

City of Seattle and King County

NOTICE OF PROPOSED ADMINISTRATIVE RULEMAKING AND OPPORTUNITY TO COMMENT

The acting director of the City of Seattle’s Department of Finance and Administrative Services (FAS) and the director of King County’s Department of Executive Services (DES), acting under the authority of Seattle Municipal Code chapter 3.02; chapter 6.310, section 6.310.140; and chapter 6.311, section 6.311.470; and King County Code chapter 2.98; chapter 6.64, section 6.64.021; and chapter 6.65, section 6.65.470, respectively, propose adopting 10 rules related to for-hire passenger transportation. Specifically, the rules address the following:

1. Repeal of 15 outdated City of Seattle rules;
2. Vehicle safety inspections for taxicabs and for-hire vehicles;
3. Vehicle safety inspections for transportation network company (TNC) vehicles;
4. Splitting dual medallions;
5. Temporary deactivation of medallions;
6. Vehicle color schemes and markings;
7. Taximeters and smart taximeters;
8. Reimbursements from the Wheelchair Accessible Services Fund – taxicabs and for-hire vehicles;
9. Reimbursements from the Wheelchair Accessible Services Fund – TNC vehicles; and
10. Evidence of vehicle insurance and suspension of insurance requirements.

Electronic copies of the proposed rules are available at <http://www.seattle.gov/finance-and-administrative-services/directors-rules> and <https://www.kingcounty.gov/depts/records-licensing/licensing/taxi-for-hire-transportation-networks/notices-regulations.aspx>.

PUBLIC COMMENT: The City of Seattle and King County are seeking public comments on the draft rules. Comments may be provided in person, by e-mail, or by regular mail, and must be received no later than 5 p.m. on Friday, June 7, 2024.

To provide comments in person, please attend a public hearing on May 20, 2024, from 11 a.m. to 1 p.m. at:

King County Elections
Lake Washington and Mt. Rainier Rooms
919 SW Grady Way
Renton, WA 98057

To provide written comments, please e-mail or mail:

City of Seattle
Department of Finance and Administrative Services
Attention: Matthew Eng
700 5th Ave., Floor 43
P.O. Box 94785
Seattle, WA 98124-4785
consumerprotection@seattle.gov

AND

King County
Department of Executive Services – Records and Licensing Services Division

Attention: Sean Bouffiou
King Street Center
201 S. Jackson St., Suite 206
Seattle, WA 98104
FAST@kingcounty.gov

Kiersten Grove, Acting Director, City of Seattle Department of Finance and
Administrative Services

Lorraine Patterson-Harris, Director, King County Department of Executive Services



Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 01-2024	Rescinds: Clerk Files 306289, 307684, 308932, 310152, 321469, 321470, and 321965
	Publication: 5/17/2024	Effective: X/X/2024
Subject: Rescinding 15 FAS Director’s Rules: R-6.310.110, R-6.310.130.A, R-6.310.230.A(9), R-6.310.320.C(1)(b), R-6.310.320.R, R-6.310.320.T, R-6.310.320.U, R-6.310.360.C, R-6.310.380.A, R-6.310.465.H, R-6.310.465.L, R-6.310.465.M, FOR-HIRE TRANSPORTATION-04-2019, FOR-HIRE TRANSPORTATION- 05-2019, and FOR-HIRE TRANSPORTATION-02-2021	Code and Section Reference(s): SMC 6.311.470 (rulemaking authority)	
Approved: <hr/> Division Director	<hr/> Date	
<hr/> Business Unit Officer	<hr/> Date	
<hr/> Kiersten Grove, Acting Department Director	<hr/> Date	

City of Seattle For-Hire Transportation Rules

Rule FOR-HIRE TRANSPORTATION-01-2024

Rescinding 15 FAS Director's Rules: R-6.310.110, R-6.310.130.A, R-6.310.230.A(9), R-6.310.320.C(1)(b), R-6.310.320.R, R-6.310.320.T, R-6.310.320.U, R-6.310.360.C, R-6.310.380.A, R-6.310.465.H, R-6.310.465.L, R-6.310.465.M, FOR-HIRE TRANSPORTATION-04-2019, FOR-HIRE TRANSPORTATION- 05-2019, and FOR-HIRE TRANSPORTATION-02-2021 (SMC 6.311.470)

This Rule rescinds 15 FAS Director's Rules.

Rule Number	Clerk File Number	Rule Name and Effective Date / Reason for Recission
R-6.310.110	306289	Definitions (April 1, 2001) <ul style="list-style-type: none"> Definitions are included in Seattle Municipal Code (SMC) chapter 6.311.
R-6.310.130.A	306289	Operating a Taxicab or For-Hire Vehicle (April 1, 2001) <ul style="list-style-type: none"> Operating is a defined term in SMC chapter 6.311 and vehicle operating requirements are established by the same chapter.
R-6.310.230.A(9)	306289	Passenger Complaint Resolution (April 1, 2001) <ul style="list-style-type: none"> A process to resolve complaints about for-hire transportation services is established in SMC chapter 6.311.
R-6.310.320.C(1)(b)	306289	Vehicle Age (April 1, 2001) <ul style="list-style-type: none"> The maximum age for a taxicab or for-hire vehicle is established in SMC chapter 6.311.
R-6.310.320.R	308932	Advertising Displays on Taxicabs (September 14, 2007) <ul style="list-style-type: none"> Conditions for any advertising displayed on or in a taxicab or for-hire vehicle are established in SMC chapter 6.311.
R-6.310.320.T	307684	Silent Alarm (October 2005) <ul style="list-style-type: none"> A taxicab or for-hire vehicle must be equipped with a monitored duress alarm per requirements established in SMC chapter 6.311.
R-6.310.320.U	308932	Global Position System (September 14, 2007) <ul style="list-style-type: none"> A taxicab or for-hire vehicle must be equipped with technology to track a vehicle in real time per requirements established in SMC chapter 6.311.
R-6.310.360.C	306289	Retired Vehicles (April 1, 2001) <ul style="list-style-type: none"> The process to retire a taxicab or for-hire vehicle is established in SMC chapter 6.311.
R-6.310.380.A	310152	Green Vehicle Lending Program (August 26, 2009)

Rule Number	Clerk File Number	Rule Name and Effective Date / Reason for Recission
		<ul style="list-style-type: none"> The City of Seattle’s green vehicle lending program is no longer active.
R-6.310.465.H	306289	Passenger Receipts (April 1, 2001) <ul style="list-style-type: none"> Passenger receipt requirements are established in SMC chapter 6.311.
R-6.310.465.L	306289	Designation of Non-Smoking Vehicles (April 1, 2001) <ul style="list-style-type: none"> Driver operating requirements established in SMC chapter 6.311 prohibit the driver or passenger from smoking in a taxicab or for-hire vehicle.
R-6.310.465.M	306289	Payment of Fares (April 1, 2001) <ul style="list-style-type: none"> Requirements for payment of fare are established in SMC chapter 6.311.
FOR-HIRE TRANSPORTATION-04-2019	321469	Voluntary Transfer of Taxicab or For-Hire Vehicle Medallions (October 10, 2019) <ul style="list-style-type: none"> The voluntary medallion transfer process is established by SMC chapter 6.311 and steps to complete the process can be outlined and shared without having a director’s rule in place.
FOR-HIRE TRANSPORTATION-05-2019	321470	Involuntary Transfer of Taxicab or For-Hire Vehicle Medallions (October 10, 2019) <ul style="list-style-type: none"> The involuntary medallion transfer process has been eliminated and a director’s rule is no longer necessary.
FOR-HIRE TRANSPORTATION-02-2021	321965	Reduce the Taxicab and For-Hire Vehicle Annual Medallion and Related Fees (May 7, 2021) <ul style="list-style-type: none"> Fees temporarily reduced in 2021 are now permanent in SMC chapter 6.311; fees may be adjusted by director’s rule in the future.



Seattle



King County

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 02-2024	Supersedes: New
	Publication: 5/17/2024	Effective: X/X/2024
Subject: Uniform Vehicle Safety Inspections for Taxicabs and For-Hire Vehicles	Code and Section Reference(s): SMC 6.311.260.C.6, .280, and .360.A.5 SMC 6.311.470 (rulemaking authority)	
Approved: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Director	_____ Date _____ Date _____ Date	
King County / Department of Executive Services Document Code No.: FHT-7-2024-PR Repeals: New Title: Uniform Vehicle Safety Inspections For Taxicabs and For-Hire Vehicles Effective Date: Authorities: KCC 6.65.260.C.6, .280, and .360.A.5; KCC 6.65.470 (rulemaking authority) Keywords: Sponsoring Agency: Records and Licensing Services Division (RALS)		
Director signature: _____		
Date signed: _____		

City of Seattle and King County For-Hire Transportation Rules

City of Seattle Director's Rule FOR-HIRE TRANSPORTATION 02-2024 and King County Public Rule X – Uniform Vehicle Safety Inspections for Taxicabs and For-Hire Vehicles

Pursuant to an interlocal agreement, the City of Seattle and King County work cooperatively to regulate for-hire passenger transportation. The following Rule is adopted by the City of Seattle and King County as new.

