended
10 to read as follows:

11 Section 3-a. Expiration Date - License Fee. Taxicab licenses expire
12 annually on August 31. The annual license fee for each taxicab is one hundred
13 dollars (\$100.00); provided, that if an application is for a license to be
14 effective for the last six months, or less, of the license year, then the
15 license fee shall be fifty percent (50%) of the annual license fee; provided
16 further, that upon the adoption by King County of an ordinance providing for
17 and authorizing holders of Seattle taxicab licenses to obtain a King County
18 Taxicab license upon payment of a license fee of twenty-five dollars (\$25.00),
19 any applicant for a taxicab license under this ordinance who holds a valid
20 King County Taxicab license on the effective date of this amendatory ordinance
21 shall pay an annual license fee of twenty-five dollars (\$25.00).

22 Section 2. That a new Section 3-c is added to Ordinance 59866 as last
23 amended by Ordinance 107095 to read as follows:

24 Section 3-c. Late Renewal Fee.

25 (1) Any person who has held a license in the previous license year and
26 who continues to engage in the taxicab business shall, upon failure to make
27 a timely application for renewal of the license, pay a late renewal fee as
28 follows:

29 (a) If the renewal application is received after the expiration of the
30 previous license but before the end of thirty (30) days into the new license
31 year: ten dollars (\$10.00).
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the new license year: twenty-five dollars (\$25.00).

(2) No annual license shall be issued until any late renewal fee has been paid; provided, that payment of the late renewal fee may be waived whenever the Director finds that timely application was beyond the control of the licensee by reason of severe circumstances; for example, serious illness of the licensee, death or incapacity of an accountant or other person who retains possession of the licensee's license records, loss of business records due to theft, fire, flood or similar acts.

Section 3. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 8 day of May, 1977, and signed by me in open session in authentication of its passage this May, 1977.

Phyllis Lamphere
President of the City Council.

Approved by me this 11 day of May, 1977.

Filed by me this 11 day of May, 1977. Mayor.

Attest: E. L. King
City Comptroller and City Clerk.

(SEAL)

Published

By Deputy Clerk.

1 REPEALED - ORD. 108196

2 ORDINANCE 106178

3 AN ORDINANCE amending Section 4 of Ordinance 59866 to extend
4 temporary fare increases for taxicab services until
5 July 31, 1977.

6 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

7 Section 1. That as of January 31, 1977 and until July
8 31, 1977, Section 4 of Ordinance 59866 as last amended

9 * (C.B. 98025) is further amended to read as follows:

* ORD 106133
* AMENDED - ORD. 106189

10 Section 4. It shall be unlawful for anyone driving or
11 operating, or engaged in the business of operating taxicabs,
12 for-hire cars, special service vehicles, or sightseeing cars
13 or charter buses, to charge, demand, collect, or receive any
14 greater or less rate of fare than the following:

15 TAXICAB METER RATES:

16 For one passenger for the first 1/7 mile
17 or fraction thereof \$0.90

18 Thereafter for each additional 1/7 mile,
19 or fraction thereof10

20 For every one minute of waiting time.12

21 For each additional passenger20

22 (No additional passenger shall be picked up without the
23 express consent of the original passenger.); provided
24 that the total fare computed in accordance with such
25 rates may be paid in scrip by any handicapped person as
26 defined in Section 1 of this Ordinance or by the holder
27 of an identification card which shall be issued by the
28 Department of Human Resources to persons sixty-five
years of age or older whose income, if single, is not
more than seventy (70) percent of the Washington State
median income for a one person household, as computed
annually by the State of Washington or the City or

whose income, if married, together with that of his or her spouse is not more than seventy percent (70%) of the Washington State median income for a two person household, as computed annually by the State of Washington or the City. Scrip shall be printed in the form prescribed by the City Treasurer and shall be sold and redeemed by the City Treasurer at a price which shall be equal to eighty percent (80%) of the face value thereof; provided further that said rates, insofar as they establish a minimum rate, shall not apply --

(1) to the transportation of handicapped students under contract with any public or private school or school district if such contract or satisfactory evidence thereof has been theretofore filed with the City Comptroller, or

(2) to the transportation in any vehicle being operated under a special services vehicle permit of persons sixty-five years of age or older or handicapped persons as defined in Section 1 of this Ordinance.

FOR-HIRE CAR RATES:

For the first two hours of driving time
 or fraction thereof \$18.00

For each successive hour or fraction thereof,
 at the rate of 9.00

per hour. A flat rate shall be permitted for funerals only, provided such flat rate shall not be less than the minimum charge for two hours of driving time as hereinabove in this section provided.

1 SIGHTSEEING CAR RATES:

2 For any one trip the fare for any one passenger on
3 account of transportation shall not exceed \$10.00 or be
4 less than \$2.00, provided that children under five
5 years of age may be transported free of charge and the
6 fare for children from 5 to 12 years of age may be one-
7 half of the adult fare.

8 CHARTER BUS RATES:

9 The charge for use of charter bus shall be a sum certain
10 determined by agreement between the contracting persons
11 at the time of chartering, provided that in determining
12 said sum, waiting time may be included at an agreed
13 rate.

14 It shall be unlawful for any driver or operator of a
15 vehicle licensed as a sightseeing car or charter bus to
16 charge, demand or collect any fare in any other manner
17 than provided for in this Ordinance or, when not used
18 as a sightseeing bus, from any passenger or person
19 other than a person chartering the bus or his designated
20 agent.

21 SPECIAL SERVICES VEHICLE RATES:

22 Charges for the transportation in any special services
23 vehicle of persons sixty-five years of age or older or
24 handicapped persons as defined in Section 1 of this
25 Ordinance shall be in accordance with the schedule of
26 rates, fares and charges filed with the City Comptroller
27 by the permit holder for any such special services
28 vehicle; provided that any such schedule of rates,
 fares and charges shall be uniform as to all special
 services vehicles having the same color scheme; and

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provided further that no such schedule of rates, fares and charges shall be the same as or greater than the taxicab meter rates established in this section.

Said rates shall not apply to the transportation of passengers between docks, railroad stations, hotels and airports when the passenger pays fare by means of a transfer coupon forming a part of a through ticket issued by a transportation company, but provided that when the transportation is by means of a taxicab, the taxicab meter shall be in operation.

Section 2. That the charge, demand, collection or receipt of rates of fare in accordance with this Ordinance prior to the effective date hereof is hereby ratified and confirmed.

Section 3 . This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 31 day of January, 1977, and signed by me in open session in authentication of its passage this 31 day of January, 1977.

[Signature]
President of the City Council.

Approved by me this 1 day of February, 1977.

[Signature]
Mayor.

Filed by me this 1 day of February, 1977.

[Signature]
Attest: City Comptroller and City Clerk.

(SEAL)

Published

[Signature]
By Deputy Clerk.

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* S/R 106189

REPEALED - ORD. 108196

ORDINANCE 106609

AN ORDINANCE amending Section 4 of Ordinance 59866 to extend temporary fare increases for taxicab services until January 31, 1978.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That as of July 31, 1977 and until January 31, 1978, Section 4 of Ordinance 59866 as last amended by Ordinance 106178, is further amended to read as follows:

AMENDED ORD.
107095

Section 4. It shall be unlawful for anyone driving or operating, or engaged in the business of operating taxicabs, for-hire cars, special service vehicles, or sightseeing cars or charter buses, to charge, demand, collect, or receive any greater or less rate of fare than the following:

TAXICAB METER RATES:

For one passenger for the first <u>1/7</u> mile	
or fraction thereof	<u>\$0.90</u>
Thereafter for each additional <u>1/7</u> mile,	
or fraction thereof	<u>.10</u>
For every one minute of waiting time	<u>.12</u>
For each additional passenger	<u>.20</u>

(No additional passenger shall be picked up without the express consent of the original passenger); provided that the total fare computed in accordance with such rates may be paid in scrip by any handicapped person as defined in Section 1 of this Ordinance or by the holder of an identification card which shall be issued by the Department of Human Resources to persons sixty-five years of age or older whose income, if single, is not more than seventy (70) percent of the Washington State median income for a one person household, as computed annually by the State of Washington or the City or

1 whose income, if married, together with that of his or
 2 her spouse is not more than seventy percent (70%) of
 3 the Washington State median income for a two person
 4 household, as computed annually by the State of Washington
 5 or the City. Scrip shall be printed in the form prescribed
 6 by the City Treasurer and shall be sold and redeemed by
 7 the City Treasurer at a price which shall be equal to
 8 eighty percent (80%) of the face value thereof; provided
 9 further that said rates, insofar as they establish a
 10 minimum rate, shall not apply --

11 (1) to the transportation of handicapped students
 12 under contract with any public or private school
 13 or school district if such contract or satisfactory
 14 evidence thereof has been theretofore filed with
 15 the City Comptroller, or

16 (2) to the transportation in any vehicle being
 17 operated under a special services vehicle permit
 18 of persons sixty-five years of age or older or
 19 handicapped persons as defined in Section 1 of
 20 this Ordinance.

21 FOR-HIRE CAR RATES:

22 For the first two hours of driving time
 23 or fraction thereof \$18.00

24 For each successive hour or fraction thereof,
 25 at the rate of 9.00

26 per hour. A flat rate shall be permitted for funerals
 27 only, provided such flat rate shall not be less than
 28 the minimum charge for two hours of driving time as
 hereinabove in this section provided.

SIGHTSEEING CAR RATES:

For any one trip the fare for any one passenger on

1 account of transportation shall not exceed \$10.00 or be
2 less than \$2.00, provided that children under five
3 years of age may be transported free of charge and the
4 fare for children from 5 to 12 years of age may be one-
5 half of the adult fare.

6 CHARTER BUS RATES:

7 The charge for use of charter bus shall be a sum certain
8 determined by agreement between the contracting persons
9 at the time of chartering, provided that in determining
10 said sum, waiting time may be included at an agreed
11 rate.

12 It shall be unlawful for any driver or operator of a
13 vehicle licensed as a sightseeing car or charter bus to
14 charge, demand or collect any fare in any other manner
15 than provided for in this Ordinance or, when not used
16 as a sightseeing bus, from any passenger or person
17 other than a person chartering the bus or his designated
18 agent.

19 SPECIAL SERVICES VEHICLE RATES:

20 Charges for the transportation in any special services
21 vehicle of persons sixty-five years of age or older or
22 handicapped persons as defined in Section 1 of this
23 Ordinance shall be in accordance with the schedule of
24 rates, fares and charges filed with the City Comptroller
25 by the permit holder for any such special services
26 vehicle; provided that any such schedule of rates,
27 fares and charges shall be uniform as to all special
28 services vehicles having the same color scheme; and
provided further that no such schedule of rates, fares
and charges shall be the same as or greater than the

taxicab meter rates established in this section.

Said rates shall not apply to the transportation of passengers between docks, railroad stations, hotels and airports when the passenger pays fare by means of a transfer coupon forming a part of a through ticket issued by a transportation company, but provided that when the transportation is by means of a taxicab, the taxicab meter shall be in operation.

Section 2. That the charge, demand, collection or receipt of rates of fare in accordance with this Ordinance prior to the effective date hereof is hereby ratified and confirmed.

Section 3. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 21 day of July, 19... and signed by me in open session in authentication of its passage this 21 day of July, 19...

[Handwritten Signature]
President of the City Council.

Approved by me this 21 day of July, 19...
[Handwritten Signature]
Mayor.

Filed by me this 21 day of July, 19...

Attest: *[Handwritten Signature]*
City Comptroller and City Clerk.

(SEAL)

Published

By

Deputy Clerk.

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REPEALED - ORD. 108196

ORDINANCE 107144

AN ORDINANCE amending Section 4 of Ordinance 59866 to extend temporary fare increases for taxicab services through July 31, 1978.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. As of January 31, 1978, Section 4 of Ordinance 59866, as last amended by Ordinance 107095, is further amended to read as follows:

AMENDED - ORD. Section 4. Rates. Except as otherwise provided in

107574

this section, it is unlawful for anyone driving, operating, or engaging in the business of operating a taxicab, to charge, demand, collect, or receive any greater or less rate of fare than the following:

TAXICAB METER RATES (Effective until July 31, 1978)

For one passenger for the first 1/7 mile or fraction thereof	\$0.90
Thereafter for each additional 1/7 mile or fraction thereof	\$0.10
For every one minute of waiting time	\$0.12
For each additional passenger	\$0.20

(Effective after July 31, 1978)

For one passenger for the first 1/6 mile or fraction thereof	\$0.80
Thereafter for each additional 1/6 mile or fraction thereof	\$0.10
For every one minute of waiting time	\$0.12
For each additional passenger	\$0.20

No additional passenger shall be picked up without the express consent of the original passenger.

The total fare computed in accordance with these rates may be paid in scrip by any handicapped person as defined in Section 1 of this ordinance, or by the holder of an identification card issued by the Department of Human Resources to persons

1 sixty-five (65) years of age or older whose income, if
2 single, is not more than seventy percent (70%) of the Washington
3 State median income for a one person household, as computed
4 annually by the State of Washington or the City, or whose
5 income, if married, together with that of his/her spouse is
6 not more than seventy percent (70%) of the Washington State
7 median income for a two person household as computed annually
8 by the State of Washington or the City. Scrip shall be
9 printed in the form prescribed by the City Treasurer and
10 shall be sold and redeemed by the City Treasurer at a price
11 which shall be equal to eighty percent (80%) of the face
12 value thereof.

13 These rates shall not apply to the transportation of
14 passengers between docks, railroad stations, hotels and
15 airports when the passenger pays the fare by means of a
16 transfer coupon forming a part of a through ticket issued by
17 a transportation company, but even for these trips, the
18 taxicab meter shall be in operation.

19 The rates specified in this section for taxicabs shall
20 not apply to transportation of persons provided pursuant to
21 a written contract which establishes a fare at a different
22 rate for specified transportation; provided, that no contract
23 may include any provision the effect of which is to directly
24 or indirectly require exclusive use of the transportation
25 services of the contracting taxicab company. The contract
26 period shall not exceed one year, and a copy of the contract,
27 signed by all parties, must be filed with the Director at
28 least three (3) days prior to commencement of such transporta-
tion services, excluding Saturdays, Sundays, and City legal
holidays. Each contract shall be assigned a number by the
Director.

Section 2. The charge, demand, collection or receipt of rates of fare in accordance with this Ordinance prior to the effective date hereof is hereby ratified and confirmed.

Section 3. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 31 day of January, 1978, and signed by me in open session in authentication of its passage this 30 day of January, 1978.

President Pro Tem of the City Council.

Approved by me this 8 day of February, 1978. *Charles Royer* Mayor.

Filed by me this 8 day of February, 1978.

Attest: *E. L. King* City Comptroller and City Clerk.

(SEAL)

Published

By: Deputy Clerk.

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REPEALED - ORD. 108196

ORDINANCE 107574

AN ORDINANCE amending Section 4 of Ordinance 59866 to extend temporary fare increases for taxicab services through December 31, 1978.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. As of July 31, 1978, Section 4 of Ordinance 59866, as last amended by Ordinance 107144 is further amended to read as follows:

^{AMENDED - ORD.}
107918 Section 4. Rates. Except as otherwise provided in this section, it is unlawful for anyone driving, operating, or engaging in the business of operating a taxicab, to charge, demand, collect, or receive any greater or less rate of fare than the following:

TAXICAB METER RATES (Effective until ((~~July-31,--1978~~)) December 31, 1978)

For one passenger for the first 1/7 mile or fraction thereof	\$0.90
Thereafter for each additional 1/7 mile or fraction thereof	\$0.10
((For every one minute of) waiting time. .((\$0.12))	\$7.20 hou
For each additional passenger	\$0.20

(Effective after ((~~July-31,--1978~~)) December 31, 1978)

For one passenger for the first 1/6 mile or fraction thereof	\$0.80
Thereafter for each additional 1/6 mile or fraction thereof	\$0.10
For every one minute of waiting time	\$0.12
For each additional passenger	\$0.20

No additional passenger shall be picked up without the express consent of the original passenger.

