

March 6, 1987
1048B/SM:ple:m1s

Introduced by: Ron Sims

Proposed No.: 87-45

VETOED

ORDINANCE NO. 7981

AN ORDINANCE relating to taxicab rates and amending Ordinance 1120, Section 10, as amended and K.C.C. 6.64.090.

PREAMBLE:

The King County Council hereby concludes and finds the following: Ordinance 7964 which has recently come into effect requires data be collected to form the basis of future rate recommendations. There has not been sufficient opportunity to generate this data, therefore the rates set forth in this ordinance are necessary to be adopted at this time in order to provide just and reasonable rates for the taxi industry based on the testimony received and the information considered and shall apply until the council reviews and changes the rates pursuant to the process in Ordinance 7964.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 1120, Section 10, as amended, and K.C.C. 6.64.090 are hereby amended as follows:

Rates.

A. The rates for taxicabs licensed to operate in King County shall be set by the King County council

B. No taxi shall have more than one rate on its meter provided that special services vehicle meters may have one rate for handicapped passengers in addition to the prescribed passenger meter rate.

C. Except for special or contract rates and rates for special service vehicles, as provided for in this chapter, it shall be unlawful for anyone operating a taxicab licensed by King County to charge, demand or receive any greater or lesser rate than the following:

1. For passengers for the first 1/6th mile . . \$1.00
2. Thereafter for each additional 1/6th mile or fraction thereof.~~(\$0.20)~~ \$0.25
3. For every one minute of waiting time. . . . \$0.30

4. Extra charge per passenger over two passengers excluding minors \$0.50

D. Special rates as defined in this chapter shall be calculated as a percentage of the meter rate.

E. All special rates and special service vehicle rates must be filed with the director on forms furnished by the director.

F. The county council (~~may, on its own initiative, or on the initiative of the director;~~) shall review rates on an annual basis pursuant to Ordinance 7964 or at any other time the council chooses, and enact new rates when it deems such change to be in the public interest ((;)). (~~or when two-thirds of all taxicab permit owners petition the council for a change.~~) If the rate change does not necessitate a meter adjustment, the new rate becomes effective thirty (30) days after enactment. If a meter adjustment is required, the new rate becomes effective when the taxi meter is approved.

In reviewing rates the council shall take into account, among other things, and with the objective of prescribing a just and reasonable rate, the following factors:

1. The recommendations of the director pursuant to Ordinance 7964, if any;

~~((1))~~2. The public need for adequate taxi service at the lowest level of charges consistent with the provision, maintenance and continuation of such service;

~~((2))~~3. The rates of other licensees operating in similar areas;

~~((3))~~4. The effect of such rates upon transportation of passengers by other modes of transportation;

~~((4))~~5. The licensee's need for revenue of a level which under honest, efficient and economical management is sufficient

1 to cover the cost (including all operating expenses, depreciation
 2 accruals, rents, license fees and taxes of every kind) of
 3 providing adequate taxi service, plus an amount equal to such
 4 percentage of the cost as is reasonably necessary for the
 5 replacement of deteriorated taxicabs and a reasonable profit to
 6 the licensee as further set forth in Ordinance 7964. ((The
 7 ~~relation-of-revenues-to-expenses-may-be-deemed-the-proper-test-of~~
 8 ~~a-reasonable-profit.~~))

9 G. All taxicab rates shall be conspicuously displayed inside
 10 and outside the taxicab so as to be readily discernible to the
 11 passenger. The manner of such posting will be prescribed by the
 12 director;

13 H. 1. For new licenses all special rates and/or contract
 14 rates shall be part of the application process, and when the
 15 license is issued the rate becomes effective and must be charged;

16 2. For licensed taxicabs changing special rates, changes
 17 shall be limited to two times during the license year.

18 I. It is unlawful to make any discriminatory charges to any
 19 person, or to make any rebate or in any manner reduce the charge
 20 to any person unless such is in conformity with the
 21 discounts/surcharges contained in the filed special rates, except
 22 as herein provided.