- I. **Purpose.** To establish requirements for uniform vehicle safety inspections. The requirements in this Rule will pertain to all uniform vehicle safety inspections performed on taxicabs and for-hire vehicles unless otherwise specified.
- II. **Definitions.** When used in this Rule, the following term(s) are defined as follows:
 1. "Approved mechanic" means a mechanic or technician on a list of mechanics approved to conduct vehicle safety inspections that is maintained by the Director. The list shall contain the name of each mechanic or technician that has been approved by the Director because they:
 1. Have met all requirements of the National Institute of Automotive Service Excellence;
 2. Have been awarded a Certificate in Evidence of Competence satisfactory to the Director; and
 3. Do not own, lease, or drive a taxicab, for-hire vehicle, or transportation network company endorsed vehicle.
 2. "Director" means the director of King County's Department of Executive Services and/or the City of Seattle's Director of Finance and Administrative Services, or their designees.
 3. "Licensee" has the same meaning as Seattle Municipal Code (SMC) 6.311.040 and King County Code (KCC) 6.65.040.

III. **Requirements.**

Uniform Vehicle Safety Inspection Report and Approved Mechanics

1. Each taxicab and for-hire vehicle shall pass a uniform vehicle safety inspection, pursuant to this rule, certified by a mechanic approved by the Director prior to providing services and annually thereafter.
2. Mechanics who certify uniform vehicle safety inspections must be approved by the Director on an annual basis. A single approved mechanic or a group of mechanics at a single location must hold and maintain valid certificates of competency issued by the National Institute for Automotive Service Excellence (ASE) in the following:
 - a. engine repair,
 - b. suspension and steering,
 - c. brakes, and
 - d. heating and air conditioning, or
 - e. be currently certified as a master automobile technician.

All certificates of competency must be current. If certificates expire, the approval issued by the Director is automatically null and void. Approved mechanics may not own, lease, or drive a taxicab or for-hire vehicle. Approved mechanics must certify whether a vehicle passed or failed its inspection prior to the inspection results being recorded in the *Uniform Vehicle Safety Inspection Database*, commonly referred to as VSID, and being made available to the vehicle owner/driver.

3. The approved mechanic must verify that the medallion plates, decals, customer notices, and other markings, as required by the City and County are legible and properly displayed as specified in this rule.

Vehicle Type	External Markings	Interior Markings
Taxicab	<p>Uniform Color Scheme: See most recent list from the Director, which is provided to the approved mechanic during training.</p>	<p>Rates Sign: Must include the statement: “Rates or fares vary and extra charges may apply. Confirm the fare or rate before you accept the ride.” Must have a transparent background, dark 3/4-inch lettering, and be affixed to the driver’s-side rear window.</p>
	<p>Trade Name/Telephone Number: On the upper one half (1/2) of both front doors. Trade name lettering must be at least 4 inches and telephone number lettering must be at least 2 and 1/2 inches.</p>	<p>Passenger Information Decal: Must include the regional dispatch agency trade name, medallion number, passenger complaint hotline, and requirement to provide customer with a receipt printed by the system or an electronic receipt. Must have a transparent background, 1/2-inch black lettering, and be affixed to the rear driver-side window beneath the rates decal.</p>
	<p>Medallion Number: Number must be at least 4-inch lettering on all 4 sides of the vehicle: hood, trunk lid, and both rear roof posts.</p>	<p>Passenger Information in Raised and Braille Lettering: Must include the regional dispatch agency trade name, medallion number, and passenger complaint hotline.</p> <p>Raised lettering must be at least 1/32 inch and a height of 5/8 inch and must be affixed on the inside of all passenger doors above the arm rest.</p> <p>Braille dots must be uniform in size, solid and rounded, with a height of at least 1/40-inch (0.025 inch) and a diameter of at least 3/50-inch (0.06 inch). The interdot spacing center-to-center will be at least 1/10-inch (0.1 inch). The horizontal</p>

Vehicle Type	External Markings	Interior Markings
		distance between cells will be at least 3/10-inch (0.3 inch).
	Rates: On the upper half of both rear doors in 3/4-inch lettering. Must include the statement: "Rates or fares vary and extra charges may apply. Confirm the fare or rate before you accept the ride."	
	Medallion Plate or Decal: Must be riveted or otherwise affixed at the rear end of vehicle.	
For-Hire Vehicle Requirements end on March 31, 2026. Vehicles operating with a taxicab medallion must comply with the taxicab requirements in this Rule.	Uniform Color Scheme: See most recent list from the Director, which is provided to the approved mechanic during training.	Passenger Information Decal: Must include the for-hire vehicle company (or regional dispatch agency) trade name, medallion number, passenger complaint hotline, and notification of the passenger's option to obtain a receipt printed by the system or an electronic receipt. Must be affixed to the rear driver-side window.
	Trade Name/Telephone Number: On the upper half of both front doors. Trade name lettering must be at least 4 inches and telephone number lettering must be at least 2 and 1/2 inches.	Passenger Information in Braille and Raised Lettering: Must include for-hire vehicle company (or regional dispatch agency) trade name, medallion number, and passenger complaint hotline. Raised letter must be at least 1/32 inch and a height of 5/8 inch and must be affixed on the inside of all passenger doors above the arm rest. Braille dots must be uniform in size, solid and rounded, with a height of at least 1/40-inch (0.025 inch) and a diameter of at least 3/50-inch (0.06 inch). The interdot spacing center-to-center will be at least 1/10-inch (0.1 inch). The horizontal distance between cells will be at least 3/10-inch (0.3 inch).

Vehicle Type	External Markings	Interior Markings
	<p>Medallion Number: Number must be at least 4-inch lettering on all 4 sides of the vehicle: hood, trunk lid, and both rear roof posts.</p>	<p>Rates Decal: A notice stating “Vehicle charges a flat rate and fare is determined by zones. Driver is required to provide a rate book upon customer request. Application dispatch fare supersedes rate book.” Must have a transparent background, 3/4-inch lettering, and affixed to the driver-side rear window.</p>
	<p>Medallion Decal: Must be affixed to inside surface of front windshield above rear-view mirror.</p> <p>When a for-hire vehicle medallion owner converts the medallion to a taxicab medallion, the new taxicab medallion plate or decal shall be affixed at the rear end of the vehicle.</p>	<p>State and Municipal Tolls/Charges Decal: A notice stating “Additional charges may be added to the taximeter for state and/or municipal tolls or charges on roads, bridges, tunnels and ferries. Please visit the Washington State Department of Transportation’s website or the website of the relevant municipality for current toll or charge rates.” Must be affixed to the rear driver-side window.</p>
	<p>Flat Rate: Must be clearly marked with “flat rate” on the exterior if operating on a for-hire vehicle medallion.</p>	

4. All vehicle safety inspections require the mechanic to visually inspect under the vehicle. This will be accomplished using a lift, pit or other procedure that allows the mechanic to get under the vehicle. Vehicle safety inspections conducted virtually are prohibited. Vehicle safety inspections will include thorough inspection of the following safety items:

Inspection Item	Criteria for Passing
a. Foot pedals	Must have rubber or comparable material foot pads in good condition (no metal showing).
b. Brake system	Must operate properly and have no defects. Emergency brake capable of holding vehicle on a 30-degree incline in neutral.
c. Suspension and steering	Must operate properly and have no defects.
d. Windshield and wipers	No chips or cracks larger than one inch. Wipers must operate properly and dispense washer fluid.
e. Rear window and other glass	No chips or cracks larger than one inch and must operate properly.
f. Heating and cooling	Must operate properly and have no defects.