The total fare computed in accordance with these rates may be paid in scrip by any handicapped person as defined in Section 1 of this ordinance, or by the holder of an identification

1 card issued by the Department of Human Resources to persons
2 sixty-five (65) years of age or older whose income, if single, is
3 not more than seventy percent (70%) of the Washington State
4 median income for a one person household, as computed annually
5 by the State of Washington or the City, or whose income, if
6 married, together with that of his/her spouse is not more than
7 seventy percent (70%) of the Washington State median income for a
8 two person household as computed annually by the State of
9 Washington or the City. Scrip shall be printed in the form pre-
10 scribed by the City Treasurer and shall be sold and redeemed by
11 the City Treasurer at a price which shall be equal to eighty
percent (80%) of the face value thereof.

12 These rates shall not apply to the transportation of
13 passengers between docks, railroad stations, hotels and airports
14 when the passenger pays the fare by means of a transfer coupon
15 forming a part of a through ticket issued by a transportation
16 company, but even for these trips, the taxicab meter shall be in
operation.

17 The rates specified in this section for taxicabs shall not
18 apply to transportation of persons provided pursuant to a written
19 contract which establishes a fare at a different rate for specified
20 transportation; provided, that no contract may include any pro-
21 vision the effect of which is to directly or indirectly require
22 exclusive use of the transportation services of the contracting
23 taxicab company. The contract period shall not exceed one year,
24 and a copy of the contract, signed by all parties, must be
25 filed with the Director at least three (3) days prior to commence-
26 ment of such transportation services, excluding Saturdays, Sundays,
27 and City legal holidays. Each contract shall be assigned a number
by the Director.

Section 2. The charge, demand, collection or receipt of rates of fare in accordance with this Ordinance prior to the effective date hereof is hereby ratified and confirmed.

Section 3. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 31 day of July, 1978 and signed by me in open session in authentication of its passage this 31 day of July, 1978.

Phyllis Langphere
President of the City Council.

Approved by me this 8 day of August, 1978. Filed by me this 8 day of August, 1978.

Charles Royer
Mayor.

Attest: Ed L. King
City Comptroller and City Clerk.

Rayne Anderson
Deputy Clerk.

(SEAL)

Published

RESOLUTION 24706 (1974) GUIDING LICENSE CODE REVISIONS

A RESOLUTION directing the Department of Licenses and Consumer Affairs to study City licensing ordinances and to prepare and submit to the City Council a revised License Code for the City of Seattle; prescribing times for periodic and final reports to the Council; prescribing principles for regulatory and revenue licensing; and adopting a procedure for Council action on the revised License Code.

WHEREAS, the licensing power granted to the City of Seattle by the people directly, by Article XI, Section 11, of the Washington State Constitution, and by Chapter 35.22.280, Revised Code of Washington, is one of the principal means for the City to protect the property, privacy, health, safety, and security of its citizens from hazards caused by commercial activities; and

WHEREAS, as an exercise of the City's police and taxing powers, licensing ordinances and regulations have broad impacts on the economy of the City and limit the economic interests and personal liberties of regulated persons, requiring in their formulation and administration a balance between public and private interests; and

WHEREAS, commercial honesty and candor, freedom from discrimination, and respect and care for the environment are necessary to maintain and protect the property, privacy, health, safety, security, opportunity and liberty of present and future citizens of Seattle and to insure the economic well-being of the community and the realization for citizens of the full benefits of a free enterprise system; and these standards should be required of all commercial activities in the City of Seattle; and

WHEREAS, the last comprehensive revision of licensing in the City of Seattle occurred a half a century ago when the City Council enacted Ordinance 48022, the present License Code, on December 1, 1924, which replaced a series of prior Seattle ordinances regulating and licensing a variety of trades, occupations, and commercial activities; and which has since been amended and supplemented by the Council more than four hundred times without resort to consistent principles or policies, with the result that the present License Code imposes unnecessary burdens and complications on licensee, distributes unfairly and irrationally the burdens of raising City revenues; and provides inadequate protection for the consuming public; and

WHEREAS, by Resolution 22853 on December 21, 1970, the City Council established a Citizens Advisory Committee for Licensing and Consumer Affairs to review the substance, administration, and enforcement of licensing in the City of Seattle; and the Committee submitted reports to the Council in May and December of 1971 recommending reorganization of licensing administration and enforcement and the establishment of general principles for licensing coverage and procedure, and recommending that the reorganized administering agency examine the City's regulatory licensing ordinances and regulations and propose revisions to the City Council; and

WHEREAS, a new Department of Licenses and Consumer Affairs was established by Ordinance 102252, effective October 3, 1973, to administer the License Code and related regulatory and revenue licensing ordinances of the City of Seattle; Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING:

That the Department of Licenses and Consumer Affairs, consulting with members of the former Citizens Advisory Committee for Licensing and Consumer Affairs and with other interested persons, groups, and agencies, shall:

1. Examine the License Code (Ordinance 48022) and all other licensing ordinances of the City of Seattle in order to evaluate their need, relevance, impact, and adequacy;
2. Examine activities not now regulated by City licensing ordinances to determine whether additional license regulations are needed;
3. Examine City licensing ordinances to determine what activities now regulated by the City no longer need regulation because they are obsolete, effectively self-regulated, or adequately regulated by state or federal laws or regulations;
4. Examine the administrative and enforcement costs and fee structure of the City's regulatory licensing;
5. Examine the distribution of the burden of raising City revenues through licensing, including the impact on activities now taxed.
6. Examine the availability and suitability of potential alternate and additional sources of City revenue through licensing;
7. Based on the foregoing examination, make findings and recommendations to the City Council for a revised License Code for the City of Seattle; and
8. Report periodically to the City Council's Public Safety and Health Committee, at least at quarterly intervals beginning October 1, 1974, on the progress of the Department in this project and submit to the Council a final report and recommendations by December 31, 1975.

AND IT IS FURTHER RESOLVED, that the principles and policies of the City of Seattle in the exercise of its licensing power shall be as set forth below.

REGULATORY LICENSING

1. The regulatory licensing power of the City of Seattle should be used to protect citizens from commercial activities and enterprises which:
 - a. Discriminate against persons on the basis of age, sex, sexual orientation, marital status, race, color, creed, religion or national origin, except where age or sex are bona fide qualifications reasonably necessary to the normal operation of the particular commercial activity or enterprise;
 - b. Defraud or otherwise deceive the public; or
 - c. Violate laws protecting the quality of the environment.

2. No other regulatory licensing should be required for any activity or enterprise unless:
 - a. The activity or enterprise poses a specific hazard to property, privacy, health, safety, or security; and
 - b. The hazard is clearly identified in the enacting legislation; and
 - c. Licensing regulations will reduce the hazard by specifying qualifications and standards of conduct for licensees; and
 - d. The hazard is not already adequately controlled by fire, building, housing, zoning, health, or other similar City codes.
3. Licensing should not be used:
 - a. To regulate activities or enterprises creating no hazard to property, privacy, health, safety, or security on the sole ground that they may offend moral precepts; or
 - b. To restrict or abridge activities or enterprises involving speech, expression, petition, assembly, and association unless they are shown to be necessary to avoid imminent danger to property, privacy, health, safety, or security, and then the restriction may be no broader than necessary; or
 - c. To suppress legitimate competition; or
 - d. To set prices or rates unless monopoly conditions exist which cannot be eliminated or otherwise controlled.
4. Subject to the provisions set forth above, regulatory licensing should provide comprehensive and balanced protection to a full range of legitimate interests, including but not limited to the interests of businesses, taxpayers, homeowners, consumers and others, including property, privacy, health, safety, and security; including racial, sexual, and other guaranteed form of equality; and including the quality of the environment.
5. All ordinances establishing regulatory licenses should state clear and explicit criteria for the issuance, denial, suspension and revocation of each license.

REVENUE TAXES AND REGULATORY FEES

1. Revenue taxes from licensing should meet the following criteria:
 - a. Efficiency The tax should be levied in a way which can be easily and inexpensively administered by the City and complied with by the taxpayer. A minimum of revenue raised should be consumed in the process of raising it.
 - b. Simplicity Tax laws should be written so they can be readily understood by the taxpayer and the tax official. The amount of tax due should be easily computed and verified.

- d. Neutrality The tax should be designed so that all sectors of the economy are affected to about the same extent, thus assuring that the common necessities and amenities of life are not overburdened by the tax. The objective should be to avoid distorting the economic signals which are received in the marketplace and which determine the relative amounts of various goods and services produced. Where feasible, the effect of taxes levied by other jurisdictions should also be considered.
 - e. Growth Tax rates should not be so high as to either discourage reasonable economic growth or to place Seattle in a position of comparative disadvantage vis-a-vis other communities.
 - f. Public Costs Special compensatory taxes may be levied to reflect total costs, if it can be shown that certain classes of businesses entail public costs not taken into consideration in the private sector's decision-making processes (that is, commercial activities which tend to promote needless consumption or waste, or which despoil the environment and cause or contribute to hazards to the property, privacy, health, safety, or security of substantial numbers of people.)
2. Regulatory license fees should meet the following criteria:
- a. Sufficiency License fees should cover the full cost of issuance, administration, and enforcement of the regulatory license.
 - b. Efficiency The fee should be designed for easy, inexpensive administration by the City and easy, inexpensive compliance by the licensee.
 - c. Simplicity The fees should be easily understood by licensees and city officials, leaving as small a margin as possible for subjective interpretations.

AND IT IS FURTHER RESOLVED that the City Council will revise the Seattle License Code and related ordinances according to the principles and policies set forth in this Resolution, proceeding incrementally to consider and act on proposals submitted by the Department of Licenses and Consumer Affairs in its quarterly and final reports, with the objective of completing the new License Code by April 30, 1976.

Passed by the City Council the 30th day of September, 1974.

RESOLUTION 25223

A RESOLUTION expressing the intent of the Mayor and City Council to explore multi-jurisdictional licensing of taxicab operations in the City of Seattle and King County.

WHEREAS, Seattle Ordinance 48022, Sections 232 through 239, as amended, and Ordinance 59866, as amended, license and regulate taxicab operations within the City of Seattle; and

WHEREAS, King County Code, Chapter 6.64, as amended, licenses and regulates taxicab operations in unincorporated King County; and

WHEREAS, the City of Seattle and King County maintain separate and distinct taxicab licensing and regulatory programs; and

WHEREAS, these separate programs lead to inefficient taxicab operations since a taxicab may not pick up passengers in a jurisdiction in which it is not licensed and therefore must return empty to its own jurisdiction after delivery of passengers to the other jurisdiction; and

WHEREAS, such an inefficient system leads to increased costs of taxicab operations which are passed on to consumers in the form of higher fare rates; and

WHEREAS, elderly and handicapped persons often have no alternative means of transportation available and therefore must pay the costs of inefficient taxicab operations; and

WHEREAS, inefficient taxicab operations result in excess energy consumption at a time when energy conservation should be promoted; and

WHEREAS, the Port of Seattle is now considering an alternative to the grant of an exclusive contract for operation of taxicab service at Seattle-Tacoma International Airport, which should increase the efficiency and decrease the cost of regional taxicab operations; and

WHEREAS, in Resolution 24706 (adopted September 30, 1974) and Resolution 25079 (adopted May 17, 1976), the City Council, the Mayor concurring, directed the Department of Licenses and Consumer Affairs to prepare a revised License Code, including revisions to the sections licensing and regulating taxicab operations; Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING:

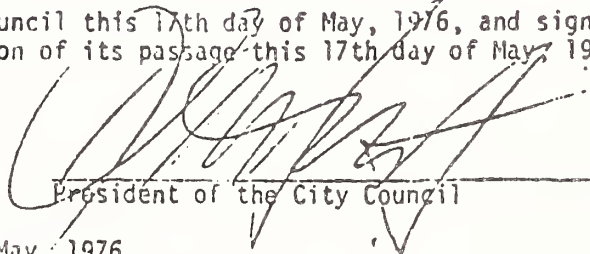
That multi-jurisdictional licensing of taxicab operations in the City of Seattle and King County, whether joint, reciprocal, or cooperative, should be thoroughly explored in cooperation with King County and the Port of Seattle.

That by September, 1976, the Seattle Department of Licenses and Consumer Affairs -- in cooperation with King County, the Port of Seattle, the taxicab industry, and other interested parties -- shall prepare and submit to the Mayor and City Council recommendations for organizing and implementing a multi-jurisdictional

licensing program. The recommendations shall be consistent with the licensing policies set forth in Resolution 24706 and shall explore the merits and feasibility of:

- (1) Unrestricted pick-up and delivery of passengers in the City of Seattle and unincorporated King County;
- (2) Standardization of license fees;
- (3) Compatible regulatory provisions, which may include joint review and adoption of rate schedules;
- (4) Enforcement of regulatory provisions; and
- (5) Equitable and sufficient taxicab services to all districts and communities in Seattle.

PASSED by the Seattle City Council this 17th day of May, 1976, and signed by me in open session in authentication of its passage this 17th day of May, 1976.

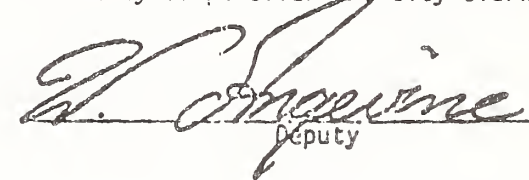


 President of the City Council

Filed by me this 17th day of May, 1976

ATTEST: 

 City Comptroller and City Clerk

BY: 

 Deputy

Concurred in:



 Wes Uhlman, Mayor

REPEALED - ORD.
109348

ORDINANCE 108196

AN ORDINANCE relating to the licensing and regulation of taxicabs, adding Sections 500, 501, 502, 503, 504, 505, 506, 507, 508, 510, 511, 512, 513, 514, 520, 521, 522, 523, 524, 525 and 526 to the License Code (Ordinance 48022) and repealing Ordinances 59866, 62610, 69144, 69377, 69585, 69680, 70429, 71905, 73762, 74086, 78208, 79136, 80008, 80648, 86242, 87597, 87630, 89192, 91012, 91670, 92658, 93542, 93887, 94021, 95032, 95501, 95715, 96433, 97192, 97839, 99225, 100479, 102637, 103347, 103690, 103880, 106133, 106178, 106189, 106609, 107135, 107144, 107351, 107574, 107742, 107918, and 108087, and other ordinances or parts thereof inconsistent herewith, amending Section 36 of the Weights and Measures Ordinance (Ordinance 98820) to increase the taximeter inspection fee, and amending Sections 14, 21, and 401, and adding Section 21.3 to the License Code (Ordinance 48022).

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That new Sections 500, 501, 502, 503, 504, 505, 506, 507, 508, 509 (Reserved), 510, 511, 512, 513, 514, 515-519 (Reserved), 520, 521, 522, 523, 524, 525, 526, and 527-529 (Reserved), are added to the License Code (Ordinance 48022) to read as follows:

Section 500. Purpose. It is the purpose of Sections 500 through 526 to require taxicab owners to obtain licenses in order to insure that they operate safe vehicles and obtain public liability insurance for the protection of the public, and conduct the taxicab business in a fair and reasonable manner.

Section 501. Definitions.

A. "Affiliated taxicab" means a taxicab associated with a group of taxicabs having multiple owners and operating under the same color or other identification scheme.

B. "Affiliation representative" means the person who has the authority to file rates for a group of affiliated taxicabs.

C. "Independent taxicab" means a taxicab or group of taxicabs having one owner and operating under the same color or other identification scheme.

D. "Operate" means engage in the activity of picking up any passenger for hire.

E. "Owner" means the registered owner as defined by the Revised Code of Washington (RCW) 46.04.460, as now or hereafter amended.

F. "Taxicab" means any motor vehicle which carries passengers for hire, where the route traveled or destination is controlled by a passenger, and the fare is based on an amount recorded and indicated on a taximeter.

*S/B 107133 JB

1 G. "Taximeter" means a device which records and indicates a fare, rate, or
2 charge calculated according to distance traveled, and may also record and indicate
3 a fare, rate, or charge based on waiting time, extra passengers, initial charge, and
4 such other fares, rates, or charges as are not prohibited by the License Code or the
5 Weights and Measures Code.

6 Section 502. License Required. It is unlawful for any person to engage in the
7 business of operating a taxicab without first obtaining a Taxicab License for each
8 vehicle.

