

### Proposed Ordinance 2023-0231 – Taxi/For-Hire Ordinance

\*Note: White cells constitute sections either moved from K.C.C. 6.64 or those with minor/technical changes from existing code. Green cells identify new policy.

SECTION AND TOPIC	PO 2023-0231 SECTION SUMMARY	NEW POLICY OR MOVED FROM KCC 6.64 *Note many sections also include technical changes	CHANGES FROM EXISTING KING COUNTY CODE *Note that various provisions listed in this column are in existing Seattle City Code or currently required by director rule. This column compares the transmittal with current King County Code.
Section 1: New Chapter	Creates a new chapter in K.C.C. Title 6.	N/A	Would create a new chapter (referred to in the transmittal package as K.C.C. 6.65) regulating taxicabs and for-hire vehicles.
Section 2: Purpose and Intent	Lays out the purpose of the new chapter.	NEW POLICY	Would establish the regulatory purpose of this chapter, which is to exercise the County’s power to regulate the for-hire transportation industry in order to reduce regulatory complexity, promote equity and innovation, improve transportation and integration of the for-hire transportation industry, and ensure consumer protection and public safety.  Would establish the obligation of compliance on the licensee or applicant and add liability provisions.
Section 3: Applicability	Applies this new chapter to taxicabs and the for-hire industry, as opposed to Chapter 6.64, which applies to TNCs.	NEW POLICY	Would, in conjunction with PO 2023-0230, separate the code provisions relating to taxicabs and for-hire vehicles and those relating to TNCs into separate chapters. Regulations on taxicabs, drivers, and associations; and for-hire vehicle companies, vehicles, and drivers would be in a new chapter of code.
Section 4: Seattle and Port Interlocal Agreements	Allows the Executive to execute ILAs with the City of Seattle and/or the Port of Seattle to consolidate vehicle licensing, administration and enforcement, and reduce duplication of licensing functions.	Moved from K.C.C. 6.64	N/A. See Proposed Ordinance 2023-0233, which is the executive’s proposed ILA with the City of Seattle.
Section 5: City ILAs	Allows the director to enter into ILAs with other cities and agencies for the joint regulation of the for-hire industry.	NEW POLICY	Would allow the execution of ILAs with cities and other public agencies. See Proposed Ordinance 2023-0232, which is the executive’s proposed ILA for cities and public agencies.
Section 6: Definitions	Defines various terms for use in the chapter.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would define the following new terms (additional definitions were moved from K.C.C. 6.64): Abnormal disruption of the market, automated driving system, autonomous operation, autonomous vehicle, certificate of safety, citation, contract rate, disability, dispatch system, egregious, for-hire transportation services, lessor, license action, medallion owner, medallion reciprocity endorsement, operate or operating, regional dispatch agency, regional dispatch agency representative, regional for-hire driver, regional for-hire driver’s license, regional for-hire driver’s license wheelchair accessible vehicle endorsement, smart taximeter, smart taximeter system, transitional regional dispatch agency, transparent, uniform color scheme, voluntarily converted wheelchair accessible vehicle, wheelchair accessible taxicab, wheelchair accessible taxicab medallion, wheelchair accessible vehicle.
Section 7: Fees	Requires the director to set fees in accordance with this section.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would change the director’s noticing requirement of fee changes from at least 20 days to at least 14 days.
Section 8: Fee Surcharge	Requires licensees to pay a fee surcharge for all rides originating in unincorporated King County or contracted jurisdictions to offset operational costs incurred by wheelchair accessible for-hire vehicles (e.g. purchasing and retrofitting, fuel and maintenance costs, etc.).  Requires the director to adopt rules for distributing these dollars.	Moved from K.C.C. 6.64	N/A
Section 9: Fee Surcharge	DUPLICATED LANGUAGE WITH SECTION 8 OF THE PROPOSED ORDINANCE	N/A	N/A
Section 10: For-Hire Licenses	Prohibits a person from operating a taxicab or for-hire vehicle without first obtaining a regional for-hire driver’s license (driver’s license).	NEW POLICY	This section would make the licenses regional. All current for-hire driver’s licenses would become regional and, once the driver’s current for-hire license expires, they would be required to obtain a regional license.