Inspection Item	Criteria for Passing
g. Exterior lights	Covered with undamaged lenses and all bulbs operating properly including headlights, high beams, taillights, turn indicators, hazard lights, brake lights, high center brake light, back-up lights and license plate light.
h. Interior lights	Covered with undamaged lenses and all bulbs operating properly, including dome light.
i. Seats	Front seat adjustment mechanism operates properly. All seats are in undamaged condition and fastened securely.
j. Doors and hardware	Must operate properly and have no defects.
k. Horn	Must operate properly.
l. Instrument panel and gauges	Must operate properly and have no defects.
m. Bumpers	No sharp edges or any defect which is 1/2 inch at the deepest point of depression.
n. Muffler and exhaust system	Must operate properly and have no defects.
o. Tires including spare tire, tire jack, lug wrench, and jack handle or comparable equipment	Wheels (including spare) must be properly aligned, inflated, free of defects, and have a minimum tread depth of 2/32 inch. There must be a tire jack, jack handle, and lug wrench or comparable equipment to ensure vehicle can operate immediately after occurrence of a flat tire.
p. Interior and exterior rear-view mirrors	Free of cracks and defects.
q. Safety belts and air bags	Must operate properly. Air bag indicator lights must operate per manufacturer standards.
r. Wheelchair accessible vehicles	<p>Must meet the following from 49 Code of Federal Regulations §38.23, §38.25 and §38.31:</p> <ul style="list-style-type: none"> • Design load – ramp will be 30 inches or longer and will support 600 pounds; • Ramp surface – ramp surface will be continuous, slip resistant, have a clear width of 30 inches and accommodate both three-wheel and four-wheel mobility aids; • Ramp threshold – ramp will have no more than 1/4 inch at transition from sidewalk to vehicle floor; • Ramp barriers – ramp will have side barriers at least two inches high; • Attachment – ramp will be firmly attached to the vehicle;

Inspection Item	Criteria for Passing
	<ul style="list-style-type: none"> • Stowage – mobility aid or wheelchair will be secured from movement and present no hazard to the passenger; • Contrast – boarding edge of ramp will have a band of color running the full width of the edge which contrasts from the ramp surface, either light on dark or dark on light; • Securement devices – when the wheelchair or mobility aid is secured, the securement devices will limit the movement of an occupied wheelchair or mobility aid to no more than two inches in any direction under normal vehicle operating conditions; • Seat belt and shoulder harness – seat and shoulder harness will be provided for each mobility aid or wheelchair and • Lighting – will illuminate the ramp.
<p>s. Compressed Natural Gas (CNG) Fuel Systems (inspection to be completed by a CSA Group Certified CNG Fuel System Inspector)</p>	<p>All vehicles with CNG fuel supply systems must meet the following requirements:</p> <ul style="list-style-type: none"> • NFPA 52-6.4.4 Vents will not exit into a wheel well; • NFPA 52-6.5.7 Fuel lines will be mounted, braced, and supported to minimize vibration and should be protected against damage, corrosion, or breakage due to strain or wear; • NFPA 52-6.6.1 Every cylinder will be equipped with a manual shut off valve; • NFPA 52- 6.6.2.4 Where a manual valve is used, the valve location will be indicated with the words “MANUAL SHUTOFF VALVE”; • NFPA 52-6.11.1 Vehicles equipped with a CNG fuel system will bear the following durable labels: a label readily visible and located in the engine compartment will include the following: <ul style="list-style-type: none"> ○ Identification as a CNG-fueled vehicle; ○ System service pressure; ○ Installer’s name or company; ○ Container retest date or expiration date; ○ Total container water volume in gallons; • NFPA 52-6.11.3 Vehicle must have a weather resistant, diamond shaped label located on an exterior vertical surface or near vertical surface on the lower right rear of the vehicle; e.g., on the trunk lid of the vehicle, but not on the bumper and • CNG fuel receptacles must be checked for wear with the Go No/Go gauge.

Note: All equipment must operate properly, and the vehicle owner has responsibility for ensuring all damage is repaired. Replacement equipment will meet manufacturer’s original specifications.

5. Regardless if the vehicle passes or fails, all inspections must be entered into the *Uniform Vehicle Safety Inspection Database* on the same day as the inspection. If the *Uniform Vehicle Safety Inspection Database* is not operating properly, paper forms will be provided by the Director. Paper forms should only be used when the database is down. City officials may audit these records on demand during normal business hours.
6. An approved mechanic will not issue a passing *Uniform Vehicle Safety Inspection Report* to the vehicle licensee until all inspection items meet the criteria for passing (above).
7. A vehicle that has been in a collision and determined by the insurance adjuster to be a “total wreck”, or having the term “rebuilt” or other applicable brand noted on the certificate of ownership or vehicle registration per Washington Administrative Code Section 308-56A-530, will not be placed in service, or back in service, as a taxicab or for-hire vehicle until an approved mechanic with a current ASE certification in “structural analysis and damage repair” has verified that there is no damage to the vehicle frame or an I-CAR Gold Class shop has verified that there is no damage to the vehicle frame. This inspection is separate from the uniform vehicle safety inspection completed each year.
8. A vehicle determined by the insurance adjuster to be a “total wreck” or having the term “rebuilt” or other applicable brand noted on the certificate of ownership or vehicle registration per Washington Administrative Code Section 308-56A-530, will not be placed in service, or put back into service, as a taxicab or for-hire vehicle until an approved airbag technician has verified that the airbag system is working properly.
9. All vehicles with a CNG fuel system will pass a CNG inspection annually completed by a CSA Group Certified CNG Fuel System Inspector. This inspection is separate from the uniform vehicle safety inspection completed each year. The inspector will verify the tank is installed per NFPA standards and is still operating properly. A copy of the CNG inspection report will be filed with the Director.
10. The Director will require a subsequent inspection if a vehicle has changed its medallion number, has changed its affiliated regional dispatch agency, has been replaced by another vehicle or was involved in an accident. In addition, a vehicle that has not passed a uniform vehicle safety inspection will not operate until it passes a subsequent inspection.

A person found operating a vehicle that has failed the inspection and has not passed a subsequent inspection will have the medallion associated with that vehicle summarily suspended because such a vehicle is considered to not have a valid medallion.

11. Approved mechanics are required to certify or supervise vehicle safety inspections but are not required to perform the inspection. If another mechanic is performing the inspection, that mechanic’s name will be recorded in the *Uniform Vehicle Inspection Database*. The approving mechanic’s name will also be recorded.
12. Should an approved mechanic be found in violation of the procedures outlined in this Rule and of the SMC or King County Code, the Director will take the following steps. Violations could include, but are not limited to, incomplete inspections; failure to use a lift, pit or other

procedure to inspect under a vehicle; failure to supervise a mechanic that is not certified, or substantiated complaints from drivers.

- a. **First instance** – the Director will issue a verbal warning and inform mechanic that removal from the approved mechanic list could occur if there is another violation.
- b. **Second instance** (if it occurs within six months of the first instance) – the Director will issue a five-day removal from the approved mechanic list and removal from access to the *Uniform Vehicle Safety Inspection Database* (after all inspections are entered into the system within 24 hours of notice of removal). Removal begins upon entry of all inspections. Failure to timely enter all inspections could result in a longer removal from the approved mechanic list.

For removals of five days or longer, the Director will require retraining before placing the mechanic back on the approved list. Any inspections completed within the suspended timeframe could result in permanent removal as an approved mechanic.

In addition, the Director will send written notice to any regional dispatch agency known by the Director to be affiliated with the approved mechanic to inform it of the enforcement action taken against the approved mechanic.

- c. **Third instance** (if it occurs within six months of the second instance) – the Director will issue a minimum 30-day removal from the approved mechanic list and removal from access to VSID (after all inspections up to that point are entered into the system).
- d. **Fourth instance** (if it occurs within one year of the third instance) – the Director will issue a minimum one-year removal from the approved mechanic list and removal from access to VSID (after all inspections up to that point are entered into the system).

The Director will retain discretion to issue a removal longer than one year, including permanent removal from the approval list, based on the severity and/or pervasive nature of the violations. Mechanics subject to removals for one year or longer, including permanent removals, may appeal the removal to the Director. In the case of a hearing before a designee, that person cannot directly supervise the inspector who issued the removal.

The request for an appeal must be in writing and received by the Director within 10 calendar days of the date of the notice of removal. The removal is final if the mechanic fails to timely request an appeal to the Director. If the appeal request is timely, the mechanic will have an opportunity to provide evidence to refute or mitigate the removal. The appeal hearing will be held no more than seven business days from the date received by FAS. The Director will issue an appeal decision within three business days of the appeal proceeding. The appeal decision is final and can affirm, reverse or adjust the length of the removal.

Failed Field Inspections

Summary suspension of the vehicle medallion will occur when a taxicab or for-hire vehicle fails a routine field inspection (outside of the annual inspection process) conducted by the Director.

The summary suspension notice will be issued in person, by email or by first-class mail to the licensee. A copy of the suspension will be issued by email to the regional dispatch agency (based on vehicle's uniform color scheme at time of inspection and/or the regional dispatch agency identified in the vehicle's record in the *Uniform Vehicle Safety Inspection Database*) with which the licensee is affiliated.

The summary suspension remains in effect until the vehicle has either (1) passed a new uniform vehicle safety inspection, which will be recorded in the *Uniform Vehicle Safety Inspection Database*, or (2) the Director receives satisfactory proof the violation has been cured.

A driver cannot continue to engage in the activity for which the license is required pending an appeal of the summary suspension. A driver will be penalized if found to be operating a vehicle under summary suspension because such a vehicle is considered unlicensed. The first offense results in a civil infraction with monetary penalties, and any subsequent violation could result in a misdemeanor charge.