9 Section 503. License Fee. The fee for a Taxicab License is \$60.00 per year.

10 Section 504. License Expiration Date. Taxicab Licenses expire annually on
11 August 31.

12 Section 505. License Application. Application for the Taxicab License shall
13 include at least the following information:

- 14 (1) Ownership of the vehicle to be licensed;
- 15 (2) Identification of the vehicle and company vehicle number;
- 16 (3) Name, fictitious or otherwise, under which the vehicle is to be oper-
17 ated;
- 18 (4) Distinguishing color scheme or other identification scheme to be used
19 on the vehicle.

20 Section 506. Safety, Meter, and Posting Inspections.

21 A. All vehicles operated under the authority of Sections 500 to 526 may be
22 inspected from time to time as determined by the Director in response to com-
23 plaints received or observations that such inspection is desirable, for the purpose of
24 determining proper equipment and safe condition for the transportation of
25 passengers, provided that inspections shall be conducted at least annually. The
26 Director shall promulgate rules and regulations which set forth standards of safety
27 and the scope of inspections, including but not limited to standards regarding
28 brakes, lights, tires, glass, seat belts, and special equipment.

B. Recognizing that changing tire or wheel size, or tampering with the
gears or seal of taximeters, or otherwise altering the approved operation of taxi-
meters has sometimes occurred, and that such tampering is difficult to discover

1 unless taximeters are closely inspected, the Director shall inspect all taximeters at
2 least once each year, and may inspect them at any reasonable time to determine
3 continuing compliance with the License Code and the Weights and Measures Code.

4 C. Recognizing that proper posting of taxicab rates inside the vehicle as
5 determined by the Director is a crucial source of consumer information regarding
6 proper rates and other information, and that such posting cannot be checked for
7 compliance unless the vehicle is entered for inspection, the Director shall inspect
8 all rate posting for proper form, location, and information at least annually, and
9 may so inspect at any reasonable time to determine continuing compliance with the
10 License Code.

11 Section 507. Financial Responsibility. All taxicab licensees shall maintain
12 and furnish to the Director proof of compliance with RCW 46.72, as now or here-
13 after amended, relating to financial responsibility. Such proof shall consist of
14 proof of For-Hire certification with the State of Washington. Additionally, all
15 licensees shall maintain a policy of uninsured motorist coverage which runs to the
16 benefit of passengers. The City of Seattle need not be named as an additional
17 insured. Licensees may meet the above requirements for financial responsibility
18 through a program of self insurance pursuant to RCW 46.29.630.

19 Section 508. Payment of Judgments. Failure to pay any judgment within
20 thirty (30) days after the judgment becomes final or to make any payment pursuant
21 to a judgment shall result in denial, suspension, or revocation of a Taxicab License.
22 No Taxicab License shall be renewed if an outstanding final judgment exists.

23 Section 510. Rates to be Filed. Each owner of an independent taxicab or
24 each affiliation representative shall present proof of authority to file rates satis-
25 factory to the Director, and shall file all rates and charges with the Director in a
26 form as required by the Director.

27 Section 511. Changing Rates. Rates may be changed by filing a new rate
28 schedule with the Director during the months of August, November, February, and
May. If the rate change does not necessitate a meter adjustment, the new rate
becomes effective fifteen (15) days after filing. If a meter adjustment is required,
the new rate becomes effective for each affected taxicab when the cab meter is

1 approved, but not sooner than fifteen (15) days after filing the new rate; provided
2 that no taxicab affected by the rate filing shall operate after ninety (90) days
3 following the filing of the new rate schedule unless its meter has been adjusted and
4 approved by the Director.

5 Section 512. Rate Filing. Rates must be filed within thirty (30) days after
6 the effective date of this ordinance; meters must be approved and inspected within
7 one hundred twenty (120) days after the effective date; provided that if new rates
8 filed do not necessitate a meter adjustment, meters need not be approved. Rates
9 established by Ordinance 59866 as last amended by Ordinance 108087 shall remain
effective until new rates are filed and meters approved at the new rate.

10 Section 513. Posting Rates. Each taxicab shall have conspicuously displayed
11 within its passenger compartment the name and number of the taxicab and the
12 rates of fare according to a uniform system which can readily be understood by
13 passengers, as required by the Director by rule.

14 Section 514. Contract Rates. Rates may be charged pursuant to a written
15 contract which may establish a fare for specific transportation at a different rate
than the filed rate.

16 Section 520. License Plates. A licence plate, or plates, to be known as
17 Seattle Taxicab License Plates, in such form and content as prescribed by the
18 Director, shall be issued with each Taxicab License, and shall be attached to the
19 vehicle as prescribed by the Director. Whenever a Seattle Taxicab License Plate is
20 lost, stolen or destroyed, a new license plate may be issued upon the payment of a
21 replacement fee of five dollars (\$5.00) and the filing of an affidavit of loss. If the
22 original license plate is recovered, it shall be returned to the Director promptly.
Failure to comply with the provisions of this section is a violation.

23 Section 521. Receipt Provided Upon Request. Each licensee or agent shall
24 provide a customer with a receipt when required. The receipt shall include com-
25 plete and accurate information in legible form as follows:

- 26 (1) Name of the licensee and the Seattle Taxicab License number;
- 27 (2) Signature of the driver and the (For-Hire) Driver's License number;
- 28 (3) Date, time, and place of trip origin and dismissal; and
- (4) Itemized listing of charges and total fare paid or charged.

1 Section 522. Notice to Passengers. Each licensee or agent shall display at all
2 times a notice in the taxicab interior which is readily visible to and readable by
passengers as follows:

3 "The driver of this taxicab is required by Seattle ordinance to give a receipt
4 for service provided to any customer who requests a receipt. Any complaint
5 about taxicab service or charges may be directed to the Seattle Department
6 of Licenses and Consumer Affairs, (mailing address), (telephone number)."

7 Section 523. Equipment.

8 A. Each taxicab shall be equipped with a taximeter installed in the vehicle
9 in such a position that the face upon which the fare or charge is indicated is readily
visible to and readable by passengers.

10 B. At a minimum, each taxicab shall be equipped with either a top light, a
11 flag attached to the taximeter, or other equipment approved by the Director which
12 indicates that the taxicab is employed or unemployed and is visible from a distance
13 of ten (10) feet from the vehicle.

14 Section 524. Packages.

15 A. Passenger valises or small hand baggage which can be carried con-
16 veniently within a taxicab shall be loaded, conveyed, and unloaded from the taxicab
free of charge.

17 B. Nothing in this ordinance shall prohibit or limit the right of licensees to
18 use taxicabs for transporting packages for hire.

19 Section 525. Violations. It is a violation for any person to:

20 (1) Operate or authorize any other person to operate a taxicab for which a
21 license has not been issued;

22 (2) Operate, or for any licensee to authorize any person to operate, a
23 taxicab on which a Seattle Taxicab License Plate is not attached as required by the
Director;

24 (3) Falsify any record, document, or information required to be kept or
25 submitted to the Director (or Hearing Examiner) by this title, or by rule or regu-
26 lation prescribed hereunder;

27 (4) Employ as a driver, or authorize the taxicab to be operated by, a person
28 who does not have a For-Hire Driver's License issued by the City of Seattle or King
County;

1 (5) Drive, or any licensee to authorize any person to drive, a taxicab which
2 is not equipped and in safe condition as required by the Seattle Traffic Code and
3 RCW 46.37, as now or hereafter amended;

4 (6) Drive, or any licensee to authorize any person to drive, a taxicab which
5 is not equipped with seat belts for all passengers;

6 (7) Drive, or any licensee to authorize any person to drive, a taxicab de-
7 signed for the transportation of handicapped persons, unless retaining locks for
8 wheelchairs are installed and operable;

9 (8) Charge, or to authorize a driver to charge, any passenger an amount
10 different than a fare, rate, or charge as filed pursuant to this ordinance, or, if the
11 transportation is provided pursuant to a contract, an amount different than the
12 fare, rate, or charge set forth in the contract;

13 (9) Use or authorize to be used, a trade name, color scheme, or other
14 identification upon a taxicab or in any advertising or public listing, which conflicts
15 with any other name, scheme, or identification or tends to deceive the public, and
16 which has not been approved by the Director;

17 (10) Carry any passenger to the destination by a route that is not the safest
18 and most direct, unless the customer specifically authorizes the deviation or al-
19 ternate route;

20 (11) Refuse to accept as a passenger any person of proper department who
21 requests transportation when the taxicab is not already carrying a passenger;

22 (12) Operate, or to authorize a person to operate, a taxicab unless it is
23 equipped with a taximeter, the taximeter has been inspected and approved by the
24 Director, and on which the seal has not been broken, the size of gears operating the
25 taximeter has not been changed, the size of the wheels or tires of the taxicab has
26 not been changed, and the taximeter has not been changed from one vehicle to
27 another, or otherwise tampered with;

28 (13) Activate the meter when the taxicab is not employed or fail to activate
the meter at the beginning of each for hire trip, unless the transportation is
provided pursuant to a written contract;

(14) Operate, or for any licensee to authorize a person to operate, a taxicab

1 unless it is equipped, at a minimum, with either a top light, a flag attached to the
2 taximeter, or other approved equipment which indicates whether or not the taxicab
3 is carrying a passenger, and such equipment is in working condition and is visible
4 from a distance of ten (10) feet;

5 (15) Activate any equipment which indicates that the taxicab is carrying a
6 passenger when it is not, or to fail to activate such equipment when the taxicab is
7 carrying a passenger;

8 (16) Fail to post rates and other information, or provide receipts, as required
9 by the Director;

10 (17) Use a taxistand for purposes other than to await the carriage of pas-
11 sengers for hire;

12 (18) Operate a taxicab more than ninety (90) days after the filing of a new
13 rate, unless the taxicab's taximeter has been adjusted to reflect the new rate and
14 has been approved by the Director; or

15 (19) Pick up additional passengers without the approval of the original
16 passenger or to charge rates not in compliance with rates filed with the Director.

17 Section 526. Reciprocal Provisions. A Taxicab License may be denied,
18 suspended, or revoked upon finding that the applicant or licensee, or owner, officer,
19 or agent thereof has violated, or has caused or permitted a driver to violate, any
20 King County or Port of Seattle ordinance or regulation pertaining to the operation
21 of taxicabs while in those jurisdictions.

22 Section 2. That Ordinance 59866 as amended relating to licensing and regu-
23 lation of taxicabs, and entitled:

24 "AN ORDINANCE relating to and regulating the conveyance of pas-
25 sengers and baggage for hire in the City of Seattle, fixing the
26 rates therefor, providing penalties for violation thereof, and
27 repealing Ordinances numbered 42589, 45685, 46748, 48199,
28 49184, 49524, 57409, 59171, 59175 and all other ordinances and
parts of ordinances in conflict herewith."

and Ordinance 62616, entitled:

" AN ORDINANCE relating to and regulating the conveyance of pas-

1 sengers for hire in the City of Seattle; prescribing minimum and
2 maximum rates therefor; imposing upon the City Comptroller
3 certain duties and powers with respect to the enforcement of
4 Ordinance No. 59866 (as amended); and amending Sections 2, 3,
5 4, 5, 6, 9, 10, 13, 14 and 26 of Ordinance No. 59866."

6 and Ordinance 69144, entitled:

7 "AN ORDINANCE relating to and regulating taxicabs, and amending
8 Section 25 of Ordinance No. 59866 to prescribe what luggage
9 may be carried for passengers therein without extra charge."

10 and Ordinance 69377, entitled:

11 "AN ORDINANCE relating to and regulating taxicabs and amending
12 Section 10, as amended, of Ordinance No. 59866 with respect to
13 the location of taximeters therein."

14 and Ordinance 69585, entitled:

15 "AN ORDINANCE relating to public transportation by motor vehicles;
16 prescribing rates of fare for the carriage of passengers in
17 taxicabs, for-hire and sight-seeing motor vehicles; requiring
18 certificates of convenience and necessity for placing additional
19 sight-seeing and for-hire motor vehicles in operation; amending
20 Section 4, as amended, and repealing Section 8 of Ordinance No.
21 59866."

22 and Ordinance 69680, entitled:

23 "AN ORDINANCE relating to and regulating motor vehicles used for
24 taxicabs, for-hire, and sight-seeing, and amending Sections 2 and
25 3 of Ordinance No. 59866, as amended."

26 and Ordinance 70429, entitled:

27 "AN ORDINANCE relating to and regulating the conveyance of pas-
28 sengers and baggage for hire, and amending Section 1 of Ordina-
 ance 59866 to redefine the term 'taxicab.'"

 and Ordinance 71905, entitled:

 "AN ORDINANCE relating to, regulating, and requiring permits for the

1 operation of taxicab, for-hire, and sight-seeing motor vehicles;
2 adding minimum taxicab operation requirements for reissuance
3 of permits, changing the basis for determining the number of
4 taxicab permits, conditionally authorizing additional permits, and
5 amending Sections 2 and 3 of Ordinance No. 59866 accordingly."

6 and Ordinance 73762, entitled:

7 "AN ORDINANCE relating to and regulating the conveyance of pas-
8 sengers and baggage for hire; amending Sections 3, 5, 19 and 22
9 of Ordinance 59866, and adding seven new Sections to said
10 ordinance providing for exclusive occupancy of taxicab stands in
11 public streets, and providing additional requirements and regula-
12 tions for for-hire motor vehicles and the owners, operators and
13 drivers thereof."

14 and Ordinance 74086, entitled:

15 "AN ORDINANCE relating to the conveyance of passengers and bag-
16 gage for hire under Ordinance 59866 and amending Sections 4, 25
17 and 27 of said ordinance."

18 and Ordinance 78208, entitled:

19 "AN ORDINANCE relating to and regulating For Hire motor vehicles
20 under Ordinance No. 59866, as amended, and amending Sections 4
21 thereof to increase taxicab meter rates."

22 and Ordinance 79136, entitled:

23 "AN ORDINANCE relating to the maximum number of taxicabs and
24 amending Section 3 of Ordinance No. 59866 with respect to
25 certain taxicabs operated in territory annexed to the City."

26 and Ordinance 80008, entitled:

27 "AN ORDINANCE relating to the conveyance of passengers for hire
28 under Ordinance No. 59866, as amended, and amending Section 4
thereof to affect changes in rates of and limiting the number of
For-Hire cars."

and Ordinance 80648, entitled:

1 "AN ORDINANCE relating to the operation of taxicabs, for-hire and
2 sightseeing cars, and amending Section 20 of Ordinance No.
3 59866 with respect to drivers previously convicted of driving
4 while intoxicated."

5 and Ordinance 86242, entitled:

6 "AN ORDINANCE relating to the conveyance of passengers for hire
7 under Ordinance 59866, as amended, and amending Section 4
8 thereof to increase taxicab meter rates, and also amending
9 Section 4-a."

10 and Ordinance 87597, entitled:

11 "AN ORDINANCE prohibiting the hiring of drivers of motor vehicles
12 for hire who have within one year been convicted of driving a
13 motor vehicle while intoxicated, and amending Section 20 of
14 Ordinances 59866 accordingly."

15 and Ordinance 87630, entitled:

16 "AN ORDINANCE requiring information concerning shareholders on
17 applications for taxicab permits, or the renewal or transfer
18 thereof, by corporations under Ordinance 59866, as amended, and
19 requiring consent of the City Council for changes in shareholders
20 thereof."

21 and Ordinance 89192, entitled:

22 "AN ORDINANCE amending Sections 1, 2, 4, 12, 13 and 26 of Ordinance
23 59866 relating to and regulating "For-Hire Car" and "Sight-
24 seeing Car or Charter Bus," fixing rates of fare, requiring per-
25 mits, and repealing Sections 4A and 18 of the ordinance, relating
26 to certain taxicab rates and passenger receipts."

