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Seattle

Department:	Rule No:	Supersedes:
City of Seattle **Department of Finance and Administrative Services**	FOR-HIRE TRANSPORTATION-08-2024	Clerk File 322184
	Publication: 5/17/2024	Effective: 7/1/2024
Subject: Reimbursement for Taxicab and For-Hire Vehicle Owners and Drivers from the Wheelchair Accessible Services Fund	Code and Section Reference(s): SMC 6.311.060, 6.311.080, 6.311.280, 6.311.360, 6.311.380 SMC 6.311.470 (rulemaking authority)	
Approved: DocuSigned by: Beth Gappert C73B961E510B4F1... Division Director	6/21/2024 Date	
DocuSigned by: Sherri Crawford D0741553157C40F... Business Unit Officer	6/21/2024 Date	
DocuSigned by: Kiersten Grove 216EC6A2E8CB4AC... Kiersten Grove, Acting Department Director	6/24/2024 Date	

King County

Department:	Document Code No.:	Repeals:
King County Department of Executive Services Sponsoring Agency: Records and Licensing Services Division (RALS)	FHT-2-2024-PR	FIN-10-3-4-PR
	Publication: 5/17/2024	Effective: 7/1/2024
Title: Reimbursement for Taxicab and For-Hire Vehicle Owners and Drivers from the Wheelchair Accessible Services Fund	Authorities: KCC 6.65.060, 6.65.080, 6.65.280, 6.65.360, 6.65.380 KCC 6.65.470 (rulemaking authority)	
Approved: DocuSigned by: Lorraine Patterson-Harris 8FC3E76CE8FD408... Department Director	6/24/2024 Date	

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City of Seattle Director's Rule FOR-HIRE TRANSPORTATION-08-2024 and King County Public Rule FIN-10-3-5-PR – Reimbursement for Taxicab and For-Hire Vehicle Owners and Drivers from the Wheelchair Accessible Services Fund

Pursuant to an interlocal agreement, the City of Seattle ("City") and King County ("County") work cooperatively to provide for-hire regulatory services to the public.

I. Purpose. To ensure the continued viability of wheelchair accessible for-hire transportation service for passengers throughout the City and County, this Rule:

A. Establishes the conditions and procedures for distributing proceeds from the Fund to eligible drivers and owners of Wheelchair Accessible Vehicles as required by the Seattle Municipal Code (SMC) and the King County Code (KCC).
B. Defines the methodology for distributing proceeds from the Fund in a manner that offsets the higher operational costs incurred by the owners and drivers of Wheelchair Accessible Vehicles.
C. Applies exclusively to wheelchair accessible taxicabs and for-hire vehicle owners and drivers. For wheelchair accessible transportation network company (TNC) endorsed vehicle owners and drivers, refer to FOR-HIRE TRANSPORTATION-09-2024.

II. Definitions. When used in this Rule, the following term(s) are defined as follows:

A. "City" means the City of Seattle.
B. "Contract Trip" means TPWs performed pursuant to a contract for pickup of passengers as allowed for in SMC 6.311.380 and KCC 6.65.380.
C. "County" means King County.
D. "CPD" means the Consumer Protection Division of the City's Department of Finance and Administrative Services.
E. "DES" means King County's Department of Executive Services.
F. "Director" means the City of Seattle Department of Finance and Administrative Services Director or designee and/or the King County Director of the Department of Executive Services or designee.
G. "FAS" means the City of Seattle's Department of Finance and Administrative Services.
H. "Fund" means the City of Seattle's Wheelchair Accessible Services Fund, King County's Wheelchair Accessible Services fund, or both.
I. "Regional dispatch agency" means a person licensed under SMC Chapter 6.311 or KCC Chapter 6.65 who represents or owns for-hire vehicles, until March 31, 2026, or taxicabs licensed by the City or County that use the same trade name and dispatch services.
J. "Transitional Regional Dispatch Agency" means a taxicab association or for-hire vehicle company, or other persons that meet the requirements of a transitional regional dispatch agency and that do not have a regional dispatch agency license.
K. "TPW" means any completed trip where a WAV and its driver are dispatched to provide service to one or more passengers in a wheelchair.
L. "Wheelchair Accessible" – when referring to a vehicle – means the vehicle has been designed or modified to transport passengers in wheelchairs or other mobility devices. Specifically, it refers to vehicles that conform to the vehicle accessibility requirements of the Americans with Disability Act (ADA), as established in Title 49 of the Code of Federal