The Director will notify in person, by email or by first-class mail the licensee once the violation has been cured. A copy of the notice will be emailed to the regional dispatch agency with which the licensee is affiliated.

- IV. Implementation.** Unless specified otherwise in this Rule, these requirements take effect immediately after the Director files this Rule with the Seattle City Clerk and with the King County Archives, Records Management, and Mail Services Section (ARMMS).
- V. Rule Maintenance.** The Director will consider the quality and compliance of companies' written documentation and physical demonstrations during the licensing process, relevant passenger complaints received, and relevant enforcement actions taken, among other factors, to determine whether this Rule needs revision.
- VI. Rule Enforcement.** The Director may review written documentation and consider community feedback to ensure compliance with the requirements outlined herein.



Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 01-201903-2024	Supersedes: Clerk File 321466 319387 (CPU-06-2015)
	Publication: 8/22/2019 5/17/2024	Effective: 10/10/2019 X/X/2024
Subject: Uniform Vehicle Safety Inspection Report, Approved Mechanics and Failed Field Inspections for Transportation Network Company Vehicles	Code and Section Reference(s): SMC 6.310.270.R, .320.E , .320.F , .325.E, .330.J , .450.G and .452.K SMC 6.310.140 (rulemaking authority)	
Approved: <hr/> Division Director <hr/> Business Unit Officer <hr/> Calvin W. Goings Kiersten Grove , Acting Department Director	<hr/> Date <hr/> Date <hr/> Date	

City of Seattle ~~Taxicab, Transportation Network Company Vehicle and For Hire Vehicle~~ For Hire Transportation Rules

Rule FOR-HIRE TRANSPORTATION-~~0103-2019-2024~~
Uniform Vehicle Safety Inspection Report, Approved Mechanics and Failed Field Inspections for Transportation Network Company Vehicles
(SMC 6.310.270.R, ~~.320.E, .320.F, .325.E, .330.J, .450.G~~ and .452.K)

Uniform Vehicle Safety Inspection Report and Approved Mechanics

1. Each ~~taxicab, for-hire vehicle and~~ transportation network company (TNC) endorsed vehicle shall pass a uniform vehicle safety inspection, pursuant to this rule, certified by a mechanic approved by the Director of the Department of Finance and Administrative Services (FAS) or his or her designee (the Department Director) prior to providing services and annually thereafter.
2. Mechanics who sign a uniform vehicle safety inspection must be approved by the Department Director. A single approved mechanic or a group of mechanics at a single location must hold valid certificates of competency issued by the National Institute for Automotive Service Excellence (ASE) in the following:
 - a. engine repair,
 - b. suspension and steering,
 - c. brakes, and
 - d. heating and air conditioning, or
 - e. be currently certified as a master automobile technician.

All certificates of competency must be current. If certificates expire, the approval issued by the Department Director shall be null and void. Approved mechanics may not own, lease, or drive a taxicab, for-hire vehicle or TNC endorsed vehicle. Approved mechanics must sign indicating approval or failure for inspections prior to the inspection being recorded in the Vehicle Safety Inspection Database (VSID).

3. The approved mechanic must verify that the ~~taxicab medallion plates,~~ decals, customer notices, and other markings, as required by the City are legible and properly displayed as specified in this rule. Further, the approved mechanic must verify a vehicle’s license type aligns with its affiliated company or association; e.g., the TNC license type aligns with a TNC and not with a taxi association or a for-hire vehicle company.

Vehicle Type	External Markings	Interior Notices/Signs
Taxicab	Color Scheme: See most recent Department Director list (provided to the approved mechanic during training).	Rates Decal: Must include taximeter rates and airport flat rate (see most recent Department Director list for airport flat rate). Must have a transparent background, 3/4-inch lettering, and affixed to the driver-side rear window.
	Trade Name/Telephone Number: Upper half of both front doors. Lettering must be at least four inches.	Passenger Information Decal: Must include vehicle name, number, passenger complaint hotline, and requirement to

Vehicle Type	External Markings	Interior Notices/Signs
		provide customer with a printed or electronic receipt. Must be affixed to the rear driver-side window.
	Vehicle Number: Number must be at least four inch lettering. Must be on all four sides of the vehicle.	Passenger Information in Braille and Raised Lettering: Must include vehicle name, number, and passenger complaint hotline. Lettering raised at least 1/32 inch and a height of 5/8 inch. Must be affixed on the inside of all passenger doors above the arm rest.
	Rates: On the upper half of both rear doors in 3/4-inch lettering. Include taximeter rate, airport flat rate (see most recent Department Director list).	State and Municipal Tolls/Charges Decal: A notice stating "Additional charges may be added to the taximeter for state and/or municipal tolls or charges on roads, bridges, tunnels and ferries. Please visit the Washington State Department of Transportation's website or the website of the relevant municipality for current toll or charge rates." Must be affixed to the rear driver-side window.
	License (Medallion): Must be riveted to the rear of vehicle.	
For Hire Vehicle	Color Scheme: See most recent Department Director list.	Passenger Information Decal: Must include vehicle name, number, passenger complaint hotline, and printed receipt option notification. Must be affixed to the rear driver-side window.
	Trade Name/Telephone Number: Upper half of both front doors. Lettering must be at least four inches.	Passenger Information in Braille and Raised Lettering: Must include vehicle name, number, and passenger complaint hotline. Lettering raised at least 1/32 inch and a height of 5/8 inch. Must be affixed on the inside of all passenger doors above the arm rest.

Vehicle Type	External Markings	Interior Notices/Signs
	Vehicle Number: Number must be in at least four-inch lettering. Must be on all four sides of the vehicle.	Rates Decal: A notice stating “Vehicle charges a flat rate and fare is determined by zones. Driver is required to provide a rate book upon customer request. Application dispatch fare supersedes rate book.” Must have a transparent background, 3/4-inch lettering, and affixed to the driver side rear window.
	License Decal: Fixed to inside surface of windshield above rear view mirror.	State and Municipal Tolls/Charges Decal: A notice stating “Additional charges may be added to the taximeter for state and/or municipal tolls or charges on roads, bridges, tunnels and ferries. Please visit the Washington State Department of Transportation’s website or the website of the relevant municipality for current toll or charge rates.” Must be affixed to the rear driver side window.
	Flat rate: Vehicle must be clearly marked with “flat rate” on the exterior.	
TNC Endorsed Vehicle	Endorsement Decal: Fixed to inside surface of windshield in the center above rear-view mirror. The endorsement decal is not required for initial license inspections.	

4. All vehicle safety inspections require the mechanic to visually inspect under the vehicle. This shall be accomplished using a lift, pit or other procedure that allows the mechanic to get under the vehicle. Vehicle safety inspections shall include thorough inspection of the following safety items:

Inspection Item	Criteria for Passing
a. Foot pedals	Must have rubber or comparable material foot pads in good condition (no metal showing).
b. Brake system	Must operate properly and have no defects. Emergency brake capable of holding vehicle on a 30-degree incline in neutral.
c. Suspension and steering	Must operate properly and have no defects.
d. Windshield and wipers	No chips or cracks larger than one inch. Wipers must operate properly and dispense washer fluid.

Inspection Item	Criteria for Passing
e. Rear window and other glass	No chips or cracks larger than one inch and must operate properly.
f. Heating and cooling	Must operate properly and have no defects.
g. Exterior lights	Covered with undamaged lenses and all bulbs operating properly including headlights, high beams, taillights, turn indicators, hazard lights, brake lights, high center brake light, back-up lights and license plate light.
h. Interior lights	Covered with undamaged lenses and all bulbs operating properly, including dome light.
i. Seats	Front seat adjustment mechanism operates properly. All seats are in undamaged condition and fastened securely.
j. Doors and hardware	Must operate properly and have no defects.
k. Horn	Must operate properly.
l. Instrument panel and gauges	Must operate properly and have no defects.
m. Bumpers	No sharp edges or any defect which is 1/2 inch at the deepest point of depression.
n. Muffler and exhaust system	Must operate properly and have no defects.
o. Tires including spare tire, tire jack, lug wrench, and jack handle or comparable equipment	Wheels (including spare) must be properly aligned, inflated, free of defects, and have a minimum tread depth of 2/32 inch. There must be a tire jack, jack handle, and lug wrench or comparable equipment to ensure vehicle can operate immediately after occurrence of a flat tire.
p. Interior and exterior rear-view mirrors	Free of cracks and defects.
q. Safety belts and air bags	Must operate properly. Air bag indicator lights must operate per manufacturer standards.
r. Silent alarm/GPS (taxicabs and for-hire vehicles only)	Silent alarm must be tested. Mechanic shall activate emergency button, and call taxicab association or for-hire vehicle dispatch office to verify emergency signal was received and GPS location of vehicle is accurate. Complies with specifications set forth in the Seattle Municipal Code (SMC) 6.310.320.S and associated rule.
s. Wheelchair accessible vehicles	Must meet the following from 49 Code of Federal Regulations §38.23, §38.25 and §38.31:

Inspection Item	Criteria for Passing
	<ul style="list-style-type: none"> • Design load – ramp shall be 30 inches or longer and shall support 600 pounds; • Ramp surface – ramp surface shall be continuous, slip resistant, have a clear width of 30 inches and accommodate both three-wheel and four-wheel mobility aids; • Ramp threshold – ramp shall have no more than 1/4 inch at transition from sidewalk to vehicle floor; • Ramp barriers – ramp shall have side barriers at least two inches high; • Attachment – ramp shall be firmly attached to the vehicle; • Stowage – mobility aid or wheelchair shall be secured from movement and present no hazard to the passenger; • Contrast – boarding edge of ramp shall have a band of color running the full width of the edge which contrasts from the ramp surface, either light on dark or dark on light; • Securement devices – when the wheelchair or mobility aid is secured, the securement devices shall limit the movement of an occupied wheelchair or mobility aid to no more than two inches in any direction under normal vehicle operating conditions; • Seat belt and shoulder harness – seat and shoulder harness shall be provided for each mobility aid or wheelchair and • Lighting – shall illuminate the ramp.
<p>t. Compressed Natural Gas (CNG) Fuel Systems (inspection to be completed by a CSA Group Certified CNG Fuel System Inspector)</p>	<p>All vehicles with CNG fuel supply systems must meet the following requirements:</p> <ul style="list-style-type: none"> • NFPA 52-6.4.4 Vents shall not exit into a wheel well; • NFPA 52-6.5.7 Fuel lines shall be mounted, braced, and supported to minimize vibration and should be protected against damage, corrosion, or breakage due to strain or wear; • NFPA 52-6.6.1 Every cylinder shall be equipped with a manual shut off valve; • NFPA 52- 6.6.2.4 Where a manual valve is used, the valve location shall be indicated with the words “MANUAL SHUTOFF VALVE”; • NFPA 52-6.11.1 Vehicles equipped with a CNG fuel system shall bear the following durable labels: a label readily visible and located in the engine compartment shall include the following: <ul style="list-style-type: none"> ○ Identification as a CNG-fueled vehicle; ○ System service pressure; ○ Installer’s name or company; ○ Container retest date or expiration date; ○ Total container water volume in gallons;

Inspection Item	Criteria for Passing
	<ul style="list-style-type: none"> • NFPA 52-6.11.3 Vehicle must have a weather resistant, diamond shaped label located on an exterior vertical surface or near vertical surface on the lower right rear of the vehicle; e.g., on the trunk lid of the vehicle, but not on the bumper and • CNG fuel receptacles must be checked for wear with the Go No/Go gauge.

Note: All equipment must operate properly, and the vehicle owner has responsibility for ensuring all damage is repaired. Replacement equipment shall meet manufacturer’s original specifications.

5. Regardless if the vehicle passes or fails, the inspection shall be entered into the *Uniform Vehicle Safety Inspection Database* on the same day of the inspection.
6. An approved mechanic shall not issue a passing *Uniform Vehicle Safety Inspection Report* ~~to the vehicle licensee~~ until all inspection items meet the criteria for passing (above).
7. A vehicle that has been in a collision and determined by the insurance adjuster to be a “total wreck”, or having the term “rebuilt” or other applicable brand noted on the certificate of ownership or vehicle registration per Washington Administrative Code Section 308-56A-530, shall not be placed in service, or back in service, as a ~~taxicab, for hire vehicle or~~ TNC endorsed vehicle until an approved mechanic with a current ASE certification in “structural analysis and damage repair” has verified that there is no damage to the vehicle frame or an I-CAR Gold Class shop has verified that there is no damage to the vehicle frame. This inspection is separate from the uniform vehicle safety inspection completed each year.
8. A vehicle determined by the insurance adjuster to be a “total wreck” or having the term “rebuilt” or other applicable brand noted on the certificate of ownership or vehicle registration per Washington Administrative Code Section 308-56A-530, shall not be placed in service, or put back into service, as a ~~taxicab, for hire vehicle or~~ TNC endorsed vehicle until an approved airbag technician has verified that the airbag system is working properly.
9. All vehicles with a CNG fuel system shall pass a CNG inspection annually completed by a CSA Group Certified CNG Fuel System Inspector. This inspection is separate from the uniform vehicle safety inspection completed each year. The inspector shall verify the tank is installed per NFPA standards and is still operating properly. A copy of the CNG inspection report shall be filed with the Department Director.
10. The Department Director will require a subsequent inspection if a vehicle ~~has changed its medallion number~~, has changed its affiliated company or association, has been replaced by another vehicle or was involved in an accident. In addition, a vehicle that has not passed a uniform vehicle safety inspection shall not operate until it passes a subsequent inspection.

A person found operating a vehicle that has failed the inspection and has not passed a subsequent inspection shall be penalized because such a vehicle is considered unlicensed. The first offense results in a civil infraction with monetary penalties, and any subsequent violation could result in a misdemeanor charge.

11. All inspections must be entered into the *Uniform Vehicle Safety Inspection Database* provided by the Department Director on the same day as the inspections. If the *Uniform Vehicle Safety Inspection Database* is not operating properly, paper forms shall be provided by the Department Director. Paper forms should only be used when the database is down. City officials may audit these records on demand during normal business hours.
12. Approved mechanics are required to sign-off on or supervise vehicle safety inspections but are not required to perform the inspection. If another mechanic is performing the inspection, that mechanic's name shall be recorded in the *Uniform Vehicle Inspection Database*. The approving mechanic's name shall also be recorded.
13. Should an approved mechanic be found in violation of the procedures outlined in this Rule and of the SMC, the Department Director shall take the following steps. Violations could include, but are not limited to, incomplete inspections; failure to use a lift, pit or other procedure to inspect under a vehicle; failure to supervise a mechanic that is not certified, or substantiated complaints from drivers.
- a. **First instance** – the Department Director shall issue a verbal warning and inform mechanic that removal from the approved mechanic list could occur if there is another violation.
 - b. **Second instance** (if it occurs within six months of the first instance) – the Department Director shall issue a five-day removal from the approved mechanic list and removal from access to the *Uniform Vehicle Safety Inspection Database* (after all inspections are entered into the system within 24 hours of notice of removal). Removal begins upon entry of all inspections. Failure to timely enter all inspections could result in a longer removal from the approved mechanic list.

For removals of five days or longer, the Department Director shall require retraining before placing the mechanic back on the approved list. Any inspections completed within the suspended timeframe could result in permanent removal as an approved mechanic.

In addition, the Department Director shall send written notice to any taxicab association, for-hire vehicle company and/or TNC known by the Department Director to be affiliated with the approved mechanic to inform it of the enforcement action taken against the approved mechanic.

- c. **Third instance** (if it occurs within six months of the second instance) – the Department Director shall issue a minimum 30-day removal from the approved mechanic list and removal from access to VSID (after all inspections up to that point are entered into the system).
- d. **Fourth instance** (if it occurs within one year of the third instance) – the Department Director shall issue a minimum one-year removal from the approved mechanic list and removal from access to VSID (after all inspections up to that point are entered into the system).

The Department Director shall retain discretion to issue a removal longer than one year, including permanent removal from the approval list, based on the severity and/or pervasive nature of the violations. Mechanics subject to removals for one year or longer, including permanent removals, may appeal the removal to the Department Director. In the case of a

hearing before a designee, that person cannot directly supervise the inspector who issued the removal.

The request for an appeal must be in writing and received by the Department Director within 10 calendar days of the date of the notice of removal. The removal is final if the mechanic fails to timely request an appeal to the Department Director. If the appeal request is timely, the mechanic will have an opportunity to provide evidence to refute or mitigate the removal. The appeal hearing shall be held no more than seven business days from the date received by FAS. The Department Director will issue an appeal decision within three business days of the appeal proceeding. The appeal decision is final and can affirm, reverse or adjust the length of the removal.

Failed Field Inspections

Summary suspension of the ~~vehicle license or~~ endorsement shall occur when a ~~taxicab, for-hire vehicle or~~ TNC endorsed vehicle fails a routine field inspection (outside of the annual inspection process) conducted by the Department Director.

The summary suspension notice shall be issued in person, by email or by first-class mail to the ~~licensee or~~ endorsement holder. A copy of the suspension shall be issued by email to the TNC(s) (based on vehicle trade dress displayed at time of inspection and/or the company identified in the vehicle's record in the *Uniform Vehicle Safety Inspection Database*), ~~taxicab association and/or for-hire vehicle company with which the licensee or endorsement holder is affiliated.~~

The summary suspension remains in effect until the vehicle has either (1) passed a new uniform vehicle safety inspection, which shall be recorded in the *Uniform Vehicle Safety Inspection Database*, or (2) the Department Director receives satisfactory proof the violation has been cured.

