

REGULATORY NOTE
CHECKLIST OF CRITERIA

2004-466

Proposed No.: _____

Prepared By: Terry Denend

Date: August 23, 2004

Yes No N/A

NEED: Does the proposed regulation respond to a specific, identifiable need? The proposed ordinance is in response to a recommendation made by the Taxicab Advisory Group for a rate increase.

If so, is county government the most appropriate organization to address this need? Yes, as the county sets the rates that taxis can charge pursuant to K.C.C. 6.64.760 A.

ECONOMY & JOB GROWTH: Has the economic impact of the proposed regulation been reviewed to ensure it will not have a long-term adverse impact on the economy and job growth in King County? Taxicab rates have not been increased since 1992. The increase for a 5-mile and 10-mile trip will increase less than the increase in the cost of living since 1992.

PURPOSE: Is the purpose of the proposed ordinance clear?

Are the steps for implementation clear?

The ordinance will take effect 10 days after Executive signature or at such time as the City of Seattle's rate increase is effective. While implementation steps are not specifically outlined in the proposed ordinance, implementation is routine.

EVALUATION: Does the proposed ordinance identify specific measurable outcomes that the proposed regulation should achieve?

Yes No N/A

Is an evaluation process identified?

INTERESTED PARTIES: Has adequate collaboration occurred with all those affected by the proposed regulation (including the public, the regulated and the regulators)? A rate increase was discussed in detail by the Taxicab Advisory Group (TAG) which is comprised of industry representatives including owners, drivers and service organizations; hospitality industry members including Seattle-King County Convention and Visitor Bureau, the Westin, Grand Hyatt, and Renaissance Seattle hotels, Clipper Navigation, Washington Restaurant Association; senior and disabled community including Seattle Aging and Disability Services, Washington Coalition of Citizens with Disabilities, United Blind of Seattle-WA Council, Hopelink, King County Metro/Accessible Services. The TAG made its initial recommendation in 2003 and amended that recommendation in 2004.

COSTS & BENEFITS: Will the proposed regulation achieve the goal with the minimum cost and burden?

Has the cost of not adopting the proposed regulation been considered?

Do the benefits of the proposed regulations outweigh the costs?

VOLUNTARY COMPLIANCE: Does the proposed ordinance inspire voluntary compliance? Rates are established by the County Council and are mandatory for all taxicabs licensed by King County.

CLARITY: Is the proposed ordinance written clearly and concisely, without ambiguities?

CONSISTENCY: Is the proposed regulation consistent with existing federal, state and local statutes?

Relevant Ordinances6.64.750 Determination of fares and number of licenses.

King County finds and declares that fair and reasonable rates for the taxi industry should be established in the public interest and measured in terms of the taxi industry's need for revenue and the need for adequate service provided to the public as reflected by taxi service response times and other factors affecting the public's safety and welfare. (Ord. 10498 § 94,1992).

6.64.760 Rates.

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

B. In reviewing rates the council may 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 K.C.C. 6.68.740, if any;
2. The public need for adequate taxi service at the lowest level of charges consistent with the provision, maintenance and continuation of such service;
3. The rates of other licensees operating in similar areas;
4. The effect of such rates upon transportation of passengers by other modes of transportation;
5. The licensee's need for revenue of a level which under honest, efficient and economical management is sufficient to cover the cost (including all operating expenses, depreciation accruals, rents, license fees and taxes of every kind) of providing adequate taxi service, plus an amount equal to such percentage of the cost as is reasonably necessary for the replacement of deteriorated taxicabs and a reasonable profit to the licensee.

C. No taxicab shall have more than one rate on its meter. D. Except for special or contract rates as provided for in this chapter or any per trip fee established by the Port of Seattle and set forth in any operating agreement or tariff, 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:

D. Meter rate

1. Drop charge: For passengers for first 1/9 mile \$1.80
2. Per mile: For each 1/9 mile or fraction thereof after the first 1/9 mile .20
3. For every one minute of waiting time .50
4. Extra charge for passengers over two excluding children under 12 .50

E. Special rates and contract rates.

1. Special rates as defined in this chapter shall be calculated as a percentage of the meter rate.
2. All special rates must be filed with the director on forms furnished by the director.
3. All special rates and/or contract rates shall be filed once a year at the time of application by the affiliated representative of a service company or the vehicle licensee in the case of an independent owner.
4. Licensees may change the special rates filed no more than once a year.

5. Rates for new contracts acquired or changed during the license year shall be filed within two weeks of securing such contract and prior to implementing the contracted rate.