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Regulations Chapter 38, Subpart B, and that have been inspected and approved by the Director.

M. "Wheelchair Accessible Taxicab" or "WAT" means a Wheelchair Accessible taxicab that, as a condition of its City and/or County medallion, is specifically required to be Wheelchair Accessible. These include the 50 WATs as of the effective date of this Rule, and any WAT subsequently awarded a City or County medallion through a request for proposal, lottery or other competitive process.

N. "Wheelchair Accessible Vehicle" or "WAV" means both WATs and Voluntary Conversions.

O. "Voluntary Conversion" means a Wheelchair Accessible taxicab or for-hire vehicle that is not required to be Wheelchair Accessible as a condition of the vehicle's medallion, but whose owner voluntarily chooses to be Wheelchair Accessible. Voluntary Conversions must be inspected and approved by the Director before transporting passengers in wheelchairs, and must comply with all eligibility requirements established in Sections III.A.1 and III.A.2 of this Rule.

III. Reimbursement from the Fund.

A. General Requirements.

1. All WAVs.

a. In addition to meeting the specific eligibility requirements associated with each reimbursement type established in Section III.B of this Rule, WAV owners and drivers must remain in compliance on an ongoing basis with the following requirements:

i. Prior to placing the WAV into service and annually thereafter, the vehicle must be inspected by an approved mechanic and issued a valid certificate of safety as required by SMC 6.311.280 and KCC 6.65.280.

ii. The Director shall require a separate inspection of the installed accessibility equipment to occur each year.

1) To pass this inspection:

a) The vehicle must conform with Title 49 of the Code of Federal Regulations Chapter 38, Subpart B; and

b) The vehicle driver(s) must pass a practical demonstration of proper wheelchair securement techniques.

2) If the vehicle driver fails the practical demonstration, the Director may require the person to undergo additional training before returning to try the practical demonstration again. No WAV will pass this inspection until the driver is able to pass a practical demonstration of proper wheelchair securement techniques. Once in service as a WAV, any driver operating the WAV must hold a valid regional for-hire driver's license with a WAV endorsement. A WAV endorsement demonstrates that the driver has successfully completed training regarding the special needs of passengers in wheelchairs, including but not limited to, loading and tie-down procedures and door-to-door service.

iii. Once in service as a WAV, the driver is required to provide service to passengers in wheelchairs before any other passenger per SMC

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6.311.160.G and KCC 6.65.360.9. Failure to prioritize a trip or trips with a passenger using a wheelchair (TPW) may result in temporary or permanent denial or reduction of reimbursement from the Fund after considering the gravity of the violation; the number of past and present violations committed; and the good faith of the violator in attempting to achieve compliance after notification of the violation.

b. The Director may deny or limit requests for Fund reimbursement based on driving records, conduct records and/or failure to meet the minimum operating requirements established by City and County Code.
c. The Director may require transitional regional dispatch agencies, regional dispatch agencies, medallion owners, and/or regional for-hire driver licensees to submit additional supporting documentation to ensure compliance with this Rule. The Director may deny or condition reimbursement based on compliance with this subsection.

