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Seattle

Department:	Rule No.:	Amends:
City of Seattle **Department of Finance and Administrative Services**	FOR-HIRE TRANSPORTATION-09-2024	Clerk File 321871
	Publication: 5/17/2024	Effective: 7/1/2024
Subject: Reimbursement for Transportation Network Company Vehicle Owners and Drivers from the Wheelchair Accessible Services Fund	Code and Section Reference(s): SMC 6.310.175, 6.310.452 SMC 6.310.140 (rulemaking authority)	
Approved: DocuSigned by: Beth Gappert C73B961E510B4F1... Division Director	6/21/2024 Date	
DocuSigned by: Sherri Crawford D07415531S7C40F... 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.:	Amends:
King County Department of Executive Services Sponsoring Agency: Records and Licensing Services Division (RALS)	FHT-1-2024-PR	FIN-10-3-3-PR
	Publication: 5/17/2024	Effective: 7/1/2024
Title: Reimbursement for Transportation Network Company Vehicle Owners and Drivers from the Wheelchair Accessible Services Fund	Authorities: KCC 6.64.111, 6.64.660, 6.64.680KCC 6.64.021 (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-09-2024 and King County Public Rule FIN-10-3-6-PR – Reimbursement for Transportation Network Company 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. The City and County each created Wheelchair Accessible Services Funds ("Fund") to ensure the continued viability of wheelchair accessible for-hire transportation service for passengers throughout the City and County. The following 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. Only applies to the owners and drivers of wheelchair accessible transportation network company (TNC) endorsed vehicles.

II. Definitions. The following terms have the following meanings when used in this Rule:

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 6.310.530 and KCC 6.64.760.
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. "New" – when referring to a vehicle – means a vehicle that has not been previously titled.
J. "RALS" means the Records and Licensing Services Division of King County's Department of Executive Services.
K. "Shift" means a driver operating a Wheelchair Accessible Vehicle for a period of no less than four (4) continuous hours within a 24-hour period.
L. "TPW" means any completed trip where a WAV and its driver are dispatched to provide service to one or more passengers in a wheelchair.
M. "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 Regulations Chapter 38, Subpart B, and that have been inspected and approved by the Director.

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N. "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 November 1, 2019, and any WAT subsequently awarded a City medallion and/or County medallion through a request for proposal, lottery or other competitive process.

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

P. "Voluntary Conversion" means a Wheelchair Accessible taxicab, for-hire vehicle, or transportation network company (TNC)-endorsed vehicle that is not required to be Wheelchair Accessible as a condition of the vehicle's medallion or endorsement, 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 IV 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 and approved for conformance with Title 49 of the Code of Federal Regulations Chapter 38, Subpart B. Inspections must be conducted by approved ASE-certified technicians, and may occur at the same time as the annual uniform vehicle safety inspection.

ii. The Director may require a separate inspection of the installed accessibility equipment to occur each year. During that inspection, the Director may require the vehicle owner and/or any drivers of that vehicle to demonstrate proper wheelchair securement techniques.

iii. Once in service as a WAV, any driver operating the WAV must hold a valid for-hire driver's permit with a WAT endorsement attached to their for-hire driver's permit. A WAT 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.

iv. Once in service as a WAV, the driver will provide service to passengers in wheelchairs before any other passenger per SMC 6.310.450.J and KCC 6.64.680.H. Failure to prioritize a trip with a passenger using a wheelchair (TPW) may result in temporary or permanent denial or reduction of reimbursement from the Fund.

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.

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c. The Director may require TNCs 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. Anyone interested in voluntarily converting a vehicle to a WAV and accessing the Fund should consult with the Director prior to acquiring or converting a vehicle.
   b. Once the owner of a Voluntary Conversion has passed the inspection(s) 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. **TNC Obligations.** To confirm driver and/or vehicle owner eligibility for the reimbursement types established in this rule, TNCs 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:
   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 TNC name, vehicle number, driver name, for-hire driver's permit number, number of passengers in a wheelchair, an indicator of whether the TPW was a Contract Trip, and 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 number of Shifts each WAV was in operation, including the start and end date and the start and end time of each Shift and a record of which driver operated the vehicle for each Shift.

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

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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.
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.

2. **Shift-Based Reimbursements.**

a. For the following reimbursement categories, reimbursements are provided based on the number of Shifts a WAV is operated. There are three (3) categories of Shift-based reimbursements:

i. **WAV Fuel Costs.** 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.

1) The reimbursement for this category was calculated based on the difference in gas mileage between the Toyota Prius and the Toyota Sienna or equivalent vehicle.
2) Each driver is eligible to receive $15 per Shift that the vehicle is in operation.
3) No more than three (3) Shifts per vehicle per day are eligible for the WAV Fuel costs reimbursement. All three (3) Shifts must be performed by a different driver.

ii. **Off-Peak Shifts.** 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.