F. Every for-hire vehicle licensee shall, before commencing operating, file all rates and charges with the director. All rates and charges shall be conspicuously displayed inside the for-hire vehicle so as to be readily discernible to the passenger. The manner of such posting will be prescribed by the director.

G. The rates specified in this section shall not apply to transportation of persons provided pursuant to a written contract which establishes a fare at a different rate for specified transportation and has been previously filed with the director; provided, that no contract may include any provision the effect of which is to directly or indirectly require exclusive use of the transportation services of the contracting taxicab vehicle.

H. 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 is in conformity with the discounts/surcharges contained in the filed rates.

I. It is unlawful under the Americans with Disabilities Act to charge a special service vehicle rate which is different from the taxicab rates adopted in subsection D, except in those instances where the transportation of disabled persons is pursuant to a written contract as specified in subsection G. (Ord.10498 § 95, 1992).

TAXIMETER RATES

Based on a Survey of Large Cities [U.S.Dollars]
[July 2004]

CITY	DROP	DISTANCE	TIME	FARE FOR 5-MILE TRIP
Atlanta, GA	\$2.00	\$1.75 per mile		\$10.25
Baltimore, MD	\$1.50	\$1.20 per mile	\$24.00 per hour	\$ 7.30
Boston, MA	\$1.75	\$2.40 per mile	\$24.00 per hour	\$13.45
Broward County, FL	\$1.50	\$2.00 per mile	\$18.00 per hour	\$11.25
Houston, TX	\$2.50 (\$3.50 eve)	\$1.65 per mile	\$18.00 per hour	\$10.45 (\$11.45)
Las Vegas, NV	\$3.00	\$1.80 per mile	\$22.00 per hour	\$11.80
Los Angeles, CA	\$2.00	\$2.00 per miles	\$22.50 per hour	\$11.80
Miami, FL	\$1.70	\$2.20 per mile	\$21.00 per hour	\$12.50
Minneapolis, MN	\$2.00	\$1.60 per mile	\$21.00 per hour	\$ 9.80
New York, NY	\$2.50	\$2.00 per mile	\$12.00 per hour	\$12.10
Pierce County	\$1.80	\$1.80 per mile	\$30.00 per hour	\$10.60
Portland, OR	\$2.50	\$1.80 per mile	\$30.00 per hour	\$11.30
San Antonio, TX	\$1.60	\$1.50 per mile	\$15.00 per hour	\$ 8.80
San Diego, CA	\$2.20	\$2.40 per mile	\$20.00 per hour	\$13.96
San Francisco, CA	\$2.85	\$2.25 per mile	\$27.00 per hour	\$13.65
Seattle, WA	\$2.50 [Proposed]	\$2.00 per mile	\$30.00 per hour	\$12.30
Tacoma, WA	\$1.80	\$1.80 per mile	\$30.00 per hour	\$10.60
Toronto, ON	\$2.10	\$1.65 per mile	\$18.00 per hour	\$10.00
Vancouver, BC	\$1.95	\$1.60 per mile	\$18.00 per hour	\$ 9.85
Winnipeg, MN	\$2.25	\$1.40 per mile		\$ 9.10

2004-466

NOTES: (1) Canadian currency converted to U.S. dollars where 1 CAD = \$0.76 [Aug. 10, 2004]. (2) Taximeter rates for Canadian cities in Canadian dollars (CAD): Toronto – Drop \$2.75 (\$Can.), Distance \$0.25 per 0.19 kilometer, Time \$0.25 per 38 seconds; Vancouver – Drop \$2.56 (\$Can.), Distance \$1.30 per kilometer [\$0.10 per 77 m.], Time \$0.10 per 15.53 seconds; Winnipeg – Drop \$2.95 (\$Can.), Distance \$1.15 per kilometer [\$0.10 per 87 m.]. (3) Fare for 5-mile trip based upon distance rate only – no time charges. (4) West Coast cities shown in bold print.