2. **Voluntary Conversions.**
   a. Any person interested in voluntarily converting a vehicle to a WAV and accessing the Fund shall consult with the Director prior to acquiring or converting a vehicle. The Director reserves the right to amend this rule to impose additional conditions on the voluntary conversion process.
   b. Once the owner of a Voluntary Conversion has passed the inspections required by Sections III.A.1.a.i and III.A.1.a.ii of this Rule and submitted documentation to CPD and DES, the owner may apply to the Director for written approval indicating eligibility for the Fund reimbursement. Such approval is required for Voluntary Conversions to receive Fund reimbursements.
   c. To avoid the impact of additional WAVs reducing fund disbursements below the level anticipated by this Rule, the Director may impose a moratorium limiting access to reimbursements from the Fund to vehicles already qualified as of a certain date if:
      i. The quantity of WAVs approved for reimbursement under this Rule exceeds 20% growth per year. For purposes of calculating the 20%, the baseline for the initial calculation will be 100 WAVs, and the calculation includes both WATs and Voluntary Conversions; OR
      ii. The balance of the Fund drops below 110% of the sum of all reimbursements made in the previous calendar year; OR
      iii. The Director determines that WAV supply exceeds demand for accessible service based on, but not limited to, consideration of the following factors: the actual or anticipated demand for more WAVs in the upcoming year, the total number of TPWs, and any other factors that may affect the supply, demand, and financial viability of WAV service within Seattle and King County limits.

3. **Transitional Regional Dispatch Agency (TRDA) and Regional Dispatch Agency (RDA) Obligations.** To confirm driver and/or vehicle owner eligibility for the reimbursement types established in this Rule, TRDAs and RDAs will submit dispatch records on the WAV vehicle owners' and drivers' behalf to CPD, in a format specified by the Director. On a monthly basis, CPD must receive:

DocuSign Envelope ID: 6B6AC4B9-6EB6-407D-A716-2DF35DAD1F5A

a. A copy of dispatch records for all completed trips where a WAV and its driver are dispatched to provide service to one or more passengers in a wheelchair (TPW). The record must be submitted in a format specified by the Director, and must include the TRDA or RDA name, vehicle number, driver name, regional for-hire driver's license number, number of passengers in a wheelchair, an indicator of whether the TPW was a Contract Trip, and the time, date, and zip code for both start and end of each trip.
b. A copy of dispatch records, in a format specified by the Director, showing the mileage each driver accumulated while logged into the dispatch system, along with a record of the WAV operated for that mileage.

B. **Reimbursement Categories and Eligibility.**

1. **Reimbursements for Dispatched Trips to Passengers Using a Wheelchair (TPW).**

a. This reimbursement category is payable to eligible WAV drivers. This was established with consideration for the additional load and unload time associated with picking up a passenger in a wheelchair, and the additional expenses associated with prioritizing TPWs regardless of pickup and drop-off location. This category includes any trip where a WAV and its driver are dispatched to provide service to one or more passengers in a wheelchair.

i. **Zip Code.** The following three (3) TPW reimbursement categories are based on pickup and drop-off zip code. Urban, suburban and rural zones will be defined by zip code, as indicated in the zip code map and table attached to this Rule. If a trip originates and terminates in different zones, the greater reimbursement rate will apply. Each trip is eligible for no more than one (1) urban, suburban or rural TPW reimbursement.

1) **Urban TPW.** TPWs that originate and terminate in an urban location will be reimbursed at the rate of $20 per trip, with exception for following circumstances:

a. TPWs that originate from zip codes 98133, 98155, or 98177 and terminate within an urban location will be reimbursed at the rate of $30 per trip; and
b. TPWs that originate within urban locations and terminate in zip codes 98133, 98155, or 98177 will be reimbursed at the rate of $30 per trip.