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1) Any Shift that includes at least four (4) hours between the hours of 9:00 p.m. and 5:00 a.m. is eligible for the off-peak Shift reimbursement.[1] Each driver is eligible to receive an additional $45 reimbursement per off-peak Shift completed in a WAV. If the Director determines that WAV supply during off-peak hours is insufficient during the COVID-19 pandemic, as indicated by customer complaints, data on unfulfilled WAV trips and/or any other factor that may affect the supply, demand, and financial viability of WAV service, the Director has the authority to temporarily increase the amount of the off-peak Shift reimbursement. Any increase to the reimbursement amount will be announced on the FAS website. Any increase authorized under this provision will automatically expire on December 31, 2021, at which time the reimbursement amount will revert to $45 per off-peak Shift.
2) If, after one (1) year after the effective date of this Rule, the Director determines there is insufficient WAV coverage during over-night hours, the Director may change the definition of an off-peak Shift. When determining whether enough WAV coverage during the over-night hours exists, the Director may consider any factors that may affect the supply, demand, and financial viability of WAV service within Seattle and King County limits, particularly during off-peak, over-night hours.
3) No more than two (2) Shifts per vehicle per day are eligible for the off-peak Shift reimbursement. Each off-peak Shift must be performed by a different driver.

iii. **Additional Shifts.** This reimbursement category is payable to WAV vehicle owners and was established to help offset the costs incurred by vehicle owners for making WAVs available for additional Shifts.
1) Eligible WAV vehicle owners may be reimbursed $30 per Shift that the vehicle is operated by a second and/or third driver if the WAV owner or another driver also completed a Shift in the vehicle during the same 24-hour period. Only the second and third Shifts performed in the vehicle in a given 24-hour period are eligible for this reimbursement; the first Shift of the 24-hour period is not eligible.
2) No more than two (2) Shifts per vehicle per day are eligible for the additional Shift reimbursement. Each Shift must be performed by a different driver.

b. **WAV Eligibility Requirements for Shift-Based Reimbursements.**
i. To be eligible for WAV fuel costs and off-peak Shift reimbursement, the driver must demonstrate that the driver performed a minimum of 20 TPWs during the same calendar month in which the Shift

[1] Off-peak hours were determined based on an analysis of WAT operating data and 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.

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occurred. Contract Trips do not count towards the 20 TPWs required for eligibility. This requirement shall not apply effective Mar. 1, 2020 through Dec. 31, 2021, due to the coronavirus disease of 2019 (COVID-19) crisis.

ii. To be eligible for reimbursement of the additional Shifts reimbursement, the WAV vehicle owner must demonstrate that the vehicle performed a minimum of 20 TPWs during the same calendar month in which the Shift occurred. Contract Trips do not count towards the 20 TPWs required for eligibility. This requirement shall not apply effective Mar. 1, 2020 through Dec. 31, 2021, due to the COVID-19 crisis.

iii. After one (1) year after the effective date of this rule, the Director may adjust the minimum number of TPWs required for Shift-based reimbursement eligibility, based on consideration of any factors that may affect the supply, demand, and financial viability of WAV service within Seattle and King County limits.

iv. Recognizing current practice, nothing in this rule will mandate owners to make their WAVs available for three shifts during any 24-hour period.

c. Shift-based reimbursements will be paid at least monthly, depending on the City's processing schedule.

3. **Reimbursements for Driver Training.** 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 WAT endorsement. The initial training required for WAT endorsement per SMC 6.310.415.E and KCC 6.64.660.M is not eligible for this reimbursement.
    a. The City will partner with the County and stakeholders to make courses available to drivers. The Director will publish a list of approved courses that are eligible for the driver training reimbursement.
    b. Each eligible WAV driver will be reimbursed for the cost of the approved course if the driver pays for the course and will receive a stipend for the time it takes to complete the training at the rate of $30 per hour.
    c. Reimbursement for driver training is limited to WAV vehicle owners and drivers with a current lease agreement to operate a WAV.
4. **Reimbursements for Vehicle Maintenance and Equipment.** This reimbursement category is payable to WAV vehicle owners to help offset the costs associated with vehicle conversion and maintaining an existing vehicle to be wheelchair accessible.
    a. WAV vehicle owners who meet the requirements of this rule may be eligible for an annual vehicle maintenance and equipment reimbursement of up to $6,000 per calendar year, depending on vehicle age.
    b. As long as the vehicle remains in compliance with this rule, the Director has discretion to allocate the amount of the maintenance and equipment reimbursement for up to three (3) years after a cost has been incurred so long as the amount reimbursed does not exceed the maximum reimbursement allowed by this rule for that period.
    c. To be eligible for this reimbursement, the WAV vehicle owner must demonstrate that the vehicle provided at least 250 TPWs during the same

