

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Finance and Administrative Services	Matthew Eng	Lorine Cheung

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to for-hire transportation; authorizing the execution of an interlocal agreement between The City of Seattle and King County to regulate for-hire transportation services.

Summary and background of the Legislation: This legislation authorizes the execution of an interlocal agreement between The City of Seattle (City) and King County (County) concerning the regulation of for-hire transportation services. The City and County last updated the interlocal agreement in 1995.

In response to amendments to Seattle Municipal Code (SMC) Chapter 6.310 and the creation of SMC Chapter 6.311, the City will continue partnering with the County to comprehensively regulate transportation network companies, taxicab associations, and for-hire vehicle companies and their affiliated drivers and vehicles.

The agreement restates the broad division of responsibilities between the City and County. The City retains its role as the County’s non-exclusive agent for determining eligibility for vehicle medallions and endorsements and licenses granted to regional dispatch agencies (the successor to taxicab associations and for-hire vehicle companies).

The agreement acknowledges a new streamlined enforcement and appeals process whereby the City’s Hearing Examiner has review power for enforcement actions taken by the City under the County’s for-hire transportation licensing and enforcement ordinance(s). The County’s Hearing Examiner has the same review power for enforcement actions taken by the County under the City’s for-hire transportation licensing and enforcement ordinance(s).

The City expects neither increased costs nor increased revenues from execution of the agreement.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ___ Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ___ Yes No

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs? No; this legislation does not have any material effect on the costs incurred to regulate the for-hire transportation industry operating in the city of Seattle.

Is there financial cost or other impacts of *not* implementing the legislation? The County will transmit similar legislation to adopt the interlocal agreement. The agreement will not take effect if either jurisdiction does not act to formally adopt and execute it. Under such a scenario, the agreement from 1995 will continue to establish terms for the City and County partnership.

4. OTHER IMPLICATIONS

- a. **Does this legislation affect any departments besides the originating department?** No.
- b. **Is a public hearing required for this legislation?** No.
- c. **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?** No.
- d. **Does this legislation affect a piece of property?** No.
- e. **Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?** Many for-hire drivers are immigrants and/or refugees, speak a language other than English as their primary language, and are persons of color. The City recognizes that drivers faced reduced economic opportunities due to the COVID-19 pandemic. The interlocal agreement will support implementation of modernized regulations designed to help drivers and others successfully compete in the marketplace.
- f. **Climate Change Implications**
 1. **Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?** No. However, as owners of transportation network company affiliated vehicles, taxicabs, and for-hire vehicles consider options to replace aging vehicles, the availability of electric vehicles (and access to charging infrastructure) and incentive programs (e.g., rebates) to purchase those vehicles could lead to decreased carbon emissions.
 2. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.** No actions proposed by this legislation will increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).** This legislation does not expand the City's existing for-hire regulatory program. Success would be measured by ensuring that key parts of City and County regulations are aligned and that staff partner to effectively regulate licensees.