2) **Suburban TPW.** TPWs that originate or terminate in a suburban area will be reimbursed at the rate of $30 per trip.
3) **Rural TPW.** TPWs that originate or terminate in a rural area will be reimbursed at a rate of $40 per trip.

ii. **Additional Passenger(s) in a Wheelchair TPW.** For every additional passenger in a wheelchair on a dispatched TPW where the vehicle is equipped to secure all wheelchairs included on the trip, the driver is eligible for $15, in addition to the urban, suburban or rural TPW reimbursement.

b. Contract Trips are not eligible for TPW reimbursement.
c. TPW reimbursements will be paid at least monthly, depending on the City's processing schedule.

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2. **Fuel Reimbursement.**
    a. This reimbursement category is payable to eligible drivers and is intended to help offset the additional fuel costs associated with operating WAVs. Because these vehicles must be wheelchair accessible, and therefore larger and heavier, they have a lower fuel efficiency than the industry standard vehicle, the Toyota Prius.
    b. The reimbursement rate for this category was calculated based on the difference in gas mileage between the Toyota Prius and the Toyota Sienna or equivalent vehicle.
    c. Each driver is eligible to receive fuel reimbursement based on the mileage driven on the WAV while logged into the dispatch system, at a rate of $0.14 per mile.
    d. Drivers who accumulate more than 14 hours of driving in a single day will not receive mileage reimbursement for any hours beyond the 14-hour limit.
    e. To be eligible for WAV fuel reimbursement, the driver must demonstrate that the driver performed a minimum of 20 TPWs during the same calendar month. Contract Trips do not count towards the minimum number of TPWs required for eligibility.
    f. Fuel reimbursement will be paid at least monthly, depending on the City's processing schedule.
    g. Starting September 1, 2024, fuel reimbursement will be calculated according to the provisions of this Rule. An earlier effective date may be implemented by the Director if the TRDAs or RDAs provide the necessary data required by Section III.A.3.b prior to this date.
3. **Off-Peak Trips.**
    a. This reimbursement category is payable to eligible WAV drivers and is intended to help offset costs when demand is low but accessible transportation must be available to improve equity of service.
    b. TPWs that occur between 9pm and 5am will be reimbursed based on following rates[1]:
        i. Any trip that occurs between 9:00 p.m. and 11:00 p.m. is eligible for a reimbursement of $5, in addition to the standard TPW reimbursement;
        ii. Any trip that occurs between 11:01 p.m. and 1:00 a.m. is eligible for a reimbursement of $10, in addition to the standard TPW reimbursement;
        iii. The first TPW occurring between 1:01 a.m. and 5:00 a.m. is eligible for a reimbursement of $45, in addition to the standard TPW reimbursement;
        iv. Any additional trip that occurs between 1:01 a.m. and 5:00 a.m. is eligible for a reimbursement of $20, in addition to the standard TPW reimbursement.[2]

[1] Off peak hours were determined based on an analysis of number of WATs distributing across the day in 2023, along with surveys of customers and drivers conducted in 2018, which found that WAVs are generally not readily available during the overnight hours between 9:00 p.m. and 5:00 a.m.
[2] For the purposes of reimbursement under rule (b), "occur" refers to the pick-up time of the trip.