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calendar year in which the cost was incurred. Contract Trips do not count towards the 250 TPWs required for eligibility.

i. After one (1) year from the effective date of this requirement, the Director may adjust the minimum number of TPWs required for vehicle acquisition reimbursement eligibility, after considering any factors that may affect the supply, demand, and financial viability of WAV service within Seattle and King County limits.

d. The vehicle owner must submit original, itemized receipts for maintenance and equipment costs paid by the vehicle owner. The receipts must clearly show that payment was made for the maintenance performed. For reimbursement requests submitted electronically, digitally scanned copies of original, itemized receipts will be accepted.

e. The maximum annual reimbursement amount depends on the age of the vehicle (based on model year), as outlined in the following table:

Vehicle Age*	Maximum Annual Reimbursement Amount
0-6 years	$6,000
7 years	$4,800
8 years	$3,600
9 years	$2,400
10 years	$1,200

*Vehicle age is determined based on the model year. For example, a 2017 reimbursement (paid in 2018) for a wheelchair accessible 2010 Toyota Sienna would have a vehicle age of seven (7) years.

f. Reimbursable maintenance costs must be related to installing, repairing, or replacing vehicle equipment necessary for vehicle accessibility for passengers in wheelchairs. Eligible equipment costs include but are not limited to:

i. Wheelchair access ramps and lifts
ii. Wheelchair related safety devices
iii. Door mechanisms on the vehicle's Wheelchair Accessible entrance
iv. Axles
v. Tires (one set per calendar year)
vi. Brakes and rotors
vii. Transmissions
viii. Engines
ix. Suspension systems
x. Wheelchair accessibility signage
xi. Equipment designed to improve vehicle accessibility and passenger convenience (e.g., hearing loops or customer notices in braille)

g. Reimbursements for vehicle maintenance and equipment costs incurred in calendar year 2022 and thereafter will be paid on an annual basis. Vehicle operating data, receipts and reimbursement requests must be submitted to CPD in a format specified by the Director, no later than February 28 of the following calendar year in which the vehicle was operated.

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

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available a summary report of the various reimbursements made from each respective Fund during the previous calendar year.

a. Following two (2) years of operation from the effective date of this rule, the Director will 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 Shifts, (2) additional Shift reimbursements, (3) reimbursements for vehicle acquisition and maintenance and equipment, 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 January 2021, reimbursements for TPWs and Shifts will be calculated according to the provisions of this rule.
B. Starting January 2021, reimbursements for eligible vehicle acquisition, maintenance and/or equipment costs incurred will be calculated according to the provisions of this rule.

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

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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 trip, shift and other data to ensure compliance with this rule, including fraud detection and prevention.

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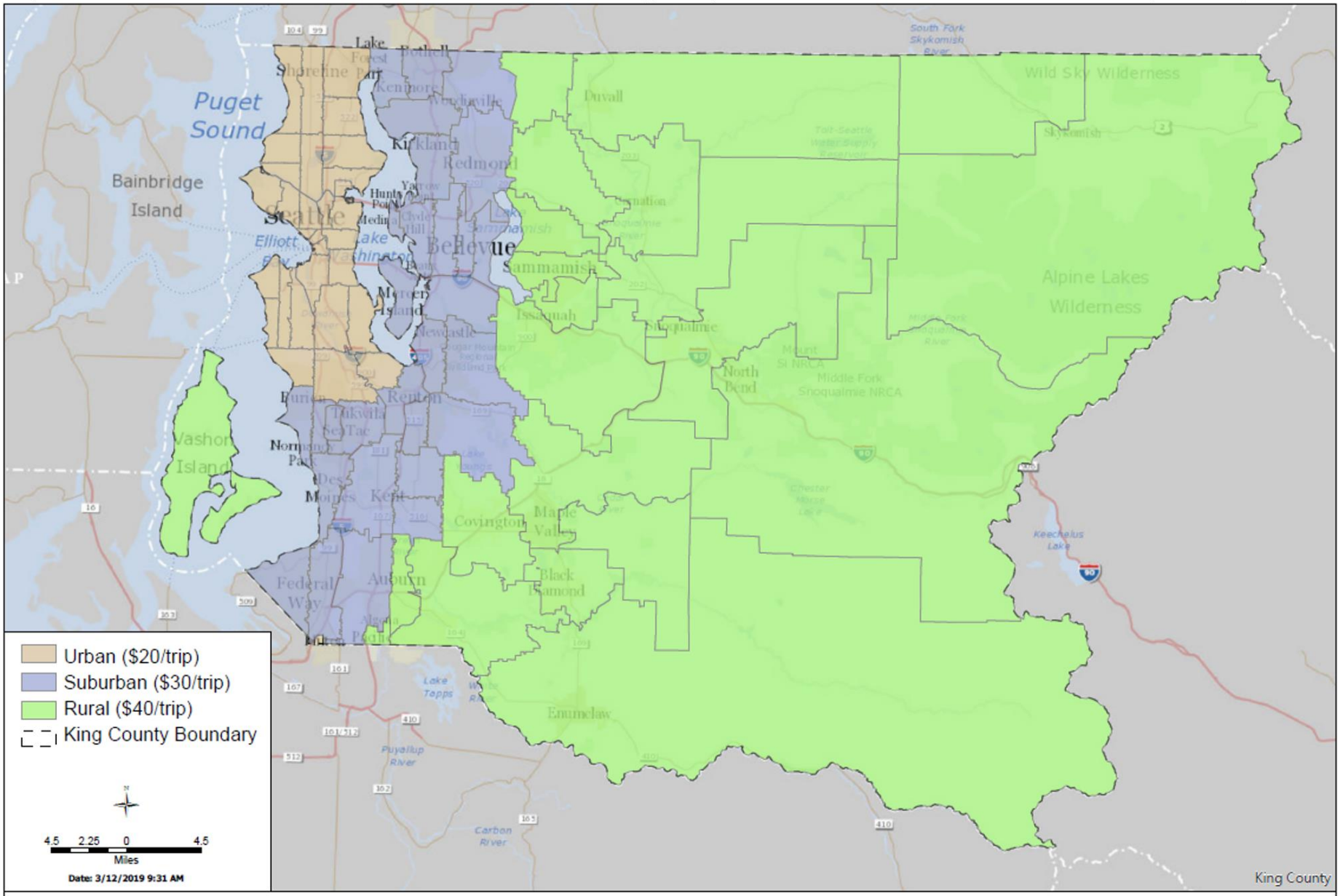