23 J. Every for-hire vehicle licensee shall, before commencing
 24 operation, ((~~file-with-the-director-his/her-proposed-rate~~
 25 ~~schedule.~~ ~~The-filed-rate-must:~~

26 ~~1. Be filed on forms furnished by the director;~~

27 ~~2. Be in the form prescribed by the director;~~

28 ~~3. Be)) conspicuously display((ed)) the rate inside the~~
 29 for-hire vehicle so as to be readily discernible to the
 30 passenger. The manner of such posting will be prescribed by the
 31 director;

32 ((~~4. For new licenses, be part of the application~~

1 process, and when the license is issued the rate becomes
2 effective and must be charged;

3 b. -- For licensed for-hire vehicles changing rates, be
4 limited to two times during the license year.)

5 K. The rates specified in this section for taxicabs and
6 for-hire vehicles shall not apply to transportation of persons
7 provided pursuant to a written contract which establishes a fare
8 at a different rate for specified transportation and which is
9 entered into prior to the passenger's request for transportation
10 and has been previously filed with the director; provided, that
11 no contract may include any provision(s) the effect of which is
12 to directly or indirectly require exclusive use of the
13 transportation services of the contracting taxicab or for-hire
14 vehicle. The contract shall not exceed one year.

15 L. Operation of any taxicab or for-hire license without the
16 filing and display of rates, as herein required, shall be prima
17 facie grounds for the suspension or revocation of the taxicab or
18 for-hire license.

19 SECTION 2. Severability. Should any section, subsection,
20 paragaraph, sentence, clause or phrase of this ordinance be
21 declared unconstitutional or invalid for any reason, such
22 decision shall not affect the validity of the remaining portion
23 of this ordinance.

24 INTRODUCED AND READ for the first time this 20th day
25 of January, 1987.

26 PASSED this 9th day of March, 1987.

27 KING COUNTY COUNCIL
28 KING COUNTY, WASHINGTON

29 Gary Grant
Chairman

30 ATTEST:

31 Jessie M. Owens
32 Clerk of the Council

33 APPROVED this 20th day of March, 1987.
VETOED

Jim Hill
King County Executive



King County Executive
TIM HILL

400 King County Courthouse
516 Third Avenue
Seattle, Washington 98104

(206) 344-4040

March 20, 1987

The Honorable Gary Grant
Chair, King County Council
Room 402
C O U R T H O U S E

RE: Taxicab Ordinance

Dear Councilmember Grant:

After careful consideration, I have vetoed Ordinance 7981 relating to a taxicab rate increase. I am taking this action with a full realization of increasing costs within the taxicab industry, and the industry's need for economic viability.

Ordinance 7981, which addresses problems within the taxicab industry, is a sound one. The problems that exist within the taxi industry are finally being addressed and I commend the County Council for its action in this area. However, the County Council's efforts to resolve these problems has prompted the City of Seattle to take action as well. I have received assurances from Mayor Charles Royer that a proposal which will be mutually agreeable to the County and the City will be sent to me within 30 days.

I have decided to veto Ordinance 7981 to allow the City of Seattle to formulate a plan that would work in concert with the County's goals. By waiting and working with the City, we can ensure regional cooperation in the regulation of an industry that operates within multiple jurisdictional boundaries. This cooperation is essential for the well-being of the taxicab industry and the population it serves.

I discussed the possibility of a veto with Councilman Sims, the ordinance's prime sponsor. He also agreed that the regional aspect of these issues, and the Mayor's promise that mutually agreeable approaches will be developed in a very short time (30 days or less), justifies my veto.

To address the taxi industry's immediate problems, I am submitting an emergency ordinance recommending a rate increase to \$1.40 per mile. This rate will not pose a legal conflict with the City of Seattle's current rate ceiling. King County's taxicab entry and rate determination methodologies, outlined in Ordinance 7964, are contained within the emergency ordinance and will continue indefinitely in case negotiations with the City of Seattle become protracted or unsuccessful.

The Honorable Gary Grant
March 20, 1987
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I am committed to regional approaches with other jurisdictions and believe taxicab issues should be considered within a regional context. With the support and cooperation of the County Council and the Mayor of Seattle, we can compose workable regulations for the taxicab industry that will benefit the entire region.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Hill". The signature is fluid and cursive, with a large initial "T" and "H".

Tim Hill
King County Executive

TH:r/75.1

cc: Charles Royer, Mayor, City of Seattle
King County Councilmembers
 ATTN: Cal Hoggard, Program Director
 Jerry Peterson, Administrator
Jerry Saulter, Director, Department of Executive Administration
 ATTN: Jesus Sanchez, Director, General Services Division