27 and Ordinance 91012, entitled:

28 "AN ORDINANCE relating to the conveyance of passengers for hire
under Ordinance 59866 and amending Section 4 thereof to es-
tablish children's sightseeing car rates."

and Ordinance 91670, entitled:

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"AN ORDINANCE relating to the conveyance of passengers for hire under Ordinance 59866 and amending Section 4 thereof to increase certain taxicab rates."

and Ordinance 92658, entitled:

"AN ORDINANCE relating to the regulation of for hire vehicles and amending Section 2 of Ordinance 59866 to eliminate the fee for the transfer of For Hire Car, Taxicab, Sightseeing Car or Charter Bus permits."

and Ordinance 93542, entitled:

"AN ORDINANCE relating to the regulation of for hire vehicles under Ordinance 59866; changing the expiration date of permits; providing for the posting in each taxicab of the name and number thereof; adding a new Section 14-a to authorize the Comptroller to prescribe rules and regulations and repealing Sections 2-a through 2-g of said ordinance."

and Ordinance 93887, entitled:

"AN ORDINANCE relating to the conveyance of passengers for hire under Ordinance 59866 and amending Section 4 thereof to exempt from minimum taxicab rates the transportation of handicapped students under contract with any public or private school and to delete an existing exemption for uniformed servicemen and Red Cross nurses."

and Ordinance 94021, entitled:

"AN ORDINANCE amending Section 8 of Ordinance 93789 to authorize the operation of cabulances without taximeters under certain conditons."

and Ordinance 95032, entitled:

"AN ORDINANCE relating to the conveyance of passengers for hire in the City of Seattle and amending Section 3 of Ordinance 59866 as amended, and adding a new section thereto designated 3-A providing for the issuance of additional taxicab permits by the

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City Council when public convenience and necessity is established."

and Ordinance 95501, entitled:

"AN ORDINANCE relating to the conveyance of passengers for hire under Ordinance 59866 and amending Section 4 thereof to increase certain taxicab rates."

and Ordinance 95715, entitled:

"AN ORDINANCE relating to the regulation of for hire vehicles under Ordinance 59866 and amending Section 2 and Section 3-A thereof to restrict the transfer of permits held by persons who have obtained additional permits under Section 3-A."

and Ordinance 96433, entitled:

"AN ORDINANCE relating to the conveyance of passengers for hire under Ordinance 59866 and amending Section 4 thereof to increase certain 'For-Hire Car' Rates."

and Ordinance 97192, entitled:

"AN ORDINANCE amending Section 7 of Ordinance 93789 relating to cabulances to increase the rates of fare for conveying handicapped passengers for hire."

and Ordinance 97839, entitled:

"AN ORDINANCE relating to the conveyance of passengers for hire under Ordinance 59866 and amending Section 4 thereof to increase certain 'Taxicab Meter' rates."

and Ordinance 99225, entitled:

"AN ORDINANCE relating to the regulation of for-hire vehicles under Ordinance 59866; prescribing conditions and procedures for the transfer of permits, requiring public liability insurance, and amending Section 2 of said ordinance."

and Ordinance 100479, entitled:

"AN ORDINANCE relating to the regulation of for-hire vehicles under Ordinance 59866; authorizing waiver of certain minimum operat-

1 ing requirements, and amending Section 2 of said ordinance, and
2 ratifying and confirming prior acts."

3 and Ordinance 102637, entitled:

4 "AN ORDINANCE relating to the regulation of for-hire vehicles and
5 amending Sections 2, 2i, 3, 3-A, 5, 6, 9, 10, 13, 14, 14a, and 26 of
6 Ordinance 59866 to transfer certain functions from the City
7 Council and City Comptroller to the Director of Licenses and
8 Consumer Affairs."

9 and Ordinance 103347, entitled:

10 "AN ORDINANCE relating to and providing for installation and main-
11 tenance of seat belts for passenger use on certain vehicles for
12 hire, and adding a new section designated Section 14-B to Ordin-
13 ance 59866."

14 and Ordinance 103690, entitled:

15 "AN ORDINANCE relating to rates of fare for conveying handicapped
16 passengers for hire and amending Section 7 of Ordinance 93789
17 to eliminate the fixing of rates by ordinance and provide for the
18 filing of rates by operators with the City."

19 and Ordinance 103880, entitled:

20 "AN ORDINANCE relating to rates of fare for conveying handicapped
21 passengers for hire and amending Section 7 of Ordinance 93789
22 to eliminate the fixing of rates by ordinance and provide for the
23 filing of rates by operators with the City."

24 and Ordinance 106133, entitled:

25 "AN ORDINANCE amending Section 4 of Ordinance 59866 to correct
26 an inadvertent change in the price charged for taxi fare scrip."

27 and Ordinance 106178, entitled:

28 "AN ORDINANCE amending Section 4 of Ordinance 59866 to extend
temporary fare increases for taxicab services until June 30,
1977."

and Ordinance 106189, entitled:

1 "AN ORDINANCE relating to the licensing and regulation of taxicabs
2 and other motor vehicles for hire and their drivers; providing for
3 reciprocal licensing by King County and the City of Seattle, and
4 amending Sections 1, 2, 3, 4, 13, and 15 of Ordinance 59866,
5 repealing Section 3-A and 27 of Ordinance 59866, and amending
6 Sections 103 and 238 of the License Code (Ordinance 48022)."

7 and Ordinance 106609, entitled:

8 "AN ORDINANCE amending Section 44 of Ordinance 59866 to extend
9 temporary fare increases for taxicab services until January 31,
10 1978."

11 and Ordinance 107135, entitled:

12 "AN ORDINANCE relating to the Department of Human Resources;
13 establishing a Handicapped Person and Senior Citizen Identifi-
14 cation program, defining eligibility requirements therefor, and
15 amending Section 1 of Ordinance 59866."

16 and Ordinance 107144, entitled:

17 "AN ORDINANCE amending Section 4 of Ordinance 59866 to extend
18 temporary fare increases for taxicab services through July 31,
19 1978."

20 and Ordinance 107351, entitled:

21 "AN ORDINANCE to amend Ordinance 59866, relating to licensing and
22 regulation of the conveyance of passengers and baggage for hire,
23 by amending Section 3-a to create a one-half yearly fee for
24 taxicab licenses and adding Section 3-c establishing a penalty for
25 late renewal of a license."

26 and Ordinance 107574, entitled:

27 "AN ORDINANCE amending Section 4 of Ordinance 59866 to extend
28 temporary fare increases for taxicab services through December
31, 1978."

and Ordinance 107742, entitled:

"AN ORDINANCE amending Ordinance No. 59866, Section 3, as last

amended by Ordinance 107095 (1978), to provide that the reciprocal licensing program will not be affected by issuance of additional taxicab licenses by King County."

and Ordinance 107918, entitled:

"AN ORDINANCE amending Section 4 of Ordinance 59866 to extend temporary fare increases for taxicab services through June 30, 1979."

and Ordinance 108087, entitled:

"AN ORDINANCE amending Section 4 of Ordinance 59866 to correct an inadvertent error by inserting the date "1979" for the date "1978"."

and Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 24 of Ordinance 101857, and Section 3 of Ordinance 104201, and Section 24 of Ordinance 106025, and Sections 1, 2, 3, 4, 5, 6, 8, 9, and 10 of Ordinance 106189, and Sections 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, and 25 of Ordinance 107095, and any other ordinances or parts thereof inconsistent herewith are hereby repealed.

Section 3. That Section 36 of the Weights and Measures Ordinance (Ordinance 98820) is amended to read:

Section 36. SPECIAL INSPECTION SERVICE. The term "special inspection service," as used in this Code, shall denote all inspection service made on request. Such service shall not be furnished unless and until the applicant shall present to the City sealer a receipt from the City Treasurer showing payment of the fee prescribed.

The following fees for special inspection service are hereby established:

Vehicle (beam type)	5 to 30 Tons	\$ 5.00
Vehicle (beam type)	Above 30 Tons	10.00
Vehicle (automatic-indicating)	5 to 30 Tons	10.00
Vehicle (automatic-indicating)	Above 30 Tons	20.00
Dormant (beam type)	1/2 to 5 Tons	2.50
Dormant (automatic-indicating)	1000# or less	5.00

1	Normant (automatic-indicating)	Above 1000#	10.00
2	Portable	2000# or less	2.50
3	Portable	Above 2000#	5.00
4	OHB (overheading butcher's beam)	6000 to 1100#	5.00
5	Computing	50# or less	1.00
6	Even Balance	1000# or less	1.00
7	Counter	400# or less	2.00
8	Spring Dial Scales	60# or less	10.00
9	Spring Dial Scales	60# to 600#	2.00
10	Hopper	5 Tons or less	25.00
11	Crane	20 Tons or less	25.00
12	Weights-nominal value	Each	1.00
13	Weights-calibration	Each	1.00
14	Gasoline Pumps	Each	2.00
15	Tank Truck Meters	Each	5.00
16	Tank Truck Compartment Calibration	Each	25.00
17	Loading Rack Meters	Each	15.00
18	Linear Measures (yard-sticks)	Each	.50
19	Measuregraphs (cloth measuring)	Each	1.00
20	Taximeters	Each Rate Checked ((2:00))	5.00
21	Odometers	Each	2.00
22	Liquid Test Measures		
23	1 pt. to 5 gal. incl.	Each	1.00
24	Over 5 gal. to 50 gal.	Each	2.00
25	Over 50 gal. to 300 gal.	Each	10.00
26	Over 300 gallons	Each	15.00

Section 5. That new Section 21.3 is added to the License Code (Ordinance 48022) to read as follows:

Section 21.3. Disclaimer of City Liability. Issuance of any license pursuant to this ordinance does not constitute the creation of a duty by the City to indemnify a licensee for any wrongful acts against the public, or to guarantee the quality

1 of goods, services, or expertise of a licensee, or to otherwise shift responsibility
2 from the licensee to the City for proper training, conduct, or equipment or self or
3 agents, even if specific regulations require standards of training, conduct, or
4 inspection.

5 Section 6. That Section 14 of the License Code (Ordinance 48022), as last
6 amended by Ordinance 102636, is further amended as follows:

7 Section 14. In addition to other penalties provided by law, the Director may
8 deny, revoke, or suspend any license issued under the provisions of this ordinance at
9 any time, where the same was:

10 (1) Procured by fraud, or false representation of fact, or for the violation
11 of, or failure to comply with, any of the provisions of this ordinance by the person
12 holding such license, or any of his/her servants, agents, or employees, while acting
13 within the scope of their employment; or

14 (2) The conviction of the person holding such a license of a felony or mis-
15 demeanor involving moral turpitude or an intent to defraud, or the conviction of
16 any agents or employees of any felony, or misdemeanor involving an attempt to
17 defraud committed while acting within the scope of their employment; or

18 (3) If the licensee, any of his/her servants, or agents or employees, while
19 acting within the scope of their employment, violate any law or ordinance relating
20 to the sale or possession of intoxicating liquor, the use, possession, or sale of
21 narcotic drugs, discrimination against any person because of religion, race, creed,
22 color, national origin, sex, sexual orientation, marital status, mental or sensory
23 handicap, or age, or violate any law or ordinance relating to public morality and
24 decency, or with respect to the licenses specified in Section 11 of this ordinance
25 where the business or activity for which such license was issued has been conducted
26 in a disorderly or improper manner, or in violation of any statute of the State or
27 ordinance of the City, or where the person conducting such business or activity is
28 of unfit character to conduct the same, or where the purpose for which the license
was issued is being abused to the detriment of the public, or where such license is
being used for a purpose different from that for which it was issued. No license
shall be revoked or suspended except in accordance with the procedure provided in
this ordinance.

1 The period of revocation shall be at least one (1) year, and the licensee shall
2 not again be licensed for the same kind of business during such period. The period
3 of suspension shall be fixed by the Director at not less than ten (10) nor more than
4 sixty (60) days.

5 Conviction of a violation of any provision of this ordinance shall be prima
6 facie evidence sufficient to warrant revocation or suspension of the license.

7 It is unlawful for any person whose license has been revoked or suspended to
8 keep the license issued to him in his possession or under his control, and the same
9 shall immediately be surrendered to the Director. When revoked, the license shall
10 be cancelled, and when suspended, the Director shall retain it during the period of
11 suspension.

12 Section 7. That Section 21 of Ordinance 48022, as last amended by Ordinance
13 102636, is further amended as follows:

14 Section 21. It is the duty of the Director and agents under the direction and
15 supervision of the Director to assist in the enforcement of the provisions of the
16 license laws of the City, including the apprehension and assistance in the
17 prosecution of violators of the license laws of the City and the performance of such
18 other duties as the Director may from time to time require to assist in the
19 enforcement of the provisions of the license laws of the City, including the ap-
20 prehension and assistance in the prosecution of violators of the license laws of the
21 City. To insure compliance with the provisions of this ordinance, the Director and
22 agents of the Director, who are commissioned as non-uniformed special police
23 officers may issue citation and make arrests for violations of this ordinance; pro-
24 vided, that before making such arrests, such non-uniformed special police officers
25 shall exhibit and display a suitable badge. Regular commissioned police officers
26 may enforce the provisions of the license laws of the City, issue citations and make
27 arrests for violations of this ordinance.

28 The above-named persons shall be authorized to enter and inspect premises
where licensees are employed, or business which are licensed under this ordinance.
during the licensee's normal business hours, for the purpose of determining
compliance with this ordinance.

(To be used for all Ordinances except Emergency.)

The Director is authorized to procure an inspectional warrant if deemed necessary.

Section 8. That Section 401 of the License Code (Ordinance 48022), as added by Ordinance 107095, is amended as follows:

Section 401. Definitions. Except as otherwise specified, the following definitions apply:

(1) "For-Hire Vehicle" means any pedicab or motor vehicle which carries passengers for a fee, other than a taxicab as defined in Ordinance 48022, Section 501.

(2) "Operate" means engage in the business of operating a for-hire vehicle by picking up any passenger within the corporate limits of Seattle, for a fee, and includes owning, leasing, or otherwise controlling the use of the for-hire vehicle.

(3) "Pedicab" means a wheeled device designed for carrying passengers, which is moved by a person pedaling, and which is for hire.

Section 9. Any act pursuant to the authority and prior to the effective date of this ordinance is hereby ratified and confirmed.

Section 10. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 7 day of May, 1979
and signed by me in open session in authentication of its passage this 7 day of May, 1979.

John Miller
President of the City Council.

Approved by me this 15 day of May, 1979.
Charles Royer
Mayor.

Filed by me this 15 day of May, 1979.

Attest: *E. L. King*
City Comptroller and City Clerk.

(SEAL)

Published

By: *[Signature]*
Deputy Clerk.

APPENDIX C: FORMER AND REVISED CITY OF SEATTLE
ADMINISTRATIVE CODE PROVISIONS

C. 1 Previous City Rules and Regulations,
Ordinance 59866

C. 2 New City Rules and Regulations

PREVIOUS CITY RULES AND REGULATIONS, ORDINANCE 59866

RULES AND REGULATIONS

Ordinance No. 59866

OLD RULES

Effective June 1, 1965, the following Rules and Regulations pertaining to the Motor Vehicles For-Hire Ordinance No. 59866, as amended, Numbers 1 to 7 inclusive, are hereby adopted and published in accordance with the provisions of Section 14-A of the above ordinance for the information of all concerned:

- Rule 1. Obsolete Vehicle: A motor vehicle shall be deemed as either obsolete, unsafe or unfit for use as a motor vehicle for hire under the taxicab classification when it becomes over six (6) years in age, dating from and including the model year as registered. Provided: The Director of Licenses and Consumer Affairs may continue to approve any vehicle over six (6) years of age upon certification of factual safety inspection by any recognized agency of the manufacturer of such vehicle. Provided Further: Such certification shall be on forms approved by the Director of Licenses and Consumer Affairs and shall certify such vehicle has been mechanically inspected and meets all recognized State and City safety standards and is recommended to be used for the transportation of the public for hire.
- Rule 2. Cab Identification Card: The identification card shall be posted above the taximeter or adjacent thereto. Letters and numerals shall be no less than one inch in height. The "Card" shall be of a durable and lasting material.
- Rule 3. Seal of Approval: Approval by the Director of Licenses and Consumer Affairs shall be evidenced by his certificate which shall be plainly posted on the taximeter. In addition, the face of the meter shall have affixed thereto a lead-wire security seal bearing the City of Seattle approval impression. If such certificate of approval or security seal be defaced, broken or removed for any purpose, it shall be unlawful to operate the taximeter unless reinspected and approved by the Director of Licenses and Consumer Affairs.
- Rule 4. Taximeters: Taximeters shall be equipped to record mechanically trips, units and extras accurately. A meter that fails to meet this requirement as of September 1, 1965, shall not be approved for use.
- Rule 5. Safe Condition: A taxicab shall be deemed to be of safe condition for the transportation of passengers, when the following minimum requirements have been complied with:
- a. An efficient and operable windshield wiper mechanism;
 - b. An adequate braking system including emergency or auxiliary;
 - c. A complete lighting system, exterior and interior, and including signalling devices;
 - d. Rear-view mirrors;
 - e. Glass (Windshield and rear) free of breaks, cracks or defects sufficient to mar vision;
 - f. Tires with minimum tread depth of 2/32 inches as determined by gauge and free of visible defects.
- Rule 6. Proper Equipment: Proper equipment shall include, but not be limited to, the standard equipment on the vehicle when manufactured. Said standard equipment shall be replaced or repaired when it becomes unsightly and not of good appearance or unsafe.
- Rule 7. Trip Sheets: All taxicab trip sheets originated shall have recorded thereon by the driver, accurate opening and closing taximeter readings for each shift the vehicle is operated.