Seattle King County

Driver Reimbursements for Trips with Passengers in Wheelchairs

by Zip Code Band

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
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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.

WAS Fund Reimbursement Types and Eligibility Requirements

General Requirements for WAS Fund Reimbursement	
Voluntary Conversions	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.

Section III.B.1: Dispatched Trips for Passengers using Wheelchairs (TPWs) - Paid at least Monthly		
Rate/Amount	**Recipient**	**Eligibility Requirements***
Urban: $20 Suburban: $30 Rural: $40 Add'l Passenger(s) in Wheelchair(s): + $15	Driver	Contract Trips are not eligible for reimbursement.

Section III.B.2: Shift-Based Reimbursements (Shift defined as 4+ continuous hours) - Paid at least Monthly		
Rate/Amount	**Recipient**	**Eligibility Requirements***
WAV Fuel Costs: $15	Driver	A maximum of 3 Shifts per vehicle per day are eligible for reimbursement; all 3 Shifts must be performed by different drivers. **Effective Jan. 1, 2022:** Driver must demonstrate the driver performed at least 20 TPWs during the same month in which the Shift occurred.
Off-Peak Shift (9:00 p.m. - 5:00 a.m.): $45	Driver	A maximum of 2 Shifts per vehicle per day are eligible for reimbursement; both Shifts must be performed by different drivers. **Effective Jan. 1, 2022:** Driver must demonstrate the driver performed at least 20 TPWs during the same month in which the Shift occurred.
Additional Shifts: $30	Vehicle Owner	Only the second and third Shift performed in the vehicle within a 24-hour period are eligible for this reimbursement; the first Shift of the day is not eligible. A maximum of 2 Shifts per vehicle per day are eligible for reimbursement. The first, second and third Shift must all be performed by different drivers. **Effective Jan. 1, 2022:** Vehicle owner must demonstrate the vehicle performed at least 20 TPWs during the same month in which the Shift occurred.

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Section III.B.3: Driver Training - Paid Once 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.

Section III.B.4: Vehicle Maintenance & Equipment - Paid Annually**		
Rate/Amount	**Recipient**	**Eligibility Requirements***
Vehicle Age (based on model year) — Up To 0-6 Years: $6,000 7 Years: $4,800 8 Years: $3,600 9 Years: $2,400 10 Years: $1,200	Vehicle Owner	Vehicle owner must submit itemized receipts demonstrating that payment was made. For each WAV, the total reimbursement for vehicle maintenance and equipment may not exceed $6,000 per year except in limited circumstances decribed in the Rule. **Effective for costs incurred on or after Jan. 1, 2022:** Vehicle owner must demonstrate the vehicle performed at least 250 TPWs during the same calendar year in which the cost was incurred.

* TNC must submit dispatch records to CPD on behalf of the vehicle owner/driver to demonstrate that TPW and/or Shift 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.