Section 11: Wheelchair	Prohibits a driver from operating wheelchair	Technical change	Would clarify the requirement for WAV endorsement in order to operate wheelchair accessible for-hire vehicles and would

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Accessible Vehicle (WAV) Endorsement	accessible for-hire vehicle without a driver's license WAV endorsement.		establish a required director approved training to obtain an endorsement.
Section 12: Regional For-Hire Driver's License Requirements	Adds requirements for the issuance of driver's licenses.	Some requirements constitute NEW POLICY and other language moved from K.C.C. 6.64	<p>Would add/amend driver's license requirements as follows:</p> <ul style="list-style-type: none"> <li>• Lower the minimum driving age from 21 to 20;</li> <li>• Require the applicant to possess a valid driver's license in the U.S. for at least 1 year;</li> <li>• To the required driver training, would add "other courses as required by the director";</li> <li>• To the required certificate of fitness, would add that the director may at any time require an applicant or license holder to be examined by a physician if it appears the applicant or licensee has become mentally or physically incapacitated and therefor unfit as a regional for-hire driver;</li> <li>• To the required background check, would add that the background check would include ongoing monitoring if available;</li> <li>• To the criminal background check, would prohibit applicants with active warrants;</li> <li>• To the applicant's driving history, and the results of ongoing monitoring if available;</li> <li>• Would require an applicant to pass a check of their driving record;</li> <li>• Would require an applicant to agree to the affiliated regional dispatch agency (agency) receiving correspondence, citations, license actions, and complaints on the driver's behalf;</li> <li>• Would require the applicant to meet the necessary criteria for obtaining and apply for a regional for-hire driver's license from the city of Seattle concurrently.</li> </ul>
Section 13: Driver's License Inseparability	States that a driver's license issued by King County and a license by the city to the same individual shall be considered one, inseparable license.	NEW POLICY	Would add an inseparability clause for driver's licenses issued to an individual by both the city and the county.
Section 14: Enhanced Driver's License	Allows drivers to obtain an enhanced regional for-hire driver's license (enhanced driver's license) by meeting the above requirements as well as passing a fingerprint-based background check with ongoing monitoring.	NEW POLICY	Would create an enhanced driver's license option for applicants who complete the above requirements and pass a fingerprint-based background check with ongoing monitoring.
Section 15: Enhanced Driver's License Inseparability	States that an enhanced driver's license issued by King County and license by the city to the same individual shall be considered one, inseparable license.	NEW POLICY	Would add an inseparability clause for enhanced driver's licenses issued to an individual by both the city and the county.
Section 16: Temporary Driver's License	Allows the director to issue a temporary driver's license when application review is anticipated to take longer than 2 days.	Moved from K.C.C. 6.64	N/A
Section 17: Any Other Information	Allows the director to consider any other information that may lead them to conclude that the applicant would not operate a vehicle in a safe manner.	Moved from K.C.C. 6.64	N/A
Section 18: License Denial	Prohibits an applicant whose application for a driver's license was denied from reapplying until the date specified in the final notice of denial and until the applicant corrects the deficiencies on which the denial was based. Also prohibits a driver whose driver's license was revoked from reapplying until the date set in the final notice of revocation.	Moved from K.C.C. 6.64	N/A
Section 19: In the Driver's Possession	Lays out requirements for a driver before operating a for-hire vehicle (e.g., vehicle documentation, maintenance of the vehicle, etc.)	Some requirements constitute NEW POLICY and other language moved from K.C.C. 6.64	<p>Would add the following requirements for a driver before operating a for-hire vehicle:</p> <ul style="list-style-type: none"> <li>• Require an operating vehicle to be signed into at least one dispatch or taximeter system;</li> <li>• Confirm flat rate fares with the customer before beginning the trip;</li> <li>• Record all trips and payments through a dispatch agency;</li> </ul>

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			<ul style="list-style-type: none"> <li>• Accept cash payment for TNCs if allowed by the TNC company;</li> <li>• Comply with policies and procedures established by dispatch agencies; and</li> <li>• Comply with business license requirements.</li> </ul>
Section 20: Driver Prohibitions	Lays out prohibitions for regional for-hire drivers.	Some requirements constitute NEW POLICY other language moved from K.C.C. 6.64	<p>Would add the following prohibitions for a driver operating a for-hire vehicle:</p> <ul style="list-style-type: none"> <li>• Using a personal electronic device;</li> <li>• Parking in a loading zone, except during drop off or pick up; and</li> <li>• Omitting or misstating facts on applications to the director.</li> </ul>
Section 21: Taxicab Zone Standards	Identifies standards for taxicab zones.	Some requirements constitute NEW POLICY and other language moved from K.C.C. 6.64	Would add that a violation of this section may result in suspension from one or more taxicab zones, in addition to penalties.