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4. **Reimbursements for Driver Training.**
    a. This reimbursement category is payable to drivers to offset the cost of completing one (1) additional training course per year, after completing the initial training required for WAV endorsement. The initial training required for WAV endorsement per SMC 6.311.080 and KCC 6.65.080 is not eligible for this reimbursement.
    b. The City will partner with the County and stakeholders to make training courses available to drivers, including but not limited to mentorship training programs and training offered by a third-party contractor. The Director will publish a list of approved courses that are eligible for the driver training reimbursement.
    c. Each eligible WAV driver will be reimbursed for the cost of the approved course if the driver pays for the course. Drivers will receive a stipend for the time it takes to complete or provide the training at the taximeter rate of $30 per hour.
    d. Reimbursement for driver training is limited to WAV vehicle owners and drivers with a current lease agreement to operate a WAV.
5. **Reimbursements for Vehicle Acquisition, Maintenance and Equipment.**
    a. This reimbursement category is payable to WAV vehicle owners to help offset the higher costs associated with acquiring (through purchase or lease), converting, and maintaining a WAV vehicle, relative to the costs of acquiring and maintaining a non-accessible vehicle.
    b. WAV vehicle owners who meet the requirements of this Rule may be eligible for an annual vehicle acquisition, maintenance and equipment reimbursement of up to $6,700 per calendar year, depending on vehicle age and whether the vehicle is all-wheel drive. Original receipts are not required for this reimbursement type, but the vehicle owner must provide necessary documentation to confirm the model year, acquisition date, and whether the vehicle is all-wheel drive.
    c. Reimbursements for vehicle acquisition, maintenance and equipment will be paid on a quarterly basis, with payments disbursed following the end of each quarter (i.e., after Mar. 31 for Q1, after Jun. 30 for Q2, after Sep. 30 for Q3, and after Dec. 31 for Q4).
    d. To qualify for a quarterly payment, the WAV vehicle owner must demonstrate that the vehicle provided at least 60 TPWs during that quarter. To qualify for the maximum annual reimbursement amount, the WAV vehicle owner must demonstrate that the vehicle provided at least 240 TPWs during the calendar year. Contract Trips do not count towards the minimum number of TPWs required for eligibility.
        i. Any owner who fails to complete at least 60 TPWs in a given quarter may still qualify for reimbursement at the end of the 4th quarter if the owner demonstrates that the vehicle provided at least 240 TPWs during the calendar year. The maximum annual reimbursement amount depends on the age of the vehicle (based on model year), and whether the vehicle has all-wheel drive as outlined in the following table:

DocuSign Envelope ID: 6B6AC4B9-6EB6-407D-A716-2DF35DAD1F5A

Vehicle Age*	Reimbursement Amount	All-Wheel Drive WAV**
Up to 5 years	$6,300	+$400
6-7 years	$5,856	-
8 years	$4,393	-
9 years	$2,928	-
10-15 years	$1,464	-

*Vehicle age is determined based on the model year. For example, in 2024, a wheelchair accessible 2021 Toyota Sienna would have a vehicle age of three (3) years.
** Vehicles with all-wheel drive are eligible to receive an additional $400 reimbursement each year until the vehicle reaches five (5) years old. This reimbursement is in addition to the $6,300 per year reimbursement for a WAV.

e. The Director may increase the reimbursement amount for vehicle acquisition, maintenance and equipment to cover additional costs associated with purchasing, equipping and maintaining a WAV with the capability to seat more than one passenger in a wheelchair; with additional features to improve safety; and/or that utilizes a new automotive technology. New automotive technology may include, but is not limited to all-electric WAVs and future innovations in WAV vehicle technology.

6. **Reimbursement for Insurance.**
   a. This reimbursement category is payable to WAV vehicle owners to help offset the insurance cost for a WAV vehicle, relative to the insurance cost for a non-accessible vehicle.
   b. The reimbursement amount was calculated based on the difference in estimated insurance cost (from the insurance industry) between the Toyota Prius and the Toyota Sienna or equivalent vehicle.
   c. WAV vehicle owners who meet the requirements of this Rule may be eligible for an insurance reimbursement of $1,800 per calendar year.
   d. Reimbursements for insurance will be paid on a quarterly basis, with payments disbursed following the end of each quarter (i.e., after Mar. 31 for Q1, after Jun. 30 for Q2, after Sep. 30 for Q3, and after Dec. 31 for Q4).
      i. Any owner who fails to complete at least 60 TPWs in a given quarter may still qualify for reimbursement at the end of the 4th quarter if the owner demonstrates that the vehicle provided at least 240 TPWs during the calendar year.

   The Director may increase the insurance reimbursement amount to reflect changes in regulatory standards, market conditions, or advancements in technology. This may include, but is not limited to, modifications in policy limits, premiums, deductibles, and coverage for new types of risks associated with the use of all-electric vehicles and future innovations in vehicle technology.