A driver cannot continue to engage in the activity for which the ~~license or~~ endorsement is required pending an appeal of the summary suspension. A driver shall be penalized if found to be operating a vehicle under summary suspension because such a vehicle is considered unlicensed. The first offense results in a civil infraction with monetary penalties, and any subsequent violation could result in a misdemeanor charge.

The Department Director shall notify in person, by email or by first-class mail the ~~licensee or~~ endorsement holder once the violation has been cured. A copy of the notice shall be emailed to the TNC(s), ~~taxicab association and/or for-hire vehicle company~~ with which the ~~licensee or~~ endorsement holder is affiliated.



Seattle



King County

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 04-2024	Supersedes: New
	Publication: 5/17/2024	Effective: X/X/2024
Subject: Dual Medallion Splitting	Code and Section Reference(s): SMC 6.311.190.B SMC 6.311.470 (rulemaking authority)	
Approved: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Director	_____ Date _____ Date _____ Date	
King County / Department of Executive Services Document Code No.: FHT-3-2024-PR Repeals: New Title: Dual Medallion Splitting Effective Date: Authorities: KCC 6.65.190.B; KCC 6.65.470 (rulemaking authority) Keywords: Sponsoring Agency: Records and Licensing Services Division (RALS)		
Director signature: _____		
Date signed: _____		

City of Seattle and King County For-Hire Transportation Rules

City of Seattle Director's Rule FOR-HIRE TRANSPORTATION 03-2024 and King County Public Rule X – Dual Medallion Splitting

Pursuant to an interlocal agreement, the City of Seattle and King County work cooperatively to regulate for-hire passenger transportation. The City of Seattle and King County jointly adopt this Rule as new.

- I. **Purpose.** To establish a process for previously combined City issued and County issued medallions to be split (separated) when requested by the medallions' owner.
- II. **Definitions.** When used in this Rule, the following term(s) are defined as follows:
 1. "Director" means the director of King County's Department of Executive Services and/or the City of Seattle's Director of Finance and Administrative Services, or their designees.
 2. "Dual medallion" means an existing medallion issued by the City of Seattle and an existing medallion issued by King County that have been combined and were previously required to be used with the same vehicle.
 3. "Medallion reciprocity endorsement" means a designation on a medallion issued by King County, or alternatively in the Director's record of the medallion owner, which permits a vehicle to operate in Seattle or a designation on a medallion issued by the City of Seattle, or alternatively in the Director's record of the medallion owner, which permits a vehicle to operate in King County.
 4. "Voluntarily converted wheelchair accessible vehicle" means a Director-inspected and Director-approved taxicab or for-hire vehicle that is accessible to passengers in wheelchairs or other mobility devices but that is not required to be so as a condition of the vehicle's medallion.
 5. "Wheelchair accessible taxicab medallion" means a type of medallion issued by the Director that requires the vehicle operated under the medallion to be accessible to passengers in wheelchairs and other mobility devices.

III. Requirements.

1. Effective September 1, 2024, the owner of a dual medallion may split the medallion into one City issued medallion (requiring a County medallion reciprocity endorsement) and one County issued medallion (requiring a City medallion reciprocity endorsement) by completing and submitting the form as required by the Director. Splitting a dual medallion is optional.
2. After splitting the dual medallion, the owner may place a second vehicle into service or may transfer one of the medallions to another party. While the Director will not charge a separate fee to split a medallion, the applicable medallion renewal fee and the medallion reciprocity endorsement fee will be charged upon the split. In addition, the second medallion's renewal date will be the anniversary date of the split.

It is the medallion owner's sole responsibility to evaluate any impacts splitting a dual medallion may have on any contracts to which the medallion owner is a party.

3. Upon splitting the medallion, the City issued medallion number will retain the medallion's existing number and the County issued medallion number will be issued a new medallion number.

4. Once a dual medallion has been split, it may not be recombined again to create a dual medallion.
5. For a wheelchair accessible taxicab (WAT) medallion, which is a dual medallion by default, a split will result in a City issued WAT medallion and a County issued WAT medallion. For a medallion associated with a voluntarily converted wheelchair accessible vehicle (WAV), a split will result in a City issued medallion and a County issued medallion, either of which can remain associated with a WAV. If the owner wishes to associate the other medallion with a WAV, the owner must follow the WAV approval process for the second vehicle.

Consistent with the Director's rule on reimbursement from the Wheelchair Accessible Services Fund, the Director may impose a moratorium on the number of WAVs resulting from dual medallion splitting if that number meets at least one of the criteria specified in the rule.

- IV. **Implementation.** Unless specified otherwise in this Rule, these requirements take effect immediately after the Director files this Rule with the Seattle City Clerk and with the King County Archives, Records Management, and Mail Services Section (ARMMS).
- V. **Rule Maintenance.** The Director will consider the number of dual medallions split, the types of medallion transactions occurring after the splits (e.g., transfers or second vehicles placed into service), and feedback from medallion owners, among other factors, to determine whether this Rule needs revision.
- VI. **Rule Enforcement.** The Director may review written documentation and consider community feedback to ensure compliance with the requirements outlined herein.



Seattle



King County

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 05-2024	Supersedes: New
	Publication: 5/17/2024	Effective: X/X/2024
Subject: Temporarily Deactivating a Medallion	Code and Section Reference(s): SMC 6.311.210 and .230.F SMC 6.311.470 (rulemaking authority)	
Approved: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Director	_____ Date _____ Date _____ Date	
King County / Department of Executive Services Document Code No.: FHT-4-2024-PR Repeals: New Title: Temporarily Deactivating a Medallion Effective Date: Authorities: KCC 6.65.210 and .230.F; KCC 6.65.470 (rulemaking authority) Keywords: Sponsoring Agency: Records and Licensing Services Division (RALS)		
Director signature: _____		
Date signed: _____		

City of Seattle and King County For-Hire Transportation Rules

City of Seattle Director's Rule FOR-HIRE TRANSPORTATION 03-2024 and King County Public Rule X – Temporarily Deactivating a Medallion

Pursuant to an interlocal agreement, the City of Seattle and King County work cooperatively to regulate for-hire passenger transportation. The City of Seattle and King County jointly adopt this Rule as new.

- I. **Purpose.** To establish a process for medallion owners to temporarily deactivate a medallion any time the vehicle associated with the medallion is not operating for 60 days or more.

The temporary deactivation process addresses extended periods of non-operation and offers medallion owners more flexibility to operate their small business.

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

1. "Director" means the director of King County's Department of Executive Services and/or the City of Seattle's Director of Finance and Administrative Services, or their designees.
2. "Dual medallion" means an existing medallion issued by the City of Seattle and an existing medallion issued by King County that have been combined and were previously required to be used with the same vehicle.
3. "Medallion" means a license issued by the Director as a plate, decal, or other physical representation, that is evidence that a taxicab or for-hire vehicle medallion is intangible property.
4. "Medallion owner" means a person who owns a taxicab medallion, a wheelchair accessible taxicab medallion, or a for-hire vehicle medallion, issued by the Director.
5. "Medallion reciprocity endorsement" means a designation on a medallion issued by King County, or alternatively in the Director's record of the medallion owner, which permits a vehicle to operate in Seattle; or a designation on a medallion issued by the City of Seattle, or alternatively in the Director's record of the medallion owner, which permits a vehicle to operate in King County.

- III. **Requirements.**

1. The temporary deactivation of a taxicab or for-hire vehicle medallion and its associated medallion reciprocity endorsement may be for any reason, including, but not limited to, an inoperable or unavailable vehicle, a temporary lack of affiliation with a transitional regional dispatch agency or regional dispatch agency, an extended leave of absence, or owner convenience.
2. Effective September 1, 2024, a medallion owner may temporarily deactivate a medallion if the owner does not intend to operate the vehicle associated with that medallion for 60 days or more. Any period of non-operation less than 60 days does not require the medallion owner to temporarily deactivate the medallion.

A temporary deactivation will not last for more than 12 consecutive months. The Director will consider a temporarily deactivated medallion to not be a valid medallion for the purpose of enforcing Seattle Municipal Code (SMC) chapter 6.311 and King County Code (KCC) chapter 6.65. A vehicle operating without a valid medallion is subject to the applicable violations and penalties listed at SMC 6.311.430 and KCC 6.65.430.