February 28, 1979

RULE: R-2-59866

FILED
FEB 28 1979
12:21

ISSUING AVAILABLE TAXICAB LICENSES

1. AUTHORITY. This rule is made pursuant to Ordinance No. 59866 (Motor Vehicles For-Hire) § 27-a, which states that taxicab licensing actions are to be governed by the procedures established in the License Code; Ordinance No. 48022 § 19.1 grants rule-making authority to enforce the License Code to the Director of Licenses and Consumer Affairs.
2. STATEMENT OF POLICY. As new Taxicab Licenses become available, the Department of Licenses and Consumer Affairs anticipates that the number of applicants will exceed the number of licenses to be granted. In the event that the Department must choose among qualified applicants, the selection will be based on principles designed to allow a fair and equitable opportunity for all applicants to acquire a Taxicab License.
3. PENALTY PERIOD. No new Taxicab License shall be issued to any person who has held an ownership interest in a Taxicab License for a period of one year after it has been revoked by the Department because of failure to meet the requirements of Ordinance No. 59866 S 2(e), concerning days and miles of operation. After the termination of the one-year penalty period, any person may apply for and be granted a new license on the same basis as persons who have not had a license revoked.
4. New licenses will be issued according to the following procedure:
 - (a) Any person who has not had a license revoked within the preceding year may apply for a license.
 - (b) Each person is limited to applying for an ownership interest in one (1) license for each round of license issuance. If enough licenses exist for all applicants to receive one (1) license, additional round or rounds of license issuance will be held to distribute remaining licenses to those requesting applications for additional licenses.
 - (c) All qualified applicants will receive the right to be issued a Taxicab License, except if the number of qualified applicants exceeds the number of available licenses, license issuance will be determined by random selection.
 - (d) Within fourteen (14) calendar days after the right to be issued a license is awarded to an applicant, the applicant must present proof satisfactory to the Director that all requirements of Ordinance 59866 can be met, including without limitation proper insurance, state certification, and equipment. Within four (4) additional weeks, the applicant shall have complied with all requirements of Ordinance 59866, except for good cause shown the Director may extend the time period.

5. OWNERSHIP INTEREST. For purposes of this rule, "ownership interest" will be broadly construed to promote the policy of allowing fair and equal opportunity to obtain Taxicab Licenses among prospective licensees, and includes the following relationships with the named applicant or licensee: sole proprietor, partner, stockholder with an interest of 25% or more in a corporation, trustee/beneficiary, coventurer, or membership in any other group of persons or legal entity in which the member has a beneficial interest.

6. No person shall apply for or transfer a license in circumvention of the purpose of this rule. Application for transfer of a license obtained as a result of a lottery to an individual or entity obtaining an ownership interest in a license by lottery shall be considered an attempt to circumvent this purpose, and shall be denied by the Director; Provided that, if the proposed transferee obtained the ownership interest by lottery more than a full license year before the petition to transfer ownership, the Director may approve the transfer.

7. In the event that applications exceed available licenses, no person or entity who or which has received the right to a license in a lottery shall be eligible for additional lotteries in any twelve (12) month period.

NEW CITY RULES AND REGULATIONS

RULES: R-500 through 526 - 48022

TAXICAB LICENSING AND REGULATION

AUTHORITY. These rules are made pursuant to Section 19.1 of Ordinance 48022, which grants rule-making authority to enforce the License Code to the Director of Licenses and Consumer Affairs.

Rules and regulations promulgated pursuant to Ordinance 59866 and effective on June 1, 1965 and February 28, 1979, and any other rules and regulations promulgated pursuant to Ordinance 59866 and pertaining to taxicabs and/or motor vehicles for hire are null and void.

Rule 505.1 - License Application:

Application for Taxicab License shall be made on the Vehicle For-Hire Taxicab Application prescribed by the Director of Licenses and Consumer Affairs.

Rule 506.A.1 - Safe Condition:

A taxicab shall be deemed to be in safe condition for the transportation of passengers when the following minimum requirements have been complied with:

- (a) An efficient and operable windshield wiper system.
- (b) An adequate braking system, including emergency or auxiliary.
- (c) A complete lighting system, including signalling devices.
- (d) Rear-view mirrors.
- (e) Glass, free of breaks, cracks or defects sufficient to inhibit vision.
- (f) Tires, minimum State required tread depth, 2/32 inch.
- (g) Exhaust system integrity.
- (h) Spare tire and jack in serviceable condition.
- (i) Structural integrity of body members.
- (j) Brake and clutch foot pads, no exposed metal parts.
- (k) Speedometer in working order.
- (l) An adequate steering and suspension system.

Rule 506.A.2

Seat belts will be required equipment in the front and rear seats of all vehicles licensed under this ordinance and will be in sufficient number to accommodate the number of passengers carried. They will be installed and maintained in accordance with the standards established by the National Traffic and Motor Vehicle Safety Act of 1965.

Rule 506.A.3

Vehicles that have mechanical, structural or safety defects, at the time of inspection, may be required to submit to a safety check from any recognized agency of the manufacturer of such vehicle or other established mechanic who retains no financial interest in the taxicab company. This report shall be on forms approved by the Director.

Rule 506.B.1 - Seal of Approval:

As a certification of approval, the taximeter shall have affixed thereto a lead-wire security seal(s) bearing the City of Seattle approval impression. If such security seal(s) are defaced, broken or removed for any purpose, it is unlawful to operate the taximeter unless reinspected and approved by the Director of the Department of Licenses and Consumer Affairs.

Rule 507.1 - Uninsured Motorist Insurance:

Each applicant for a Taxicab License shall submit with the application a Certificate of Insurance showing Uninsured Motorist Coverage issued by an insurance company under RCW 46.70 to engage in business in the State of Washington.

Rule 510.1 - Rate Filing Form:

Rates shall be filed pursuant to the form provided by the Director of Licenses and Consumer Affairs.

Rule 510.2

The affiliation representative authorized to file rates for a group of affiliated taxicabs shall mean the President of the service company, as registered with the Secretary of State in Olympia, or a representative who presents similar proof or evidence to the Director of Licenses and Consumer Affairs that he/she may speak for and/or represent a group of affiliated taxicabs.

Rule 513.1 - Cab Identification Card:

A Cab Identification Card is a sign in public view bearing the taxicab name and number. The Identification Card shall be posted above the taximeter or adjacent thereto. Letters and numerals shall be no less than one (1) inch in height. The "Card" shall be of a durable material.

Rule 513.2

Each taxicab shall have the rate of fare or fares that are in effect and on file with the Director of Licenses and Consumer Affairs conspicuously posted on the right rear window of the vehicle as close to the center post as possible. The taximeter shall indicate, by the use of a numbering system, the particular fare being computed. The numbers shall agree with the number for the fare that is required to be posted on the rate card.

Rule 513.3 - Extras:

Where there is a charge for an additional passenger or passengers, the taximeter shall be required to accurately register "extras". If no charge is made for an additional passenger or passengers, the mechanism must be rendered inoperable or the indications shall be obscured by some means.

Rates shall be posted on a standardized rate card as prescribed by the Director of Licenses and Consumer Affairs.

Rate card specifications are as follows:

1. Minimum rate card size: two (2) inches (W) x five (5) inches (L);
2. Maximum rate card size: six (6) inches (W) x five (5) inches (L);
3. Print color and type: Black Futura Demi Bold;
4. Minimum type size: 10/12 Pt. Futura Demi Bold;
5. Card composition: two (2) millimeter white plastic;
6. Card backing: adhesive high tack back.

Rates shall be posted in a standard form of order and spacing as set forth below the Director of Licenses and Consumer Affairs. If no additional rates are charge space need not be provided beyond the minimum rate card size (2" x 5").

2"

<p>TAXICAB METER RATES</p> <p>BASIC RATE</p> <p>Drop \$ _____</p> <p>Per Mile \$ _____</p> <p>Waiting Time \$ _____ per min.</p> <p>SHARED RIDE</p> <p>Per Passenger \$ _____</p> <p>EXTRAS</p> <p>Per Passenger \$ _____ after _____ passengers</p>	<p>Rate # _____</p> <p>Drop \$ _____</p> <p>Per Mile \$ _____</p> <p>Rate # _____</p> <p>Drop \$ _____</p> <p>Per Mile \$ _____</p>	<p>Rate # _____</p> <p>Drop \$ _____</p> <p>Per Mile \$ _____</p> <p>Rate # _____</p> <p>Drop \$ _____</p> <p>Per Mile \$ _____</p>
--	--	--

6"

"Notice to Passengers", as provided for in Section 522, must conform to the above specifications of print color and type, minimum type size, composition, and backing. This notice must be posted contiguous to rate card.

APPENDIX D: CITY OF SEATTLE REGULATORY FORMS

- D. 1 Procedure for Obtaining a New Taxicab License
- D. 2 License Application
- D. 3 Rate Filing Form
- D. 4 Facsimile License Forms
- D. 5 Weights and Measures Division Inspection Forms
- D. 6 For-Hire Driver's License Application

Your
Seattle
Department of Licenses and Consumer Affairs



Regina L. Glenn, Director
Charles Royer, Mayor

625-2606

Appendix D.1

Page 1 of 2

PROCEDURE FOR OBTAINING A NEW TAXICAB LICENSE

1. Establish Color and Trade Name
 - Distinguishing color scheme or other identifying markings different from other taxicabs.
 - Department of Licenses and Consumer Affairs approval required.
2. Certificate of City Official (State of Washington Form #MOTVCO-450)
 - Obtain signed form from the Department of Licenses and Consumer Affairs.
 - Form is necessary for State licensing.
3. Obtain Insurance, As Required By R.C.W. 46.72
 - 100,000/300,000/25,000 liability limits.
 - Uninsured Motorist 15,000/30,000 required by City.
 - Named insured must be the licensed application (see Caution below).
4. Obtain State For-Hire Certificate in Olympia
 - \$5.00 fee
 - Proof of insurance, (3) above, and Certificate of City Official, (2) above, must accompany your application.
5. Obtain For-Hire Vehicle License Plate (R Plate)
 - Issued by a State vehicle licensing office.
6. Obtain a City Taxicab License

Application requires:

 - \$60.00 fee. Expires August 31st.
\$30.00 one-half year fee after March 1st.
 - Copy of State For-Hire Certificate.
 - Copy of vehicle Registration.
 - File rates (form provided by City).
 - Two (2) sets of color chips, approximately 2" square for each color used on vehicle color scheme.

(Continued on Reverse)

PROCEDURE FOR OBTAINING A NEW TAXICAB LICENSE

7. Meter Tested and Sealed

- Make appointment (625-2717).
- Meter will be approved if test agrees with filed rate.
- Lead seal and paper seal.

CAUTION: An error that is frequently made and will cause you to duplicate your efforts starts with the legal name being incorrect on your Insurance Policy, e.g. Joe Jones (legal name)
Lightning Taxi #10 (trade name)

The name insured is Joe Jones - not "Lightning Taxi"

If you have any questions, call:

City of Seattle - 625-2606
King County - 344-2504
State of Washington - 1-753-9625 (Olympia)

Your
Seattle

Department of Licenses & Consumer Affairs

102 Municipal Building - Seattle, WA 98104 625-2606



VEHICLE FOR-HIRE - TAXICAB
EXPIRING AUGUST 31, 19__

1. Name: _____
Check One: () Individual () Partnership () Corporation

2. Taxicab Name and Vehicle Number(s): _____

3. Business Address: _____ Bus. Phone: _____

4. List True Name(s), Individual Owner or Partners or Corporate Officers.
Name Title Res. Address Res. Phone

5. If a Corporation, List Shareholder Information as Follows:
Name Res. Address Res. Phone % of Shares

6. Applicant Has the Following Outstanding and/or Unpaid Accident Judgments Pending:
Name of Persons Date of Court and Amount of
Awarded Judgment Judgment Case No. Judgment

7. Is a Copy of State For-Hire Certificate Attached? _____
(Must be the Same as Line 1 Above.)

8. Is a Copy of State Motor Vehicle Registration Attached? _____

9. Has Proof of Uninsured Motorist Insurance Been Filed? _____
(Insured Must be the Same as Line 1 Above.)

10. Are Rates on File With This Office? _____
Affiliation Representative is: _____

11. Has vehicle color scheme been approved? Yes () No ()
If no, attach color scheme application.

I have personal knowledge of the matter stated in the foregoing application and the statements contained therein are true.

Signature

Subscribed to before me this _____ day of _____, 19__.
(To be witnessed by Director or Notary Public)

Director, Dept. of Licenses
and Consumer Affairs

By _____ or _____
Notary Public in and For the
State of Washington

RENDERED FROM LEGAL SIZE PAPER



Department of Licenses & Consumer Affairs

102 Municipal Building - Seattle, WA 98104

625-2606

Regina L. Glenn, Director
Charles Royer, Mayor

Taxicab Trade Name

Department Use Only

Date Received

By

or New License ()
Amended Rate ()

TAXICAB RATE FILING FORM

Amended Rates May Be Filed ONLY During the Months of February, May, August and November.

	Basic Rate #1	Rate #2	Rate #3
Drop Charge:	\$ _____	\$ _____	\$ _____
Mileage Charge: (Fraction of Mile)	_____ ¢ per ___/___ Mile	_____ ¢ per ___/___ Mile	_____ ¢ per ___/___ Mile
Waiting Time: (Minutes or Seconds)	_____ ¢ per _____	_____ ¢ per _____	_____ ¢ per _____
Extra Passengers: After One	_____ ¢ per Extra	_____ ¢ per Extra	_____ ¢ per Extra

Describe Rates

#1 Basic - Used When #2 or #3 Do Note Apply.

Senior Citizens, Night,
Pick-Up Outside City,
Etc.

#2

Be Specific

#3

Other Rates (Must be Metered)

Instructions: (See sample on Reverse Side)

The effective date of a rate change must be a minimum of fifteen (15) days after filing. Taxicab meters must be set and sealed to reflect each rate filed. Call 625-2717, Weights and Measures Test Station for appointment. Taxicab rate filing is regulated by Sections 510, 511, and 512 of Ordinance 48022.