Section 22: Sea-Tac Additional Standards	Identifies additional standards for drivers operating at Sea-Tac Airport	Moved from K.C.C. 6.64	N/A
Section 23: Reciprocity Endorsement	Creates a new reciprocity endorsement for medallions.	NEW POLICY	<p>Would issue a reciprocity endorsement to every Seattle- or County-issued taxicab or for-hire vehicle medallion, subject to annual renewal. Medallions could not be issued, renewed, transferred, or temporarily deactivated separately from a reciprocity endorsement.</p> <p>Currently issued dual medallions would be separated and could be used with different vehicles or transferred.</p> <p>Would establish liability provisions and allow the sale of medallions.</p>
Section 24: Medallions Available	Sets requirements for the maximum number and type of medallions.	NEW POLICY	<p>Would set the maximum number of taxicab medallions at 1,300, not including wheelchair accessible taxicabs, and would transition all existing for-hire medallions to taxicab medallions on April 1, 2025.</p> <p>The taxicab medallion cap could be adjusted by rule if certain criteria are met. Additional medallions would be issued via competitive RFP, lottery, or a combination of both as prescribed by director rule. Owners of newly issued medallions would be required to personally drive at least 30 hours per week for at least 40 weeks per year in the first three years.</p> <p>Would allow for a conversion to a wheelchair accessible taxicab medallion and would state that medallion decals remain the property of the director.</p>
Section 25: Medallion Temporary Deactivation and Retirement	Establishes a process for temporary deactivation, and eventual retirement, of unused medallions.	NEW POLICY	<p>Would require a medallion owner to file a notice of temporary deactivation any time the medallion is not operating for 60 days or more. This temporary deactivation period could not exceed 12 consecutive months. The director could initiate a temporary deactivation as well. If a medallion owner fails to reactivate the medallion within 12 months, the director would issue a notice of retirement to the medallion owner, which would give the owner 60 days to reactivate or transfer the medallion.</p> <p>For medallions previously revoked or otherwise held by the director, the temporary deactivation period would begin on the effective date of this ordinance.</p>
Section 26: Revoked Medallions	Prohibits operation of a taxicab or for-hire vehicle when a medallion has been suspended or revoked.	Moved from K.C.C. 6.64	N/A
Section 27: Medallion Transfer	Sets restrictions and conditions on the transfer of medallions.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	<p>Would add the following restrictions on the transfer of medallions:</p> <ul style="list-style-type: none"> <li>• Medallion and reciprocity endorsement are inseparable;</li> <li>• There shall be no pending enforcement actions or penalties, fees, surcharges owed;</li> <li>• Transfer of medallions with liens will not be approved unless the owner provides proof that the lien is paid or lienholder provides written approval of transfer;</li> <li>• The owner and transferee submit a notice of transfer;</li> <li>• Proposed transferee meets all requirements of the relevant section; and</li> <li>• Would require the surrender of a medallion upon final order of revocation.</li> </ul>
Section 28: Medallion Ownership Transfer from an Estate to Beneficiary	Lays out requirements for the county to transfer a medallion to a beneficiary upon court order.	NEW POLICY	When a court order requires a medallion to be distributed from an estate to a beneficiary, the transferee would be required to submit that court order to the director and the court order would be required to condition the transfer on the transferee's compliance with the chapter.

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			An executor or administrator would be allowed to apply for approval to continue operation of the taxicab.
Section 29: Medallion Annual Renewal	Sets the expiration dates of medallions and reciprocity endorsements.	Moved from K.C.C. 6.64	N/A
Section 30: Medallion Application and Smart Taximeter	Lays out application requirements for medallions.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would require the use of a smart taximeter system affiliated with an agency. Would add the requirement that an applicant provide proof of affiliation with an agency.