3. To temporarily deactivate the medallion, the medallion owner will complete a medallion temporary deactivation form and submit it to the Director. Among other information, the form will specify the first day and the known or anticipated last day of the temporary deactivation. Neither the City nor the County will charge a separate fee to temporarily deactivate a medallion.
4. Upon temporarily deactivating the medallion, the medallion owner will surrender the medallion plate or decal in a manner determined by the Director.
5. The Director will notify the medallion owner's affiliated regional dispatch agency and, if applicable, the Port of Seattle, of the temporary deactivation, including its first and last days.

It is the sole responsibility of the medallion owner and the transitional regional dispatch agency (TRDA) or regional dispatch agency (RDA) to determine whether and how a medallion's temporary deactivation impacts the medallion owner's affiliation with the TRDA or RDA.

6. A medallion owner will be limited to no more than two temporary deactivations per medallion in a calendar year. A dual medallion will count as one medallion for purposes of this Rule.

If a temporary deactivation begins in one calendar year and is planned to end in the next calendar year, the deactivation will count as one deactivation of the two available to the medallion owner in the calendar year in which the deactivation began.

7. There will be no fewer than 120 days between the last day of one temporary deactivation and the first day of another temporary deactivation. A request to waive this requirement for extraordinary circumstances may be approved by the Director.
8. At least 10 calendar days before the last day of the temporary deactivation specified on the temporary deactivation form, the Director will notify the medallion owner. At the time of notification, the Director will provide the medallion owner with specific steps to be completed before the medallion can be reactivated.

Should the medallion owner choose to end the temporary deactivation early, then the medallion owner must notify the Director of the new last day. The Director will then provide the medallion with specific steps to be completed before the medallion can be reactivated.

If the medallion expires during the temporary deactivation, reactivating the medallion will require the medallion owner to pay the applicable renewal fees and remit surcharges (consistent with the Director's rule on WAS surcharge collection) before returning the vehicle to service. The medallion renewal date will be the date of reactivation.

If the medallion does not expire during the temporary deactivation, then the medallion owner may reactivate the medallion and return the vehicle to service.

9. Medallions revoked, relinquished, or otherwise held by the Director after January 31, 2015, and before September 1, 2024, including those medallions deposited during the COVID pandemic, will be temporarily deactivated starting September 1, 2024. A medallion owner affected by this provision has until September 1, 2025, to renew and reactivate the medallion or transfer it.

The owner of a medallion revoked, relinquished, or otherwise held by the Director medallion may reactivate the medallion at any time beginning September 1, 2024, but before September 1, 2025, for the purpose of transferring the medallion to a new owner. The transfer of a previously revoked medallion must be completed prior to September 1, 2025.

The date of reactivation, or the date of transfer, whichever occurs first, will determine the renewal date for the medallion.

10. If a medallion owner fails to reactivate the medallion by the one-year anniversary of the medallion being temporarily deactivated, then the Director will send via certified mail a notice of retirement to the medallion owner's last address of record. The Director will mail a copy of the notice of retirement to the medallion owner's affiliated regional dispatch agency.
11. If the medallion owner fails to reactivate or transfer the medallion within 60 days of the notice of retirement, then the Director will send via certified mail an order of retirement to the medallion owner's last address of record. The Director will mail a copy of the order of retirement to the medallion owner's affiliated regional dispatch agency.

The notice of retirement may be appealed consistent with SMC 6.311.450 and KCC 6.65.450. Failure to appeal means the order of retirement issued by the Director is final. The taxicab or for-hire vehicle medallion plate or decal that has been retired will be returned to the Director within 15 days of the final order of retirement or, if the order is appealed and affirmed, within 15 days after all appellate proceedings have concluded.

12. Effective November 1, 2024, the Director will initiate a temporary deactivation for any medallion whose owner does not renew the medallion within 60 days of the medallion's expiration date. The Director may use an automated system to notify the medallion owner of the temporary deactivation. All other aspects of the temporary deactivation process outlined in this Rule, including a notice of retirement or order of retirement, apply in these cases.

IV. Implementation. Unless specified otherwise in this Rule, these requirements take effect immediately after the Director files this Rule with the Seattle City Clerk and with the King County Archives, Records Management, and Mail Services Section (ARMMS).

V. Rule Maintenance. The Director will consider the number of temporary deactivations, the duration of temporary deactivations, the reasons for deactivation, and feedback from medallion owners, among other factors, to determine whether this Rule needs revision.

VI. Rule Enforcement. The Director may review written documentation and consider community feedback to ensure compliance with the requirements outlined herein.

DRAFT



Seattle



King County

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 06-2024	Supersedes: Clerk Files 307683, 314147, 314148, and 314149
	Publication: 5/17/2024	Effective: X/X/2024
Subject: Uniform Color Schemes and Exterior and Interior Markings for Vehicles	Code and Section Reference(s): SMC 6.311.200.B, .310.A.7, .310.A.8, .310.A.13, and .360.A.19 SMC 6.311.470 (rulemaking authority)	
Approved: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Director	_____ Date _____ Date _____ Date	
King County / Department of Executive Services Document Code No.: FHT-6-2024-PR Repeals: New Title: Uniform Color Schemes and Exterior and Interior Markings for Vehicles Effective Date: Authorities: KCC 6.65.200.B, .310.A.7, .310.A.8, .310.A.13, and .360.A.19; KCC 6.65.470 (rulemaking authority) Keywords: Sponsoring Agency: Records and Licensing Services Division (RALS)		
Director signature: _____		
Date signed: _____		

City of Seattle and King County For-Hire Transportation Rules

City of Seattle Director's Rule FOR-HIRE TRANSPORTATION 03-2024 and King County Public Rule X – Uniform Color Schemes and Exterior and Interior Markings for Vehicles

Pursuant to an interlocal agreement, the City of Seattle and King County work cooperatively to regulate for-hire passenger transportation. The following Rule supersedes City of Seattle Clerk Files 307683, 314147, 314148, and 314149, and King County adopts this Rule as new.

- I. **Purpose.** To establish requirements for the physical appearance of licensed taxicabs and for-hire vehicles. The requirements pertain to both the interior and exterior of the vehicle.
- II. **Definitions.** When used in this Rule, the following term(s) are defined as follows:
 1. "Director" means the director of King County's Department of Executive Services and/or the City of Seattle's Director of Finance and Administrative Services, or their designees.
 2. "Uniform color scheme" means the color or colors used by vehicles affiliated with a transitional regional dispatch agency or regional dispatch agency, and approved by the Director for exclusive use.

III. Requirements.

Uniform Color Schemes

1. The uniform color scheme used by a transitional regional dispatch agency (TRDA) or regional dispatch agency (RDA) will be one color with the exception of a transition period permitted for a for-hire vehicle that recently converted to a taxicab as specified in section III.7 of this rule.
2. A TRDA or RDA will submit to the Director either a drawing or photo showing an affiliated vehicle's proposed uniform color scheme and markings when applying for a transitional regional dispatch agency license or a regional dispatch agency license for the first time or when the proposed uniform color scheme differs from the uniform color scheme currently on record with the Director. Submittal may occur at the time of annual license renewal or at a time agreed upon by the Director and TRDA or RDA representative.

Consistent with this Rule, the Director must approve all proposed uniform color schemes that do not match the approved uniform color scheme currently used by another licensed TRDA or RDA.

The Director will not approve white as a uniform color scheme if proposed for exclusive use by any TRDA or RDA. Any TRDA or RDA without an approved uniform color scheme may allow affiliated vehicles to use white vehicles and a combination of letters, numbers, graphics and/or accents to distinguish those vehicles from vehicles affiliated with another TRDA or RDA.

3. The color scheme for all vehicles affiliated with the TRDA or RDA must be identical and conform with the sample color chips submitted to the Director for approval.

4. The TRDA or RDA logo, if any, will be in a color that contrasts with the portion of the vehicle where the logo is placed. In no event will the logo be the sole difference between uniform color schemes. The Director may request supporting documentation from a TRDA or RDA to confirm a contrast ratio of at least 3 to 1 using a commonly available color contrast analyzer.
5. The uniform color scheme and logo will be permanently affixed (painted and/or applied vinyl graphics) to the vehicle.
6. Any decorative accents, including a stripe, must be approved by the Director. The accents will not interfere with or significantly alter the uniform color scheme. Accents must be identical for all vehicles affiliated with the TRDA or RDA.

A stripe will run the full length of the vehicle and will not be less than three (3) inches in width. In no event will the stripe be the sole difference between uniform color schemes.

7. Any graphics must be approved by the Director. The graphics will not interfere with or significantly alter the uniform color scheme.

A wheelchair accessible vehicle may affix the International Symbol of Accessibility on each of the vehicle's four sides. The affixed symbol must comply with all other requirements outlined by this Rule.