Signature of Owner, or Affiliation Representative
As Defined By Taxicab Licensing Rule #510.2

Date

	Basic Rate #1	Rate #2	Rate #3
Drop Charge:	\$ <u>1.00</u>	\$ <u>2.00</u>	\$ <u>.50</u>
Mileage Charge: (Fraction of Mile)	<u>20 ¢</u> per <u>1/5</u> Mile	<u>20 ¢</u> per <u>1/6</u> Mile	<u>15 ¢</u> per <u>1/5</u> Mile
Waiting Time: (Minutes or Seconds)	<u>20 ¢</u> per <u>Minute</u>	<u>30 ¢</u> per <u>Minute</u>	<u>20 ¢</u> per <u>Minute</u>
Extra Passengers: After One	<u>50 ¢</u> per Extra	<u>50 ¢</u> per Extra	<u>25 ¢</u> per Extra
<u>Describe Rates</u>	#1 Basic - Used When #2 or #3 Do Not Apply.		
Senior Citizens, Night, Pick-Up Outside City, Etc.	#2 <u>EFFECTIVE FROM MIDNIGHT TO 6 A.M. ONLY</u>		
Be Specific	#3 <u>SENIOR CITIZENS - OVER 65 YEARS OF AGE</u>		
Other Rates (Must be Metered)	<u>NONE</u>		

Appendix D.4
FACSIMILE LICENSE FORMS

DBA/NO	YEAR/MAKE	VEHICLE I.D. #		
STATE LICENSE	CITY LICENSE	TAB	BY	DATE

_____ 17726
APPLICATION FOR

New
Renewal
Chg. of Owner


TAXICAB LICENSE
EXPIRES AUG. 31, 1980

Validation _____

Remarks:

MAIL
 COUNTER

By _____ Deputy

	<h1>The City of Seattle</h1> <p>Department of Licenses and Consumer Affairs</p>	<p>17726</p>
<p>TAXICAB LICENSE EXPIRES AUG. 31, 1980</p>	<p>F A C S I M I L E</p>	
<p>Date Issued</p>	<p>MUST BE POSTED CONSPICUOUSLY</p> <p>REGINA L. GLENN, DIRECTOR</p>	
<p>By _____ L200 Deputy</p>	<p>By _____ Deputy</p>	

Appendix D.6
 FOR-HIRE DRIVER'S LICENSE APPLICATION

Your
 Seattle
 Department of Licenses and Consumer Affairs

102 Seattle Municipal Building, Seattle, Washington 98104



Application for **FOR HIRE DRIVER'S LICENSE** To Expire

1. Name in full
2. Residence address Telephone No.
3. Length of residence in Washington State?
4. List the city(ies) and state(s) you have resided in during the past ten (10) years, if other than stated above
5. Date of Birth Place of Birth Social Security No.
6. Description: Height Weight Hair Eyes
7. Have you been convicted within the past ten (10) years of:
 - (a) Any felony? Yes No
 - (b) Any law or ordinance relating to the use, sale or possession of narcotics and/or dangerous drugs? Yes No
 - (c) Any law or ordinance relating to morals, or intent to defraud? Yes No
 If the answer to questions 7(a), 7(b) or 7(c) above is YES, state particulars, including the date(s), place(s), offense(s) and disposition(s)

(use space on reverse side if needed)

8. Employers Name and Address

9. For Hire Driver License Applicants ONLY - Complete (a) and (b) below

(a) Washington State Drivers License No. Expires

(b) List ALL citations or arrest for moving traffic violations during the past five (5) years:

DATE	PLACE	VIOLATION	DISPOSITION

(use space on reverse side if needed)

NOTE: Any statement made above or on the reverse side hereof that is found to be knowingly false will result in denial of the license.

STATE OF WASHINGTON
 COUNTY OF KING ss.
 CITY OF SEATTLE

..... being first duly sworn upon oath, deposes and says: I am
 the above named applicant, and make this affidavit for the purpose of obtaining from the City of Seattle a
 FOR HIRE DRIVER'S LICENSE in accordance with provisions of Ordinance No. 48022
 I have personal knowledge of the matter stated in this application and the statements contained therein are true.

Signature of Applicant

Subscribed and sworn to before me this..... day of....., 197.....

AUDREY L. OLSON, Director
 Department of Licenses and Consumer Affairs

Notary Public

By Deputy

SPACE BELOW FOR DEPARTMENT USE ONLY

APPROVAL RECEIVED
 Civil Service Department Fee Date Paid

Health Department License No. Bond No.

Police Department Date Issued By

REPRINTED FROM LEGAL SIZE PAPER

APPENDIX E: KING COUNTY CODE PROVISIONS BEFORE AND
AFTER REGULATORY CHANGES

(Revisions to old ordinance are ~~struck-out-like-this~~)

4/5/79
4/27/79

Proposed No. 79-566

ORDINANCE NO. 4232

RECEIVED
KING COUNTY
LICENSES

MAY 21 1979

AN ORDINANCE relating to Taxis--Businesses and Drivers; amending procedures and fees charged for applying for various licenses implementing a new policy by which the schedule of rates and charges shall be set; amending Ordinance 1120, Sections 1, 2, 5, 6, 10, 29, and 30 and KCC 6.64.010, 6.64.020, 6.64.050, 6.64.060, 6.64.100, 6.64.290 and 6.64.300; repealing Ordinance 1120, Section 3 and KCC 6.64.030; adding a new section to provide for other jurisdictions or public agencies to contract for services with King County.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 1120, Section 1 and KCC 6.64.010 are hereby amended as follows:

Definitions. For purposes of this chapter and unless the context plainly requires otherwise, the following definitions apply:

(a) (~~"Director of the King County Public Safety Department" means the director and any of his duly authorized representatives.~~) "Affiliated taxicab" means a taxicab associated with a group of taxicabs having multiple owners and operating under the same color or other identification scheme, all of which must operate under an identical schedule of rates and charges.

(b) (~~"Enforcement officer" means the director and his duly authorized representatives, or the director of the King County Public Safety Department and his duly authorized representatives.~~) "Affiliation representative" means the individual or organization who has the authority to file rates for a group of affiliated taxicabs.

(c) (~~"For-hire driver" means any person in charge of or driving a taxicab or for-hire vehicle carrying passengers or baggage for hire, as hereinafter further defined, provided, however, that the provisions of this chapter shall not apply to drivers of motor vehicles operated by any municipal or privately owned, licensed transit system.~~) "Director of the King County

1 Public Safety Department" means the director and any of his duly
2 authorized representatives.

3 (d) (~~"For-hire-vehicle,"-wherever-used-in-this~~
4 ~~chapter,-means-and-includes-every-motor-vehicle-other-than-a~~
5 ~~"sightseeing-car-or-charter-bus"-having-a-seating-capacity-of~~
6 ~~seven-passengers-or-more,-as-per-manufacturer's-rating,-used-for~~
7 ~~the-transportation-of-passengers-for-hire,-and-not-operated~~
8 ~~exclusively-over-a-fixed-and-definite-route,-provided,-however,-~~
9 ~~that-this-definition-does-not-include-a-motor-vehicle-with-a~~
10 ~~seating-capacity,-including-the-driver,-not-exceeding-fifteen~~
11 ~~persons-which-operates-to-transport-passengers-between-their~~
12 ~~places-of-abode,-or-termini-near-such-places,-and-their-places-of~~
13 ~~employment,-in-a-single,-daily-round-trip-where-the-driver-is~~
14 ~~also-on-the-way-to-or-from-his/her-place-of-employment.))~~

15 "Enforcement officer" means the director and his duly authorized
16 representatives or the director of the King County Public Safety
17 Department and his duly authorized representatives.

18 (e) (~~"Taxicab"-means-every-motor-vehicle-having-a~~
19 ~~seating-capacity-of-six-passengers-or-less-as-per-manufacturer's~~
20 ~~rating,-used-for-the-transportation-of-passengers-for-hire,-and~~
21 ~~not-operated-over-a-fixed-and-definite-route.)) "For-hire
22 driver" means any person in charge of or driving a taxicab or
23 for-hire vehicle carrying passengers or baggage for hire, as
24 hereinafter further defined; provided, however, that the
25 provisions of this chapter shall not apply to drivers of motor
26 vehicles operated by any municipal or privately owned, licensed
27 transit system.~~

28 (f) (~~"Taximeter"-means-any-instrument-or-device-by~~
29 ~~which-the-charge-for-hire-of-a-passenger-carrying-vehicle-is~~
30 ~~mechanically-measured-or-calculated-either-for-the-distance~~
31 ~~traveled-by-such-vehicle-or-for-waiting-time,-or-for-both,-and~~
32 ~~upon-which-such-calculated-charges-shall-be-indicated-by-means-of~~
33 ~~figures.)) "For-hire vehicle," wherever used in this chapter,~~

1 means and includes every motor vehicle other than a "sightseeing
2 car or charter bus" having a seating capacity of seven passengers
3 or more, as per manufacturer's rating, used for the
4 transportation of passengers for hire, and not operated
5 exclusively over a fixed and definite route; provided, however
6 that this definition does not include a motor vehicle with a
7 seating capacity, including the driver, not exceeding fifteen
8 persons which operates to transport passengers between their
9 places of abode, or termini near such places, and their places
10 of employment, in a single, daily round trip where the driver is
11 also on the way to or from his/her place of employment.

12 (g) (~~"Motor vehicle" means every self-propelled~~
13 ~~vehicle by or upon which any person may be transported or~~
14 ~~carried upon a public street, highway or alley, provided that~~
15 ~~vehicles used exclusively upon stationary rail trucks or~~
16 ~~propelled by the use of overhead electric current or for hotel or~~
17 ~~hotel keepers conveying their guests to and from hotels or motels~~
18 ~~free of charge or reward and used exclusively for that purpose~~
19 ~~only, shall not come under the provisions of this chapter.))~~

20 "Licensee" shall mean all applicants, including affiliation
21 representative, required to license taxicabs or for-hire vehicles
22 under the provisions of this chapter.

23 (h) (~~"Engage in the business of operating any taxicab~~
24 ~~or vehicle for hire" means the pickup and transportation of any~~
25 ~~fare-paying passenger from a point within the geographical~~
26 ~~confines of unincorporated King County, whether or not the~~
27 ~~vehicle is dispatched from a taxicab stand or office within any~~
28 ~~other municipal corporation, and whether or not the ultimate~~
29 ~~destination or route of travel is within the confines of~~
30 ~~unincorporated King County, provided that nothing in this~~
31 ~~chapter shall be construed to apply to taxicabs or for-hire~~
32 ~~vehicles licensed by any other municipal corporation and~~
33 ~~transporting passengers from a point within the licensing~~

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1 ~~municipality to a destination outside thereof, whether or not the~~
2 ~~ultimate destination or route traveled is within an incorporated~~
3 ~~King County.)~~ "Taxicab" means every motor vehicle used for the
4 transportation of passengers for hire, where the route traveled
5 or destination is controlled by a customer and the fare is based
6 on an amount recorded and indicated on a taximeter.

7 (i) "Taximeter" means any instrument or device by which the
8 charge for hire of a passenger-carrying vehicle is measured or
9 calculated either for the distance traveled by such vehicle or
10 for waiting time, or for both, and upon which such calculated
11 charges shall be indicated by means of figures.

12 (j) "Motor vehicle" means every self-propelled vehicle by
13 or upon which any person may be transported or carried upon a
14 public street, highway or alley; provided, that vehicles used
15 exclusively upon stationary rail tracks or propelled by the use
16 of overhead electric wires, or for hotel or motel keepers con-
17 veying their guests to and from hotels or motels free of charge
18 or reward and used exclusively for that purpose only, shall not
19 come under the provisions of this chapter.

20 (k) "Engage in the business of operating any taxicab or
21 vehicle for hire" means the pickup and transportation of any
22 fare-paying passenger from a point within the geographical
23 confines of unincorporated King County, whether or not the
24 vehicle is dispatched from a taxicab stand or office within any
25 other municipal corporation, and whether or not the ultimate
26 destination or route of travel is within the confines of
27 unincorporated King County; provided, that nothing in this
28 chapter shall be construed to apply to taxicabs or for-hire
29 vehicles licensed by any other municipal corporation and
30 transporting passengers from a point within the licensing
31 municipality to a destination outside thereof, whether or not
32 the ultimate destination or route traveled is within unincor-
33 porated King County.

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1 SECTION 2. Ordinance No. 1120, Section 2 and KCC 6.64.020
2 are hereby amended as follows:

3 License--Applications. It is unlawful to own, operate,
4 or engage in the business of operating a taxicab or for-hire car
5 in the unincorporated areas of King County without first having
6 obtained, for each and every vehicle so used, a license from the
7 director, to be known as a for-hire or taxicab license. Licenses
8 shall be obtained in the following manner and under the following
9 conditions:

10 (a) The applicant for such license, in a manner
11 approved by the director shall show in his application: the true
12 name and address of the applicant, and if a corporation, the
13 names and addresses of the principal officers and shareholders
14 thereof, the classification under which the vehicle will be
15 operated, whether as taxicab or other vehicle for hire; the year
16 for which the license is sought; and shall furnish full, true and
17 accurate information concerning the ownership, identification,
18 company vehicle number, the name of the business, fictitious or
19 otherwise under which the vehicle is to be operated, the
20 distinguishing color scheme, design or dress, including any
21 monogram or insignia to be used on such vehicle or vehicles,
22 (~~the number of days and the mileage for each day of operation~~
23 ~~for any or all vehicles operated by the applicant under any~~
24 ~~license issued under the provisions of this chapter or any prior~~
25 ~~ordinance of King County regulating taxicabs and for-hire~~
26 ~~vehicles for the year preceding the yearly period specified in~~
27 ~~the application~~), whether he has been convicted of any violation
28 within ten years preceding the date of application related to the
29 sale or possession of intoxicating liquor, gambling or any law or
30 ordinance relating to public morality and decency, or for
31 violating any law or ordinance involving an intent to defraud, or
32 whether the applicant has ever been convicted of any law or
33 ordinance relating to the use, sale or possession of narcotic

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1 drugs or barbituates, or any such other information the director
2 may require, which he deems reasonably necessary to aid in the
3 enforcement of this chapter.

4 (b) The director shall inquire into the correctness of
5 the information furnished, and if so satisfied, after due inves-
6 tigation, that the applicant is the reliable and bona fide owner
7 of the motor vehicle, has met the various requirements of this
8 chapter, that the name under which the applicant is to operate
9 and the color scheme used upon the motor vehicle does not conflict
10 with others so used, or tend to deceive the public, that the
11 motor vehicle is equipped with proper state license and City of
12 Seattle license, if applicable, and is properly insured for the
13 protection of the public as required by law, (~~and that there is~~
14 ~~a bona fide need for taxicab or for hire service in the unincor-~~
15 ~~porated area of King County~~) a license may thereupon be issued
16 in accordance with the provisions of this chapter, authorizing
17 the operation of the motor vehicle under the classification
18 applied for. (~~provided however that a reciprocal license may~~
19 ~~be issued granting the authority to operate the same taxicab~~
20 ~~in unincorporated King County to a person who has a valid taxicab~~
21 ~~license issued by the City of Seattle for a fee of twenty-~~
22 ~~five dollars. Such reciprocal license is to be valid for one~~
23 ~~year, expiring August 31st of each year or until joint or~~
24 ~~reciprocal licensing and enforcement is formally adopted by King~~
25 ~~County and the City of Seattle~~).

26 (c) A license may be denied to any person if the director,
27 after due investigation, has reason to believe that the applicant
28 is dishonest or immoral, or desires such license to enable him
29 to engage in a dishonest, unlawful, or immoral act, practice or
30 enterprise. Wilful falsification or omission of any information
31 required in the application shall constitute grounds for denial
32 of the license.

33 (~~no license shall be transferable to any person~~)

1 except in case of a bona fide sale of the business of the owner
 2 or operator of the motor vehicle and no license shall be trans-
 3 ferred to any other motor vehicle without approval of the
 4 director and then only in cases where the motor vehicle for which
 5 the license is issued shall be sold, become obsolete, unsafe or
 6 unfit for further use. Such determination shall be made by the
 7 director and his determination shall be conclusive. All County
 8 licensed taxicabs shall be operated for at least ten miles per
 9 day for two hundred thirty days of the licensed year, nor shall
 10 any new taxicab license be issued to any person holding a license
 11 which lapses because of failure to meet the foregoing requirement
 12 in the next preceding licensed year, provided, however, that the
 13 director, upon good cause shown, may waive the foregoing
 14 requirement.)

15 SECTION 3. Ordinance 1120, Section 5 and KCC 6.64.050 are
 16 hereby amended as follows:

17 Color scheme. The director shall, in the interest of
 18 protecting the public from being deceived or confused, have the
 19 exclusive control in the granting of permission to use any color
 20 scheme, design or monogram by any taxicab, affiliated taxicab or
 21 vehicle for hire. It is unlawful to use or change any color,
 22 design, monogram or insignia on any taxicab, affiliated taxicab
 23 or vehicle for hire without the prior permission and approval of
 24 the director. Failure to comply with this provision shall be
 25 grounds for revocation of any taxicab, affiliated taxicab or
 26 for-hire vehicle license.