C. Fund Administration.

1. **Reimbursement Transparency.** No later than July 1 after the calendar year in which reimbursements from the Fund were made, the City and County will make publicly available a summary report of the various reimbursements made from each respective Fund during the previous calendar year.

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a. The Director will periodically review, at a minimum, the Fund's balance, reimbursed costs for purchasing and retrofitting WAVs, the actual or anticipated need for purchasing and retrofitting WAVs in the upcoming year, the total number of TPWs and the average operating hours per accessible vehicle to determine whether to adjust the wheelchair accessible services surcharge and/or Fund disbursement amounts by rule to ensure continued accessible service in Seattle and King County. The Director may consider any other factors that may affect supply, demand and financial viability for wheelchair accessible service within Seattle and King County limits.

2. **Forms.** All forms and submissions described above will be on forms and in a format approved by the Director.
3. **Funding Prioritization.** Should the Fund balance and/or spending authority be less than estimated for any reporting quarter, the City, the County or both will prorate reimbursements based on historical data and the following prioritization:
    a. **Reimbursement Categories.** (1) reimbursements for TPWs (urban, suburban, rural and additional passenger(s) in wheelchair(s)), WAV fuel costs and off-peak trips s, (2) reimbursements for vehicle acquisition and maintenance and equipment, (3) reimbursements for insurance, and (4) reimbursements for driver training.
    b. **Reimbursement Recipients.** (1) WAT drivers, (2) WAT vehicle owners, (3) drivers of Voluntary Conversions, and (3) Voluntary Conversion vehicle owners.
4. **Minimum Fund Levels.** The Fund must maintain a balance that is at least 110% of the sum of all reimbursements made in the previous calendar year. If this balance is not maintained, the City, the County or both may prorate all payments to owners and drivers or adjust the wheelchair accessible service surcharge.

D. **Attachments.** The following documents are attached to this Rule:
    1. Zip code map and table.
    2. Reimbursement summary table that summarizes the reimbursement types and eligibility requirements established in this Rule.

IV. Implementation.

A. Starting July 1, 2024, reimbursements for TPWs and Off-peak Trips will be calculated according to the provisions of this Rule.
B. Starting July 1, 2024, reimbursements for vehicle acquisition, maintenance and equipment (VAME) and insurance will be calculated according to the provisions of this Rule.
C. Starting September 1, 2024, reimbursement for fuel will be calculated according to the provisions of this Rule. An earlier effective date may be implemented by the Director if the TRDAs or RDAs provide the necessary data required by Section III.A.3.b prior to this date.

V. Rule Maintenance.

A. At least annually, the City and County will review and analyze available data to evaluate the effectiveness of the Fund reimbursement program at meeting the following program goals:
    1. Ensuring the continued financial viability of WAV service within Seattle and King County limits; and