Taxicab Advisory Group (TAG)

List of Members

F E B R U A R Y 2 3 , 2 0 0 4

<u>N A M E</u>	<u>O R G A N I Z A T I O N</u>	<u>T I T L E</u>	<u>P H O N E</u>	<u>F A X</u>	<u>E M A I L</u>
Marilee Amendola	Seattle-King County Convention And Visitor Bureau	Traffic	(206) 461-5840	(206) 461-8304	mamendola@seeseattle.org
Ed Brillante	Seattle Police Department	Service Express Manager	(206) 684-8170		trevor.brauser@westin.com
Trevor Brauser	Westin Hotel	Planner	(206) 728-1000		margaret.casoy@seattle.gov
Margaret Casey	Aging and Disability Services	Manager, Airport Ops	(206) 684-0662	(206) 439-5159	civitelli.m@portseattle.org
Michael Civitelli	Sea-Tac International Airport	Director	(206) 431-4073	(206)	odake@ziplip.com
Terry Davis	Cab Drivers' Alliance of King County	Manager	(206) 222-3220	(206) 824-1661	richardvoeller@msn.com
Bill Dingle	Northwest Transport	General Manager	(206) 824-7977	(206) 378-3511	genmgr@yellowtaxi.net
Frank Dowgwilla	Puget Sound Dispatch (Yellow/Graytop)		(206) 343-4360		
Mildred Eaton	Senior Citizen		(206) 728-2342		
Frank Finneran	Renaissance Seattle Hotel	Director of Food & Bev	(206) 583-0300	(206) 624-8125	finneran@renaissanceatl.com
David Gordon	Wash Coalition of Citizens w/Disabilities	Executive Director	(206) 633-6629	(206) 545-7059	joann@wccd.org
Wendell Hawley	Emerald City Taxi	Taxi Association Rep.	(206) 433-1788	(206) 243-4561	drgordon1@msn.com
Doug Hildie	North End Taxi	Taxi Association Rep.	(206) 546-6677	(206) 546-8898	northendtaxi@aol.com
Michael Huggins	United Blind of Seattle-WA Council Blind	President	(206) 529-8247		tbw@drizzle.com
Greg Kangas	Sea-Tac International Airport	Ass't. Mgr., Airport Ops	(206) 432-7217	(206) 248-7499	huggins.m@portseattle.org
Jim Kipper	King County Licensing	Taxicab Inspector	(206) 205-6170	(206) 296-4027	greg.kangas@metrokc.gov
Craig Leisy	Farwest Taxi	General Manager	(206) 219-7381	(206) 219-7388	seattlefarwest@msn.com
Mel McDonald	Consumer Affairs (City of Seattle)	Manager	(206) 386-1296	(206) 386-1129	craig.leisy@seattle.gov
Fasika Moges	Revenue & Consumer Affairs Div (Seattle)	Director	(206) 684-7620	(206) 684-5170	mel.mcdonald@seattle.gov
Lynn Moody	Cab Drivers' Alliance of King County	Director of Transportation	(206) 915-6498	(425) 644-9956	lmood@hope-link.org
David Natali	Hopelink	General Manager	(425) 943-6764	(206) 443-2583	dnatali@victoriaclipper.com
Dean Nelson	Clipper Navigation	Supervisor	(206) 443-2560		deann@spaceneedle.com
Sandy Stutey	Space Needle Corp./WA Rest. Ass'n.	Operations Director	(206) 905-2100 Ext.2101		aszabo@r-u-i.com
Attila Szabo	King County Metro/Accessible Services	Enforcement Coordinator	(206) 684-1316	(206) 296-4027	diana.toledo@metrokc.gov
Diana Toledo	Restaurants Unlimited/WA Rest. Ass'n	Director of Rooms	(206) 634-0550 Ext.263	(206) 774-6311	mvancoon@seaghp.hyatt.com
Mark Van Cooney	King County Licensing	Transit Planner	(206) 296-2713	(206) 263-3101	mayre.washington@metrokc.gov
Mayre Washington	Grand Hyatt Seattle	Contract Manager	(206) 774-6280	(425) 644-9956	janwebb@hope-link.org
Janis Webb	King County Metro/Accessible Services	Citizen	(206) 263-3175		popeye@speakeasy.org
Mike Weisman	Hopelink		(425) 943-6762		
	Consumer Advocate		(206) 781-1110		

2004-466

"Service with Pride"



2004-466

August 20, 2004

Dean Logan
Record Election Licensing Service Division
King County Administration
500 4th Avenue, 5th Floor
Seattle WA 98104

Subject: Taxi Fare Rates for Seattle Tacoma International Airport Taxi Association (STITA) Taxicabs

Dear Mr. Logan:

Seattle Tacoma International Airport Taxi Association (STITA) requests King County consider an increase the taxi "drop charge" from \$1.80 to \$2.50 and an increase of the mileage fee to \$2.00 a mile. The last increase on the drop fee or mileage rate was 1993 -- eleven years ago. Fuel charges, insurance rates, maintenance and vehicle costs have increased considerably since that time.