Section 31: Insurance Requirements	Identifies insurance requirements for taxis and for-hire vehicles.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would add that when a vehicle is dispatched by a TNC, the vehicle insurance shall cover that trip unless the TNC maintains an insurance policy covering that trip.  Would allow the director to suspend or modify requirements of this section when no viable insurance options are available for the industry.
Section 32: Vehicle Safety Inspections	Lays out requirements for the vehicle safety inspection and certificate of safety.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would specify that, when a vehicle is sold, the certificate of safety remains valid until the next medallion renewal date.  Would prohibit use of mechanics with a conflict of interest, which would be defined by public rule.  Would require the owner and driver to remedy vehicle defects consistent with recall notices after being notified of the recall.
Section 33: Additional Standards for WAVs	Sets additional standards for WAVs.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would require director approval for taxis and for-hire vehicles to convert to WAVs and would require a separate inspection of the vehicle and any installed accessibility equipment.  Would allow the director to prescribe by rule for WAVs to participate in a dispatch system for wheelchair accessible trips.
Section 34: Electric Vehicle (EV) Viability	Allows the director to establish a rule to determine the viability of EVs as taxi and for-hire vehicles.	NEW POLICY	Would allow the director to, by rule, determine the viability of using EVs for taxi and for-hire vehicles. If viable, the director could also create incentives to promote the use of EVs. Factors in determining viability would include: the price of EVs compared to nonelectric vehicles; if the mileage range for EVs meets the needs of full-time for-hire transportation services; the availability of recharging infrastructure; among others.
Section 35: Operating Requirements	Allows taxis and for-hire vehicles and drivers to operate under certain circumstances.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would allow taxi and for-hire vehicle with a valid medallion to operate under certain conditions. Below are the new conditions: <ul style="list-style-type: none"> <li>• Is equipped to accept electronic payment of fares and issues receipts;</li> <li>• Is equipped with a smart taximeter connected to a mobile data terminal;</li> <li>• Displays any passenger information prescribed by the director by rule;</li> <li>• Displays vehicles signs that don't create a safety hazard for the driver or other vehicles;</li> <li>• Is equipped with a monitored duress alarm approved by the director as prescribed by rule;</li> <li>• Maintains a continuous connection between the taximeter and the dispatch system;</li> <li>• Meets current taximeter standards and uses smart taximeters when that system is implemented by the agency;</li> <li>• Is compliant with policies of the regional dispatch agency.</li> </ul> Would require a medallion or vehicle owner to have the following to operate a taxi or for-hire vehicle under certain conditions. Below are the new conditions: <ul style="list-style-type: none"> <li>• Inform the director if the vehicle is no longer operating;</li> <li>• Inform the director and prior agency when a vehicle is affiliating with an agency.</li> </ul> Would require a citation or license action issued to the medallion owner for violations of this section.
Section 36: Lease Agreements	Establishes rules for lease agreements for taxis and for-hire vehicles.	NEW POLICY	Would require all lease agreements to be in writing and filed with the director's office before the effective date, and in a manner specified by rule.  Would require any existing vehicle lease to be filed with the new agency if there is a change in the agency.  Would prohibit the lease amount from exceeding the maximum amount established by public rule, and would set out conditions for the director to consider in the establishment of that maximum price.  Would prohibit subleases.



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Section 37: Transition to Regional Dispatch Agencies	Requires all taxi associations and for-hire vehicle companies to transition to regional dispatch agencies.	NEW POLICY	<p>Would require all taxi associations and for-hire vehicle companies to transition to become regional dispatch agencies by March 31, 2025. Current association and company registrations would automatically become a transitional agency license expiring on March 31, 2024. Such a license would permit the licensee to operate in King County and the city of Seattle.</p> <p>Upon initial license renewal, a transitional agency would be required to submit a transition plan to the director. The transition would include a process for adopting a smart taximeter system by March 31, 2025.</p> <p>A valid agency license would be required by March 31, 2025.</p>
Section 38: Regional Dispatch Agency Requirements	Establishes requirements to operate as a regional dispatch agency.	NEW POLICY	<p>Would require an agency license to operate as a regional dispatch agency. The license would be valid for one year and an agency would be required to meet Seattle’s agency license requirements as well, and apply concurrently.</p> <p>Would require the agency to: apply for a license on a form approved by the director; have an identified agency representative; adopt a zero-tolerance alcohol and drug policy; adopt an anti-discrimination policy; have a process for passenger complaints; have an maintain a process for lost passenger items; have a system that enables electronic or paper receipts; have an approved spart taximeter system; have a driver training program approved by the director.</p> <p>Prior to obtaining an agency license, a transitional agency would be required to comply with agency licensing and operating requirements, except: a transitional agency would not have to have a smart taximeter system and a transitional agency affiliated with taxicabs that does not have a smart taximeter system would be required to provide a dispatch system integrated with the vehicle’s taximeter.</p>
Section 39: Regional Dispatch Agency License Inseparability	Establishes agency license inseparability.	NEW POLICY	Would state that agency licenses issued by the County and Seattle shall be considered one, inseparable license.