27 SECTION 4. Ordinance 1120, Section 6 and KCC 6.64.060 are
 28 hereby amended as follows:

29 Expiration of licenses and license fees. All licenses
 30 issued under this chapter shall expire on August 31st of each
 31 year. Such licenses may be renewed by the license holder for the
 32 succeeding year by making application therefor with the director
 33 at least ten days prior to the expiration date. ((The expiration

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~~date for licenses issued pursuant to section 6.64.020(b) shall be that date as stated in Section 6.64.020(b))~~

SECTION 5. Ordinance 1120, Section 10 and KCC 6.64.100 are hereby amended as follows:

Rate Schedule. Every licensee shall, before commencing operation, have its affiliation representative file with the director his or her proposed schedule of rates and charges ((+)); PROVIDED THAT, such schedule of rates and charges shall become effective fifteen days after they have been filed with the director in a form deemed appropriate by the director; PROVIDED FURTHER THAT, no new schedule of rates and charges may be filed with the director unless such are filed during the months of February, May, August, November of any year; PROVIDED FURTHER THAT, for calendar year 1979, schedules of rates and charges may be filed for the first thirty days following the legally effective date of this ordinance and during the months of August and November; PROVIDED FURTHER THAT, the schedule of rates and charges filed with the director shall be identical in their content with the schedule of rates and charges filed with other jurisdictions having license issuance authority. It is unlawful for any licensee to charge any greater or lesser sum than is specified by such filed schedule of rates, except as herein provided, and it is unlawful to make any discriminatory charges to any person, or to make any rebate or in any manner reduce the charge to any person unless such reduction is in conformity with the schedule, and rates and charges shall be conspicuously displayed in the taxicab so as to be readily discernible to the passenger. Operation of any taxicab or for-hire vehicle without the filing and display of rate schedules shall be a prima facie grounds for the suspension or revocation of the license.

~~((e)--to facilitate cooperation, the rate schedule for taxicabs shall be temporarily the same as that set by the City of Seattle as follows:~~

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1 ~~For one passenger for the first one seventh~~
2 ~~mile or fraction thereof-----\$.00~~
3 ~~Thereafter for each additional one seventh~~
4 ~~mile or fraction thereof-----\$.10~~
5 ~~For every one minute of waiting time-----\$.12~~
6 ~~No additional passenger shall be picked up without the~~
7 ~~express consent of the original passenger.)~~

8 ((←b→)) (a) The rate schedule for for-hire vehicles
9 shall be determined for each licensee by the director, who shall
10 take into account, among other things, and with the objective of
11 prescribing a just and reasonable rate, the following factors:

12 (1) The public need for adequate for-hire vehicles
13 service at the lowest level of charges consistent with the
14 provision, maintenance and renewal of such service;

15 (2) The rates of other licensees operating in the same
16 or similar areas;

17 (3) The effect of such rates upon transportation of
18 passengers by other modes of transportation;

19 (4) The licensee's need for revenue of a level which
20 under honest, efficient and economical management is sufficient
21 to cover the cost (including all operating expenses, depreciation
22 accruals, rents, license fees and taxes of every kind) of
23 providing adequate for-hire vehicles service; plus an amount
24 equal to such percentage of the cost as a reasonably necessary
25 for the replacement of deteriorated for-hire vehicles and a
26 reasonable profit to the license. The relation of revenues to
27 expenses may be deemed the proper test of a reasonable profit.

28 ((←e→)) (b) The rates specified in this section for
29 taxicabs and for-hire cars shall not apply to transportation of
30 persons provided pursuant to a written contract which establishes
31 a fare at a different rate for specified transportation services
32 of the contracting taxicab company or for-hire car. The contract
33 period shall not exceed one year ((and a copy of the contract

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1 signed-by-all-parties, must be filed with the director of
2 licenses at least three days excluding Saturdays, Sundays, and
3 holidays, prior to commencement of such transportation services)).

4 SECTION 6. Ordinance 1120, Section 29 and KCC 6.64.290 are
5 hereby amended as follows:

6 Licensing fees. It is unlawful to engage in the
7 business of operating a taxicab or for-hire vehicle as defined in
8 this chapter without first having obtained a valid and subsisting
9 license to do so. This license shall be known as and the fee
10 shall be as follows:

11 (a) Taxicab license . . . ((~~\$100.00~~)) \$60.00 per
12 vehicle. ((~~provided semiannually, \$25.00 per vehicle, provided~~
13 ~~semiannually for reciprocal licenses~~))

14 (b) For-hire vehicle license . . . \$100.00 per vehicle.
15 ((~~provided semiannually~~))

16 SECTION 7. Ordinance 1120, Section 30 and KCC 6.64.300 are
17 hereby amended as follows:

18 For-hire driver's license required--Application. It is
19 unlawful for any person to drive or operate a taxicab or for-hire
20 vehicle in the unincorporated areas of King County without first
21 having obtained a valid and subsisting license to do so, which
22 license shall be known as a for-hire driver's license; provided
23 that this shall not apply to any person validly licensed by the
24 City of Seattle to drive a taxicab or for-hire vehicle if such
25 person registers such valid license with the director; provided,
26 however, that this section shall not apply to drivers of taxicab
27 and for-hire vehicles licensed by King County pursuant to Section
28 6.64.020(b); further provided, that this shall not relieve any
29 such for-hire or taxicab driver from complying with the
30 provisions of this chapter, and failure to comply may result in
31 the suspension or revocation of authority to drive a for-hire
32 vehicle or taxicab within the unincorporated areas of King County.
33 The license shall be obtained in the following manner:

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1 The applicant shall file an application on a form furnished by
2 the director, which shall be signed and sworn to by the applicant and shall
3 contain: Name, height, weight, color of hair and eyes, residence address,
4 place and date of birth, length of time a resident of the state of Washington,
5 whether a citizen or noncitizen, last place of employment, whether or not the
6 license was ever suspended or revoked and for what cause, and such other
7 information as may reasonably be required. The applicant shall on the
8 application give the names and mailing addresses of four persons, not rela-
9 tives, who have known the applicant for at least two years past.

10 SECTION 8. Ordinance 1120, Section 3 and KCC 6.64.030 are each
11 repealed.

12 NEW SECTION. SECTION 9. Scope of authority. Unless otherwise
13 specifically stated, binding provisions shall apply to all licensees operating
14 in the unincorporated areas of King County and other jurisdictions or public
15 agencies authorized to contract for services with King County under the
16 authorities provided in the Interlocal Agreement Act, RCW 39.34, as amended,
17 provided that, should provisions herein conflict with those contained in any
18 such interlocal agreement, the interlocal agreement shall supercede in all
19 cases.

20 NEW SECTION. SECTION 10. Sufficiency of need for service required as
21 license issuance criteria, for one year from effective date.

22 For one year from the effective date of this ordinance any applicant
23 for a taxicab or for-hire license, other than those vehicles currently
24 licensed, shall continue to be required to show that there is a bona fide
25 need for taxicab or for-hire service in the unincorporated area of King
26 County. The deletion of this requirement in Section 2(b) is therefore delayed
27 one year from the effective date of this ordinance, provided that current
28 license holders shall upon renewal of said licenses pay the fee of \$60.00
29 per taxicab vehicle licensed and \$100.00 per for-hire vehicle licensed,
30 regardless of whether the prior license was a regular taxicab license or a
31 reciprocal taxicab license.
32
33

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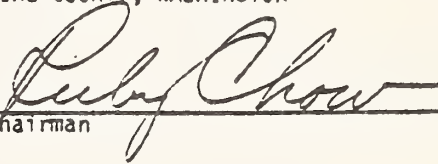
Page 12 of 12

1 NEW SECTION. SECTION 11. The King County Council shall review this
2 ordinance no later than one year after its effective date to consider and
3 act upon any proposed amendments.

4 INTRODUCED AND READ for the first time this 16th day of
5 April, 1979.

6 PASSED this 7th day of May, 1979.

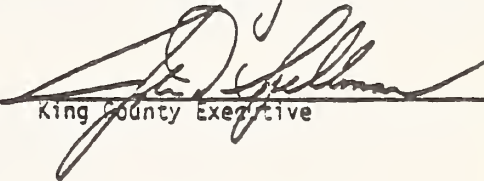
7 KING COUNTY COUNCIL
8 KING COUNTY, WASHINGTON

9 
10 Chairman

11 ATTEST:

12 
13 Deputy Clerk of the Council

14 APPROVED this 17th day of May, 1979.

15 
16 King County Executive

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APPENDIX F: KING COUNTY NEW ADMINISTRATIVE CODE PROVISIONS,
ORDINANCE 4232

WHEREAS, King County Ordinance No. 4232 was passed by the County Council on May 7, 1979 and approved by the County Executive on May 17, 1979;

WHEREAS, this ordinance is effective on May 27, 1979;

WHEREAS, the ordinance amends, substantially, portions of King County Code 6.64, regarding the filing of rates and the requirement of need and necessity prior to issuance of a taxicab license;

WHEREAS, the Supervisor of King County Business Licenses has the authority to adopt rules and regulations as granted in K.C.C. 6.01.030;

WHEREAS, the Supervisor of King County Business Licenses found as a fact and declared that an emergency existed adopted KCBL 6-64-010(b), 6-64-080, 6-64-100, 6-64-300, and 6-64-480 as necessary for the immediate preservation of public peace, health and safety, for the support of county government and its existing public institutions, on June 1, 1979;

WHEREAS, pursuant to King County Code 2.98.070 such emergency rules are not to remain in effect for more than ninety (90) days.

WHEREAS, a public hearing was advertised and held pursuant to the requirements of K.C.C. 2.98 on July 30, 1979 concerning the emergency rules, etc.;

NOW THEREFORE, by the authority vested in me by King County Code 6.01, and more specifically K.C.C. 6.01.030, I hereby declare the rules 6-64-300, and 6-64-480 adopted, as provided by King County Code, Chapter 2.98.

Dated this 30th day of July,
1979.

James J. Buck

James J. Buck, Supervisor
King County Business License

KCBL 6-64-010(b). AFFILIATION REPRESENTATIVE

An "affiliation representative" is someone who is authorized to file rates for affiliated taxicabs. In the instance of an independent operator, the owner of such taxicab shall be the affiliation representative for purposes of filing rates.

KCBL 6-64-080 TAXICAB PLATES

Beginning August 31, 1979 one taxicab plate shall be issued by the Director. It must be located on the licensed taxicab in the following location:

Left rear of vehicle on trunk cover or lower part
of rear door for station wagon vehicles.

Existing sets of plates will have to be returned to the County as required in King County Code 6.64.080. Plates lost or not returned shall be paid for at the rate of \$5.00 per plate.

KCBL 6-64-100 RATE FILING

- A. Rates shall be filed on the form provided by the Director. The form is set forth in Attachment "A" to these rules and regulations. Amendments to filed rates will not be permitted, other than during the months of August, November, February and May of any year.
- B. Each taxicab shall have the filed rates conspicuously displayed inside the vehicle. The approved area inside the vehicle is the right rear window, as close to the center post as possible, facing into the passenger; and,

The size, color and type of printing of these posted rates must be sufficiently large, clear and distinguishable so as to reasonably prevent passenger misunderstanding and confusion.

Business card size is not acceptable.

- C. If the rates filed reflect varying rates (discounts, surcharges, geographical differences, etc.) then the taximeter must indicate the rate being charged and such indicator must coincide with the denominator used on the filed rate posted inside the taxicab. (E.g., if (1) on the filed rate posted inside the taxicab is the rate set forth for transporting senior citizens, then the taximeter must be equipped in such a way as to have a (1) appear to the passenger.)
- D. King County will accept a meter inspection approval performed by the City of Seattle Meter Testing Station in lieu of County testing on our measured mile.

The approval must be evidenced in writing.

KCBL 6-64-300 FOR-HIRE DRIVER'S LICENSE

Registration of a valid City of Seattle for-hire driver's license shall include:

1. Submitting a copy of the City of Seattle license; and,
2. Paying to the County the sum of \$1.00 for the County license.

KCEL 6-64-300 Continued

The fee in 6-64-300(2) represents the approximate cost of the film, laminating packet and ID card used in making the County license.

KCBL 6-64-480 SUFFICIENCY OF NEED FOR SERVICE REQUIRED AS LICENSE CRITERIA

Pursuant to King County Ordinance No. 4232, Section 10, persons applying for a taxicab or for-hire vehicle license, after the effective date of Ordinance No. 4232, are required to show that there is a bona fide need for such taxicab or for-hire service in unincorporated King County.

- A. The following proof may be submitted in showing that there is a bona fide need for service in the unincorporated areas of King County:
1. Submission of citizen signatures requesting the additional service:
 - a. Signatures must be submitted on a petition including the printed name, address and telephone number of the citizen; whether the citizen is requesting the service in a personal or business capacity; how often the citizen uses a taxicab each year; and whether the citizen is requesting the service for a designated area of the county or for the entire King County unincorporated area;
 - b. Signatures must be signed with knowledge that falsification(s) on the petition are punishable by a fine not exceeding \$250 or imprisonment in the County jail not exceeding 90 days or both and that the information is subject to verification by King County;
 2. Submission of business records of an existing taxicab or for-hire vehicle:
 - a. Such records (dispatch records, trip sheets, etc.) must show capacity or incapacity to respond to requests for service;
 - b. Records must be specific concerning dates, times, addresses, names, etc.;
 - c. Submission of such records presupposes verification by the County of such information, and towards that end the existing company's business records must be made available to the County, at reasonable times, upon a request to inspect such records by the County;
 3. Submission of transportation contracts, pursuant to King County Code 6.64.100, or other documentation showing guaranteed ridership or guaranteed service offered by the applicant to persons or businesses for the transportation of passengers;
 4. Submission of documents by another governmental agency requesting such taxicab or for-hire vehicle service in their jurisdiction:
 - a. Submission may be in the form of an Interlocal Services Agreement with King County for the regulation and licensing of taxicabs or for-hire vehicles;

KCBL 6-64-480 Continued

- b. Submission may be in the form of general correspondence requesting such additional service, especially if such jurisdiction is adjacent to the unincorporated areas of King County.
- B. Upon receipt of an application for a taxicab or for-hire vehicle, pursuant to King County Ordinance No. 4232, Section 10, the Director shall:
1. Check the application form for completeness;
 2. Accept the license fee of \$60 and give the applicant a receipt for same;
 3. Begin an investigation and evaluation of the proof submitted by the applicant to show there is a bona fide need for service in the unincorporated area of King County;
 - a. Such investigation must be completed and a decision made by the Director, whether to grant a license or not (i.e., whether bona fide need for service has been shown by what has been submitted), within 45 days from the date the completed application is received. (For purposes of this subsection a completed application means when the application form, license fee and proof is received by the County in a complete form.)
 - c. The investigation and evaluation will be performed so that the Director considers the public need for service (as set forth in the material submitted) versus the existing levels of service present in the industry at the time of the application (e.g. average response time for pickup service, average trips per day per vehicle, effect of additional service in certain geographical area(s), existing industry profit margin, if determinable, etc.)
 4. Render any decision to the applicant in writing within 45 days from the date the completed application is received.

The applicant may appeal the decision of the Director, by filing such appeal, pursuant to the appeal process outlined in K.C.C. 6.01.50;

C. Minimum Proof Qualifications

In reference to the requirements of KCBL 6-64-480, A.(1) through (4), the following minimum proof qualifications shall be shown to exist before a license may be issued by the Director:

1. The number of signatures multiplied by the total number of taxicab trips per year as set forth by those registered voters must equal 500;
2. The number of service requests lost because the taxicab company was unable to respond due to full ridership; the number of service requests referred to other taxicab companies due to full ridership; the number of service requests lost due to slow response time; and the number of service requests to which the response time exceeds 20 minutes from the time the request is received, must equal 500 or more;

KCEL 6-64-430 Continued

3. The number of transportation contracts or guaranteed rides/service multiplied by the number of times per year such rides/service is required, must equal 500 or more; and,
4. The number of service responses (pickups) in the jurisdiction must equal 500 or more.

The 500 or more amount stated in (1), (2), and (3) of this section may be attained through the accumulation of the figures of (1), (2) or (3), and is required for each taxicab license applied for. Material submitted for one such application may not be used for other applications.

- D. If, upon receipt of the material submitted by the applicant to show bona fide need for taxicab service, the investigation and evaluation reveals that there is sufficient proof of such need, but that over 90% of such proof comes from, originated in or is restricted to limited geographical area of unincorporated King County, then the license issued must, at the end of each license year, reflect 50% of its business (pickups) originating in the same geographical area.

Failure to do so will result in the revocation of the license. It may be reapplied for after a period of 60 days subject to the same terms and conditions as a normal application.