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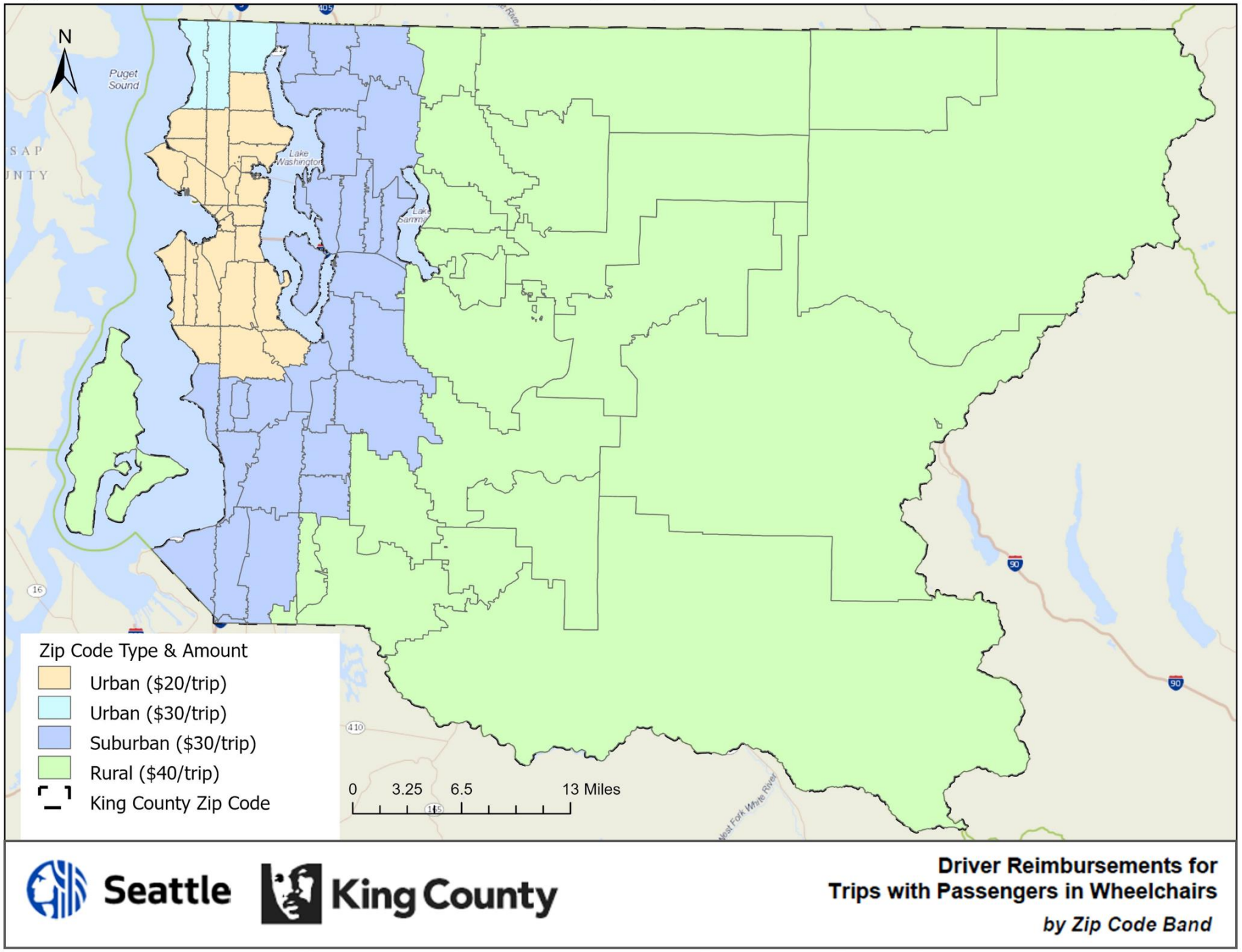
2. Improving equity of accessible on-demand transportation services available in Seattle and King County.

B. The review may include analysis of any and all available data (e.g., the total number of TPWs, the total number of unfulfilled requests for WAV service, average and maximum wait times, etc., as available) and any other factors that may affect the supply, demand, and financial viability of WAV service within Seattle and King County limits, as well as outreach to current and potential WAV customers.

VI. Rule Enforcement. The Director may conduct periodic audits of trips and other data to ensure compliance with this Rule, including fraud detection and prevention.

DocuSign Envelope ID: 6B6AC4B9-6EB6-407D-A716-2DF35DAD1F5A



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TPW Reimbursements: Urban, Suburban, and Rural Designation by Zip Code

ZIP Code	TPW Designation
98001	Suburban
98002	Rural
98003	Suburban
98004	Suburban
98005	Suburban
98006	Suburban
98007	Suburban
98008	Suburban
98009	Suburban
98010	Rural
98011	Suburban
98013	Rural
98014	Rural
98015	Suburban
98019	Rural
98022	Rural
98023	Suburban
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98174	Urban
98175	Urban
98177	Urban
98178	Urban
98181	Urban
98185	Urban
98188	Suburban
98190	Urban
98191	Urban
98194	Urban
98195	Urban
98198	Suburban
98199	Urban
98224	Rural
98288	Rural

NOTES:

"TPW" refers to any trip where a WAV and its driver are dispatched to provide service to one or more passengers in a wheelchair.