STITA understands a rate increase has been recommended by the Taxicab Advisory Group (TAG) and we support that position.

You may know that STITA has committed to changing over its entire taxi fleet from gasoline to natural gas vehicles in the next five years. By the end of August '04 there our fleet will have 55 CNG taxis on the road. This is a very costly undertaking for the 144 owner/operators of STITA. Natural gas vehicles cost \$8,000-\$10,000 for a used vehicle to \$28,000 for a new vehicle. The cost of a new CNG van is \$39,700. This far exceeds the current cost of a gasoline vehicle purchased from surplus auctions.

Thank you for your consideration. Raising the drop charge and the mileage fee will not only help bring some much needed financial relief to the small independent business owners who own and drive the taxis, but their families as well.

Please contact Sheila Stickel (206) 282-5544, Jack Block (206) 938-4480, or Patty Stephens, President of STITA (206) 940-3840, for more information on this or any other taxi related matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sheila Stickel', written over a horizontal line.

Sheila Stickel for STITA
Seattle Tacoma International Airport Taxi Association

cc: Terry Denend

P.O. Box 69774 • Seattle, WA 98168 • (206) 246-9980 Office and Fax

- STITA Taxis are independently owned and operated -



RAINIER DISPATCH, LLC

2004-466

YOUR PASS TO RAPID TRANSIT

Diana Toledo
Enforcement Coordinator
500 Fourth Ave. Rm 403
Seattle WA 98104

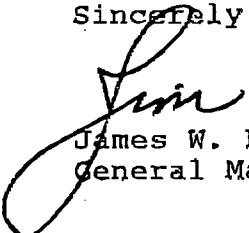
August 11, 2004

Dear Diana:

This letter is to confirm that Farwest Taxi does support the proposed rate increases. These increases are needed to offset the rising fuel costs and insurance costs currently being absorbed by the drivers. A change in the drop from \$1.80 to \$2.50 and a change in the per mile charge from \$1.80 to \$2.00 is not unreasonable since no rates increases have happened for the past seven years.

The drivers appreciate your concern and support in this matter.

Sincerely,


James W. Kipper
General Manager

2004-466

PUGET SOUND DISPATCH, L.L.C.

74 SOUTH HUDSON STREET

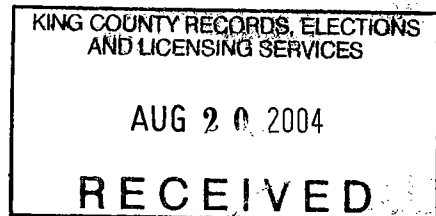
SEATTLE, WASHINGTON 98134

ADMINISTRATION OFFICE 206-622-7395 FAX 206-378-3511

PROVIDING DISPATCH & ACCOUNTING SERVICES FOR BROADWAY, GRAYTOP AND YELLOW CAB

August 19, 2004

Dean Logan
King County Administration Building
500 Fourth Avenue
Room 553
Seattle, WA 98104



Dear Mr. Logan:

Puget Sound Dispatch, dba Yellow Cab, provides dispatch services to all Yellow Taxis in King County. Yellow Cab is the largest fleet in King County. Yellow Cab supports the proposed rate increase to a \$2.50 drop rate and \$2.00 per mile. King County has not had a rate increase for over ten years. Operating expenses such as replacement vehicle cost, fuel costs and insurance rates have increased dramatically over the years. In addition, the general cost of living has increased making it difficult for drivers to make a reasonable living. Drivers work long hours to cover their costs. Increasing the taxi meter rates will allow Yellow Cab to better meet the public's need for adequate taxi service by providing newer and better maintained vehicles and more satisfied drivers. We feel the increase in rates will have a minimal impact on taxi customers and are necessary to continue adequate operations.

In addition to my duties as the General Manager of Yellow Cab, I also serve as the President of the Evergreen State Taxi Association (ESTA) we represent the needs of the taxicab industry State wide. The health of the industry is vital not only to the owner/drivers but to the public we transport. ESTA supports a rate increase to \$2.50 drop rate and \$2.00 per mile. This rate increase will allow the drivers to recover a portion of the increased costs they have endured the past ten years.

The bottom line is that the rate increase is long overdue, will put King County in line with the rest of the West Coast and allow the taxi industry to be better able to meet the public's need for adequate taxi service.

Sincerely,

Frank Dowgwilla
General Manager, Yellow Cab
President, ESTA