Section 40: Regional Dispatch Agency Requirements	Establishes requirements of a transitional or regional dispatch agency.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	<p>Would lay out additional requirements for dispatch agencies, including operating only director approved application dispatch systems; establishing and enforcing operating standards; requiring affiliated vehicles to operate on a smart taximeter system; paying drivers electronically within 2 business days; paying drivers through the smart taximeter system the full amount received minus fees; and complying with business license requirements for each jurisdiction in which they operate.</p> <p>Would state that an agency not affiliated with taxicabs are the time they receive the agency license would not need to: affiliate with taxicabs, have or operate a taximeter, or provide a supervisor at a taxicab zone.</p> <p>Would allow for the director to establish an agency license process for those not previously a taxicab association or for-hire vehicle company.</p> <p>Would allow agencies to maintain a rating system for drivers and passengers.</p>
Section 41: Regional Dispatch Agency Notifications	Establishes notification protocols for transitional or regional dispatch agencies.	NEW POLICY	<p>Would require agencies to put all policies impacting drivers and owners in writing. To change any such policies, the agency would be required to follow certain notification and input gathering protocols.</p> <p>Would require agencies to make known the amount of fare for each trip. Agencies would also be required to establish a written policy governing the owner or driver’s access to the smart taximeter or dispatch system.</p>
Section 42: Fare Rates and Requirements	Establishes rates and requirements.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	<p>Would set the following regional taximeter rates, which are required to be programmed into the smart taximeters (note: agencies may vary from the regional taximeter rates):</p> <ul style="list-style-type: none"> <li>• Drop charge: for first 1/9 mile: \$2.60 (previously \$2.50)</li> <li>• Per mile: for each 1/9 mile after that: \$0.30 (consistent with current code)</li> <li>• For every one minute of waiting time: \$0.50, charged at \$0.30/36 seconds (consistent with current code)</li> <li>• Additional per passenger charge for more than 2 persons, excluding children: \$0.50 (consistent with current code)</li> </ul> <p>The director would be allowed to adjust these rates by rule with certain considerations. (Note: these rates would not include per-trip fees established by the Port of Seattle).</p> <p>Regarding dispatch system rates, would add detail to requirements around rate transparency for passengers. Would allow an</p>

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			<p>agency to charge no more than 2 times the normal fare during abnormal market disruptions lasting up to 12 hours.</p> <p>Would set requirements for for-hire vehicle rates so that they are transparent until the license transitions to a taxicab medallion on March 31, 2025.</p> <p>Would allow the director to establish a minimum fare. Additionally, the director would be required to establish a minimum fare for all trips originating at SeaTac Airport by December 31, 2023. Between the effective date of the ordinance and December 31, 2023, the minimum fare for such trips would be \$20.</p> <p>Additional provisions for rates and fares included in this section are: authorizing the director to establish a fuel charge to recoup increased fuel costs according to a rule to be adopted by the director; and allowing the director to establish by rule a process and criteria for the director’s approval of a technology fee to offset costs of a smart taximeter system.</p>
Section 43: Discrete Licensing Program	Allows for the implementation of a discrete licensing program.	NEW POLICY	<p>Would allow the director to develop a rule regarding the implementation of a discrete licensing program in order to accommodate emerging for-hire transportation models not anticipated in this chapter, under various parameters.</p> <p>The director could grant an applicant a new “emerging for-hire transportation license” on a pilot basis for up to 2 years and may revoke the license at any point if the director determines the activity presents an unreasonable risk to public health and safety. An informal director appeals process would also be available to the licensee.</p> <p>If the pilot proves successful and the director determines that business model should be regulated by ordinance, the director may convey that to the council. The license could not be extended beyond 2 years unless an ordinance regulating the business model is effective.</p>
Section 44: Consumer Feedback Process	Allows the director to establish, with the City of Seattle, a process to receive and resolve feedback.	Moved from K.C.C. 6.64	N/A
Section 45: Complaint Review Process	Sets out a process for resolving customer complaints.	Moved from K.C.C. 6.64	Would require response from the licensee within 15 days instead of 10 days, as is currently required in code.