This table designates Seattle and King County zip codes as either urban, suburban, or rural for purposes of TPW reimbursement.

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City of Seattle FOR-HIRE-TRANSPORTATION-08-2024 and King County Public Rule FHT-2-2024-PR
Attachment 2 - Reimbursement Summary Table

WAS Fund Reimbursement Types and Eligibility Requirements

General Requirements for WAS Fund Reimbursement	
WATs	Prior to placing the WAT in service, the vehicle must be inspected for ADA compliance. Once in service, any WAT driver must have a valid regional for-hire driver's license with a valid WAV endorsement, and the driver must prioritize service to passengers in wheelchairs before any other passenger.
Voluntary Conversations	Anyone interested in voluntarily converting a vehicle to a WAV shall consult with the Director prior to acquiring or converting a vehicle. In addition to meeting the same general requirements as WATs, the owner of a Voluntary Conversion must apply to the Director for written approval in order to become eligible for WAS Fund reimbursements.

Dispatched Trips for Passengers using Wheelchairs (TPWs) – Paid at least Monthly

Rate/Amount	Recipient	Eligibility Requirements*
Urban: $20 Urban (98133, 98155, 98177): $30 Suburban: $30 Rural: $40 Add'l Passenger(s) in Wheelchair(s): +$15	Driver	Contract Trips are not eligible for reimbursement.

Fuel – Paid Monthly

Rate/Amount	Recipient	Eligibility Requirements*
WAV Fuel Cost: $0.14/mile	Driver	Driver must demonstrate the driver performed at least 20 TPWs during the same month.

Off-peak TPWs – Paid at least Monthly

Rate/Amount	Recipient	Eligibility Requirements*
9 pm - 11pm: Additional $5 11:01 pm - 1 am: Additional $10 First TPW occurs between 1:01 am and 5 am: Additional $45 (Any additional TPW) 1:01 am – 5 am: Additional $20	Driver	Contract Trips are not eligible for reimbursement.

Driver Training – Paid One Per Year after Completing Training

Rate/Amount	Recipient	Eligibility Requirements*
Driver Time: $30/hr. Course Fee: cost	Driver	Eligibility limited to WAV vehicle owners and WAV drivers with current lease agreement to operate a WAV.

Vehicle Acquisition, Maintenance, and Equipment (VAME) – Paid Quarterly (figures represent max. annual reimbursement amounts)

Rate/Amount	Recipient	Eligibility Requirements*
Maximum Annual Reimbursement Amounts	Vehicle Owner	To be eligible for a quarterly payment, vehicle owner must demonstrate the vehicle performed at least 60 TPWs during that quarter. To qualify for the maximum annual reimbursement amount, vehicle owner must demonstrate that the vehicle provided at least 240 TPWs during the calendar year.

Vehicle Age**	Rate	All-Wheel Drive
0-5 Years	$6,300	+$400
6-7 Years	$5,856	-
8 Years	$4,393	-
9 Years	$2,938	-
10-15 Years	$1,464	-

Insurance – Paid Quarterly

Rate/Amount	Recipient	Eligibility Requirements*
$1,800 per year	Vehicle Owner	Same as VAME

* TRDAs and RDAs must submit dispatch records to CPD on behalf of the vehicle owner/driver to demonstrate that TPW occurred, and that minimum operating requirements (i.e., minimum number of TPWs per month/year) have been met.

** Vehicle age is based on model year.