APPENDIX G: KING COUNTY REGULATORY FORMS

- G. 1 Application for Taxicab License
- G. 2 For-Hire Driver's License Application
- G. 3 For-Hire Driver Certification and Examination Forms
- G. 4 Rate Filing Form
- G. 5 Inspection Report

Appendix G.1
APPLICATION FOR TAXICAB LICENSE

King County, State of Washington
John D. Scellman, County Executive

Department of Executive Administration
Donald G. Phelps, Director



Division of General Services
Animal, Business and Manage License Section
Room 403, King County Administration Building
500 4th Avenue
Seattle, Washington 98104
(206-344-4195/2504/3933)

APPLICATION FOR TAXICAB LICENSE

Date: _____
Receipt #: _____
Fee: _____
Expires 8 - 31 - _____

1. Applicant Full Name _____

2. Applicant Address _____
Street City State Zip
If a Corporation, list Officers and Shareholders (Names and Addresses)

3. Doing Business As (Name and Address) _____

4. Classification of Vehicle _____

5. Vehicle Information: _____
Make of Car Year Type Vin #

_____ ;
Meter Serial # Colors and Insignia (description, etc.)

6. List convictions within the last 10 years (Felony and Misdemeanor):

Signature of Applicant

Subscribed and sworn to before me this _____ day of _____, 19_____.

By _____
Notary Public
Seattle, King County, Washington

My commission expires _____

FOR OFFICE USE ONLY

Cab # _____ Ins. Valid Yes No

L.C. Plate# _____ Ins. Expiration Date _____

Seattle Plate # _____

State R-Plate # _____

Flags (type & date) _____

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Appendix G.2 FOR-HIRE DRIVER'S LICENSE APPLICATION

Application for: _____

Fee _____
Date Paid _____
Receipt # _____
License # _____
Expires _____
Late Fee _____

(Please print)

1. Name in full _____ Phone: _____
List alias or maiden name _____

2. Address _____
Street _____ City _____ State _____ Zip _____

3. Place and date of birth _____ Citizen of U. S. _____

4. Length of residence in King County: _____ If less than 1 year, state prior
address outside of King County. _____

5. Name and address of employer. _____

6. Height _____ Weight _____ Color of Hair _____ Eyes _____ SSN _____

7. Nature of relationship to Employer/Establishment? _____

8. List all arrests, convictions, or confinements:

<u>CHARGE</u>	<u>DATE</u>	<u>PLACE</u>	<u>CASE DISPOSITION</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

9. List employment history for 5 years previous:

10. IF PRIVATE SECURITY = Is Firearm to be used? _____
IF FOR-HIRE DRIVER = Wash. St. Operator's License _____
ONLY List names and addresses of 4 persons, not related, who have known
you for 2 years past:

STATE OF WASHINGTON,
ss.
COUNTY OF KING

_____ being first duly sworn on oath, deposes and
says, I am the above named applicant and make this affidavit for the purpose of obtaining
from the County of King a _____ License in accordance with the
provisions of the License regulations. I have personal knowledge of the matter stated in
the foregoing application and the statements contained therein are true.

Signature of Applicant _____

Subscribed and sworn to before me this _____ day of _____, 19____.

By _____
Notary Public
Seattle, King County, Washington
My commission expires _____

REPRINTED FROM LEGAL SIZE PAPER

KING COUNTY FOR-HIRE DRIVER CERTIFICATION FORM

KING COUNTY BUSINESS LICENSE SECTION
403 King County Administration Building
Seattle, Washington 98104
344-2504

FOR-HIRE DRIVER

(Applicant's Name)

(Date)

TO WHOM IT MAY CONCERN:

THIS IS TO CERTIFY THAT
ANCE WITH THE PROVISIONS CONTAINED IN: K.C.C. 6.64, AS TO HIS/HER
AN AUTOMOBILE OR OTHER VEHICLE FOR HIRE.

HAS BEEN EXAMINED IN ACCORD-

HE/SHE IS RECOMMENDED FOR A FOR-HIRE DRIVER'S LICENSE.

By _____ M.D

_____ Address

_____ Phone

Applicant's Signature

KING COUNTY BUSINESS LICENSE SECTION
 King County Administration Building
 Seattle, Washington 98104
 344-2504

Appendix G.3
 KING COUNTY FOR-HIRE DRIVER
 EXAMINATION FORM

FOR-HIRE DRIVER

 (Applicant's Name)

 (Address) (City) (Zip)

The requirements for FOR-HIRE DRIVER licensure, to rule out infirmity of body or mind which would unfit him/her for the safe operation of any automobile or other vehicle for hire, are:

HAVE YOU HAD?	CHECK		REFLEXES	MUSCULO-SKELETAL DEFECTS:
	YES	NO		
Bone or joint disease or injury			Rhomberg _____	REMARKS:
Diabetes			Eye _____	
Dizziness			Finger to nose _____	
Fits or epilepsy			HEART	
Heart trouble			Murmurs _____	
Hernia or rupture			Rate _____	
Mental illness			Rhythm _____	
Tuberculosis			BLOOD PRESSURE	
Unconsciousness			Systolic _____	
A drug problem			Diastolic _____	
Other _____			DISTANT VISION	
Are you taking any medications? If yes, What?			Right 20/_____ Cor. to 20/_____	
			Left 20/_____ Cor. to 20/_____	
			HEARING Less than 20 decibels loss at:	
			Right Ear _____ c.p.s.	
			Left Ear _____ c.p.s.	
			COLOR VISION Pic. _____	
			Yarns _____	
			ANGLE VISION _____	
			DEPTH PERCEPTION _____	
			SEROLOGY _____	
			URINALYSIS _____	
			X-RAY No. _____	

APPLICANT

Date _____

M.D. _____

Address _____

NOTE: Results of examination should be returned on the attached form.

Appendix G.4
KING COUNTY RATE FILING FORM

King County State Treasurer
1000 University Street, Seattle, WA 98101

Department of Executive Administration
600 4th Avenue, Seattle, WA 98101

Division of General Services
4000 University and Marine View, Seattle, WA 98101
Room 3100 King County Administration Building
1000 University Street, Seattle, WA 98101
Phone: 206-462-1100
Fax: 206-462-1100

RECEIVED
KING COUNTY
LICENSES

KING COUNTY TAXICAL RATE FILING FORM

MAY 3 1 1979

REPRODUCED FROM LEGAL SIZE PAPER

1. Taxical Trade Name: ACE CAB
2. Taxical Color(s): TURQUOISE OVER RED TOP-TURQUOISE BODY-RED
3. Taxical Number(s): #5

4. Owner/Affiliation Representative: MILDRED L. KASMAN

5. Rate Schedule:

first 1/5 mile	\$1.00
each additional 1/5 mile	.20
waiting time- each 60 seconds	.20
each additional passenger	.30

I, MILDRED L. KASMAN, hereby declare that I am the owner/authorized affiliation representative and that the above statements and rate schedule are true and correct.

Mildred L. Kasman
Signature of Owner/Affiliation Representative

Subscribed and sworn to before me this 30th day of MAY, 19 79.

John K. ...
Notary Public for and by the State of Wash.

INSPECTION REPORT

CONSTRUCTION NOTICE

VEHICLE NAMES			VEHICLE IDENTIFICATION			
STATE LICENSE #			REG. STATE	REG. TRUCK	REG. MOTORCYCLE	
COUNTY LICENSE #						
DR. MAKE	MODEL	YR.				
VIN #						
SERIAL #						
DRIVERS NAME						
ADDRESS						
STATE DRIVERS LICENSE #						
C. LICENSE #						
MOTORCYCLE LICENSE #						
			TIME	TEST 1	TEST 2	TEST 3
			DIRT SIDE	FRONT	REAR	

	SAT	UNSAT		SAT	UNSAT
1. HEADLIGHTS			12. INTERIOR		
2. TURN SIGNALS			13. SPEEDRING		
3. STOP LIGHTS			14. VISIBILITY		
4. TAIL LIGHTS			15. RATE SCHEDULE		
5. JACK-LOG WRENCH			16. WINDSHIELD WIPERS		
6. SPARE TIRE COND.			17. EMERGENCY BRAKE		
7. EMERGENCY SIGNAL SW.			18. GLASS CONDITION		
8. EXTERIOR			19. HORN		
9. DOOR HARDWARE			20. BRAKES		
10. CONDITION OF TIRES			21. TRIP SHEET		
11. EXHAUST SYSTEM			22. FOR-HIRE LIC DISP		

REMARKS

SIGNATURE OF DRIVER _____ HOUR AM
 SIGNATURE OF INSPECTOR _____ PM
 DATE _____

APPENDIX H: PORT OF SEATTLE - FORMS USED IN LICENSING
AIRPORT TAXICABS

- H. 1 Taxicab Permit Renewal Procedures
- H. 2 Taxicab Complaint Forms
- H. 3 Central Dispatch Log
- H. 4 Airport Taxi Information Notice

TAXICAB PERMIT RENEWAL PROCEDURES

August 6, 1979

TO: All Taxicab Operators

SUBJECT: Port of Seattle Taxicab Permit Renewal

Gentlemen:

Renewal tags covering the license period ending August 31, 1980 are now available for purchase in the Airport Operations Office, Room 330, Main Passenger Terminal, Sea-Tac International Airport. Port of Seattle Taxicab Permits and/or renewal tags may be purchased during the hours of 8:30 a.m. to 11:30 a.m. and 12:30 p.m. to 4:00 p.m. daily, Monday through Friday only.

All taxicabs picking up passengers at the airport must display the AUG 80 decal effective 8:00 a.m. September 1, 1979.

The following documentation must be presented by persons purchasing Port of Seattle Taxicab Permits and/or renewal tags:

Original or certified copy of King County Taxicab License (regular or reciprocal) covering the license period ending August 31, 1980, reflecting the taxicab company, cab number, and County medallion number.

Receipt for payment of license fees covering the above license period issued by King County will be accepted in lieu of the above PROVIDED it reflects the same information as called for above, i.e., expiration date or license period covered, cab company and number, and County medallion number. If any of the above information is missing, permit will not be issued/renewed.

Copy of fee schedule currently on file with the King County licensing authority. All filed fees must apply throughout King County. Any fees applicable only to passengers or cargo picked up on the airport will be construed as grounds for denial of Port of Seattle Taxicab Permits.

In lieu of the above documentation, major taxicab companies and/or service organizations may present a complete listing of all assigned taxicabs reflecting taxicab company, cab numbers, and County medallion numbers. Such list must be certified as to correctness by a representative of the King County licensing authority. Also, a fee schedule applicable to the entire fleet will be acceptable.

In order to speed up the renewal process, it is requested that you KNOW YOUR PORT OF SEATTLE TAXICAB PERMIT NUMBER.

Sincerely,



W. D. Robertson
Superintendent of Operations

RAM:ss

cc: Port Police
King County - Business License Division

DISTRIBUTION: Airport Taxi Service
 Farwest Taxi Cabs
 Farwest of the County
 Gray Top Cabs
 Yellow Cab
 Broadway Cab
 Taxicab Reader Board

PORT OF SEATTLE
SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 66727 / SEATTLE, WASHINGTON 98188

Dear

It is our understanding that you desire to register a formal complaint relative to taxicab operations at Sea-Tac International Airport.

To help us determine the facts in the case, it is requested that you complete and return the attached Sea-Tac International Airport Taxicab Complaint form to the address indicated thereon at your earliest convenience.

I can assure you that your complaint will be investigated to the extent possible based on information which you supply. Appropriate corrective action will be taken in those instances where such action is determined to be warranted.

Thank you for your cooperation.

Sincerely,

W. D. Robertson
Superintendent of Operations

WDR:ja
Attachment

SEA-TAC INTERNATIONAL AIRPORT
TAXICAB COMPLAINT

Complainant: Name: _____

Address: _____

Telephone: _____

Taxicab: Company: _____

Cab Number: _____

Driver's Name (if known): _____

Date & Time of Incident: _____

Location of Incident: _____

Nature of Complaint: _____

(Continue on reverse if necessary)

Witnesses (Name & Address): _____

(Signature of Complainant)

Mail To: Superintendent of Operations
Port of Seattle
Sea-Tac International Airport A-163
P. O. Box 68727

PORT OF SEATTLE

Appendix H.3
CENTRAL DISPATCH LOG

TAXICAB DISPATCH LOG

"MID
Shift"

DATE:

12-1-79

TIME	CALL STATION				CUSTOMER/ DESTINATION	CAB NAME/NR	REMARKS
	1	2	3	4			
2250	X				Mr. Jackson Mrs. Martin	HUSTLE 2	
		X			FARLEY MAY	Y 57	
251	X				MAY WINDY TUN	HAPPY 64	
251	X				MADISON QUEEN ANNE	Y 2	
257		X			SMITH W. J. JENNINGS	Y 1	Renton
316			X		W. J. JENNINGS MRS. M. M. MORGAN	HAPPY 69	FARE REFUSED BY CAB.
22		X			EDWARDS RNT	FARWEST 255	
35	X				KELNER TCM	HAPPY 62	
42		X			LOOMAS SEA	YELLOW 40	
49		X			JACKSON KNT	LUCKY 21	
54	X				BARATZ APA	ROYAL 74	
227		X			DOWNEN APA	BLACK TOP 1	
31	X				RUNGE APA	YELLOW 30	
39	X				HURTADO SST	GRAY TOP 16	
03		X			KIRBY/NARREN BALLARD/WINDY TUN	OK 48/HUSTLE #1	
07	X				DRAGER AKB	LAKE FOREST PARK 26	
22	X				PHILLIPS APA	FURY 199	
31	X				HUGHES SEA	SPIRIT 81	
209	X				LYNN SEA	SEA TAC 100	
51			X		DINEO APA	HUSTLE 2	
46	X				CABLE SEA	FARWEST 221	
09	X				IBHARIAN TAC	SEA TAC 100	
15		X			HALL SEA	PALMABRON #5	
416	X				CRISP SEA	HUSTLE 2	

TAXICAB USERS

FOLLOWING HOTELS/MOTELS PROVIDE COURTESY TRANSPORTATION. USE CALL STATION INSIDE TERMINAL:

- DOUBLETREE INN
- HILTON INN
- HOLIDAY INN/SEA-TAC
- HYATT HOUSE
- IMPERIAL "400"
- JET INN
- KARLAINE HOMETEL
- LANDMARC HOTEL
- RED LION INN
- ROYAL ARMS
- SANDSTONE MOTEL
- SHADOW MOTEL
- SHERATON/RENTON INN
- SKYWAY MOTEL
- TRAVELODGE
- VANCE AIRPORT INN

BEFORE YOU USE THIS PHONE, BE SURE YOUR LUGGAGE AND ALL PASSENGERS ARE READY TO GO.

LIFT THE PHONE. WAIT FOR AN ANSWER. GIVE DISPATCHER YOUR NAME AND DESTINATION ONLY.

YOU WILL NOT HEAR A DIAL TONE.

FIRST CAB WAITING IN LINE WILL BE DISPATCHED TO YOUR LOCATION. DUE TO RECENT DEREGULATION OF TAXICAB FARES, RATES MAY VARY. AVERAGE RATES ARE AS FOLLOWS:

START-UP	\$1.00
PER MILE	1.00
PER MINUTE WAITING TIME	.20
PER EACH ADDITIONAL PASSENGER	.20

RATES ARE REQUIRED TO BE POSTED IN THE CAB. YOU ARE NOT OBLIGATED TO USE ANY CAB WHOSE RATES ARE EXCESSIVE.



TAXICAB PERMIT DECAL PLACED IN LOWER RIGHT-HAND CORNER OF CAB WINDSHIELD

APPENDIX I: DeLEUW, CATHER STAND HAIL SURVEY FORM

REPORT OF NEW TECHNOLOGY

The work performed under this contract, while not leading to any new inventions or patents, has provided new information on the background and implementation of taxicab regulatory and administrative revisions. These research findings will be useful to other communities throughout the United States in the planning of improved transportation services.

HE 18.5 .A37
UM 7A-81-3
Gelb, Pat M.

Taxi regulat
Seattle, WA

Arlington Center

Form DOT F 172
FORMERLY FORM DC



00010148

U.S. DEPARTMENT OF TRANSPORTATION
RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION
TRANSPORTATION SYSTEMS CENTER
CAMBRIDGE, MA 02142
OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF TRANSPORTATION
613