Section 46: Violations	Allows for the issuance of citations and license actions for noncompliance.	Moved from K.C.C. 6.64	N/A
Section 47: Penalties	Establishes penalties.	NEW POLICY	K.C.C. currently states that monetary penalties could be assessed for up to \$1,000. This section would model the penalties off of Seattle’s penalty provisions, where specific violations are tied to set monetary penalties, with escalations for repeat offenses and an option for license actions such as revocation or suspension.
Section 48: Violations, continued	Continues the provisions regarding violations of this chapter.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would add summarily suspend to the list of enforcement actions and consolidate enforcement sections in current code.
Section 49: Violations, continued	Continues the provisions regarding violations of this chapter.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	Would add detail to the King County Hearing Examiner’s existing authority to hear appeals of County license actions. This detail, in conjunction with the Seattle ILA in PO 2023-0233 would mean an appellant would not have to file an appeal with both the city and the county when one jurisdiction issues a violation involving both jurisdictions.
Section 50: Annual Reporting	Amends the annual reporting requirements currently in K.C.C. 6.64.	Some requirements constitute NEW POLICY and language moved from K.C.C. 6.64	<p>Would amend the annual reporting requirements to be a joint report with the City of Seattle. Would remove the requirement that the director issue a statement on the sufficiency of the number of taxicab medallions and would add a component about which organizations have been authorized to operate as an emerging for-hire transportation model.</p> <p>The report would no longer be transmitted to the Council.</p>
Section 51: Rule Adoption and Requirement Modification	Authorizes the director to adopt rules and modify requirements of the chapter.	NEW POLICY, and language moved from K.C.C. 6.64	Would allow the director to suspend or modify requirements of this chapter related to operating standards, fees, and rates, though the director is required to analyze various factors in that decision. The director would be able to establish rules for taxicabs to operate with an automated driving system, though without such a rule an autonomous vehicle would be prohibited.
Section 52: Prosecuting Attorney	Allows the prosecuting attorney to seek legal action for violations of this chapter.	Moved from K.C.C. 6.64	Would identify existing authority currently in K.C.C. 6.01 for civil penalty collection and in K.C.C. 6.64 for criminal referrals.
Section 53: Previous Penalties	References penalties issued under K.C.C. 6.64.	NEW POLICY	Would state that penalties previously issued under K.C.C. 6.64 would still remain due and payable after this ordinance is passed.

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Section 54: Rules Adoption	Amends K.C.C. 2.98.060	NEW POLICY	Would require 14 days' notice for rules pertaining to this ordinance, as opposed to the standard 45 days in code.
Section 55: Rules Adoption Continued	Amends K.C.C. 2.98.080	NEW POLICY	Would make rules adopted under this ordinance take effect on the filing date with the executive department responsible for archives and records management, which is typically the case only for emergency rules.
Section 56: Electronic Payments	Amends K.C.C. 4A.601.025	NEW POLICY	Would allow RALS to absorb the operational and business costs accepting electronic payments related to licensing, regulatory fees, and penalties pertaining to this ordinance.
Section 57: Fee Setting Authority	Amends K.C.C. 4A.750.100	NEW POLICY	Would allow the director to set the fees related to this ordinance and post it to the website, instead of identifying them in code.
Section 58: Hearing Examiner	Amends K.C.C. 6.01.150	NEW POLICY	Would note that the King County Hearings Examiner is designated to hear business license appeals unless a different party is designated by the director.
Section 59: Hearing Examiner Appeals	Amends K.C.C. 20.22.070	Technical change	Would add the chapter created in this ordinance to the list of where appeal decisions can be found, as K.C.C. 6.64 is currently listed.