8. The medallion system for for-hire vehicles will not be in effect after March 31, 2026. When a for-hire vehicle converts to a taxicab, the for-hire vehicle may retain its (two-color) uniform color scheme as long as the vehicle remains affiliated with the same TRDA or RDA and as long as one-third of the vehicle is painted the uniform color scheme approved for the vehicle's affiliated TRDA or RDA. This provision will not supersede any related policy on uniform color schemes required by the vehicle's affiliated TRDA or RDA.

Exterior Vehicle Markings – Trade Name and Medallion Number

9. The medallion number associated with the taxicab or for-hire vehicle shall be the same number displayed on the taxicab or for-hire vehicle.
10. The medallion number will be placed on the vehicle in the following locations:
 - a. On the front portion of the vehicle's hood in a position reasonably visible to a person standing in front of the vehicle;
 - b. On the rear portion of the vehicle's trunk lid in a position reasonably visible to a person standing to the rear of the vehicle; and
 - c. On both left and right rear roof posts.

If the vehicle design does not permit placement of the medallion number in these locations, then the Director will designate alternative locations.

11. The medallion number will be in a color that contrasts with that portion of the vehicle where it is placed.

12. TRDA and RDA trade names must be approved by the Director. The Director may reject a proposed trade name if deemed too similar to another trade name already approved and in use.

The trade name will be permanently affixed to both front doors of the vehicle. The trade name will be in a color that contrasts with the portion of the vehicle where it is placed. The trade name will be centered on the upper one half (1/2) of the doors so that it is reasonably visible to a person at the side of the vehicle.

13. The vehicle trade name and the medallion number will use letters and numbers a minimum of four (4) inches in height with the width proportional to the height.
14. The TRDA or RDA telephone number will be permanently affixed on both front doors of the vehicle. The telephone number will use numbers a minimum of two and one half (2-1/2) inches in height with the width proportional to the height.
15. A for-hire vehicle that converts to a taxicab will adopt both the TRDA or RDA's trade name and telephone number on the affiliated vehicle at the time of conversion. The Director will not grant any transition period to comply with this requirement.

Exterior Vehicle Markings – Advertisements

16. Any advertisements or other displays placed on or in the vehicle must not obscure any part of the required exterior or interior vehicle markings required by this Rule.

Exterior Vehicle Markings – Rates and Fares Statement

17. A sign indicating the following statement:

“Rates or fares vary and extra charges may apply. Confirm the fare or rate before you accept the ride.”

The sign will be permanently affixed on the outside of the rear passenger doors on both sides of the vehicle and positioned beneath the window line and centered on the upper one half (1/2) of the rear passenger doors. Letters and numbers will not be less than three quarters (3/4) inch in height and the width will be proportional to the height. The rate information will be in a color which contrasts to the portion of the vehicle where it is displayed. No other rate information will be displayed without the Director's prior approval.

18. A for-hire vehicle that converts to a taxicab will adopt the exterior rates and fares statement on the affiliated vehicle at the time of conversion. The Director will not grant any transition period to comply with this requirement.

Interior Vehicle Markings – Rate Information

19. A sign indicating the following statement:

“Rates or fares vary and extra charges may apply. Confirm the fare or rate before you accept the ride.”

The sign will be permanently affixed to the top of the left window immediately behind the driver to be readily discernible to passengers. The sign will have a transparent background. The letters and numbers will have the same size requirements as for exterior displays and will be in a dark color.

20. In a for-hire vehicle that has not yet converted to a taxicab, a sign indicating "Vehicle charges a flat rate and fare is determined by zones. Driver is required to provide a rate book upon customer request. Application dispatch fare supersedes rate book" must be permanently affixed to the driver's-side rear window. The sign must have a transparent background and use three quarters (3/4) inch lettering.
21. A for-hire vehicle that converts to a taxicab will adopt the interior rate information markings in the affiliated vehicle at the time of conversion. The Director will not grant any transition period to comply with this requirement.

Interior Vehicle Markings – Passenger Information

22. A passenger information decal will be placed on the rear driver-side window below the rate information decal. The lettering and numbers on the decal will be black and not less than one-half (1/2) inch in height and the width will be proportional to the height. In addition, this decal must have a transparent background. No other information will be included on the passenger information decal without the prior written approval of the Director.
23. The passenger information decal will include the following information for passengers:
 - a. The TRDA or RDA trade name and medallion number (e.g., "Yellow 101");
 - b. The statement: "The driver of this vehicle is required to provide each passenger with a receipt upon payment of the fare."; and
 - c. The statement: "Passenger Complaint Hotline: (206) 296-TAXI."
24. Alternatively, the information required in section 23 may appear electronically on a screen, which may be part of a smart taximeter system, mounted to face a passenger sitting in the vehicle's rear seat.
25. A passenger information notice in raised upper case common lettering and in Grade 2 Braille must be placed on the inside of all passenger doors above the arm rest.

The raised lettering notice will have white characters on a non-glare black background. The characters will be raised at least 1/32-inch and will have a height of at least 5/8-inch. The characters will have a stroke thickness of between 10%-20% of the height of the character and will be solid rather than hollow.

The Grade 2 Braille notice will have dots uniform in size, solid and rounded, with a height of at least 1/40-inch (0.025 inch) and a diameter of at least 3/50-inch (0.06 inch). The interdot spacing center-to-center will be at least 1/10-inch (0.1 inch). The horizontal distance between cells will be at least 3/10-inch (0.3 inch). The Braille display must conform to requirements prescribed by the Americans with Disabilities Act (ADA). The combined notice in raised lettering and Braille translation will contain the following information:

- a. The TRDA or RDA trade name and medallion number (e.g., "Yellow 101") and
- b. The statement: "Passenger Complaint Hotline: (206) 296-8294."

26. The Director may investigate alternatives to the passenger information notice required in section 25. In doing so, the Director may consult with people who read Braille on best ways to facilitate communication with drivers. Until the Director promulgates an alternative, the requirements in section 25 remain in place.

27. A paper reproduction of the regional for-hire driver's license will be affixed on the passenger side of the dashboard using two-sided hook and loop fasteners (e.g., VELCRO® brand products) so it is visible to all passengers. The reproduction will not be less than six (6) inches in width and four (4) inches in height.

28. The TRDA or RDA may require the owner of an affiliated vehicle to post one (1) agency specific sign inside the vehicle if that sign provides information for passengers to offer feedback to the TRDA or RDA about their experience or about the TRDA or RDA's lost and found policy. Placement of the sign must not obscure any part of the required interior vehicle markings required by this Rule.

IV. Implementation. Unless specified otherwise in this Rule, these requirements take effect immediately after the Director files this Rule with the Seattle City Clerk and with the King County Archives, Records Management, and Mail Services Section (ARMMS).

V. Rule Maintenance. The Director will consider costs to comply with these requirements and feedback from TRDA or RDA representatives, medallion owners, vehicle owners, and drivers among other factors, to determine whether this Rule needs revision.

VI. Rule Enforcement. The Director may review written documentation and consider community feedback to ensure compliance with the requirements outlined herein.



Seattle



King County

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION 07-2024	Supersedes: Clerk File 322141
	Publication: 5/17/2024	Effective: X/X/2024
Subject: Taximeters and Smart Taximeters	Code and Section Reference(s): SMC 6.311.160, .260.A, .310, .340, .360, .380 SMC 6.311.470 (rulemaking authority)	
Approved: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Director	_____ Date _____ Date _____ Date	
King County / Department of Executive Services Document Code No.: FHT-8-2024-PR Repeals: LIC-8-4-PR Title: Taximeters and Smart Taximeters Effective Date: Authorities: KCC 6.65.160, .260.A, .310, .340, .360, and .380; KCC 6.65.470 (rulemaking authority) Keywords: Taxicab, Taxi, Taximeter, Meter, Smart Taximeter, Weights and Measures, Application Dispatch System, ADS Sponsoring Agency: Records and Licensing Services Division (RALS)		
Director signature: _____		
Date signed: _____		

City of Seattle and King County For-Hire Transportation Rules

City of Seattle Director's Rule FOR-HIRE TRANSPORTATION 07-2024 and King County Public Rule X Taximeters and Smart Taximeters

Pursuant to an interlocal agreement, the City of Seattle and King County work cooperatively to regulate for-hire passenger transportation. The following Rule supersedes City of Seattle Clerk File 322141 and King County Public Rule LIC-8-4-PR.

- I. **Purpose.** This Rule provides guidance for the testing and approval of taximeters, smart taximeters, and an application dispatch system (ADS) when it is part of a smart taximeter system. A taximeter or smart taximeter shall meter a trip using either an on-board diagnostic (OBD) connection or a global positioning system (GPS) connection or some combination of the two.

City of Seattle and King County rules on an ADS, which specify requirements for system approval and use, and rates and fares, which establishes permitted variations from regional taximeter rates, shall complement this Rule.

- II. **Definitions.** When used in this Rule, the following term(s) are defined as follows:
1. "Application Dispatch System" and "ADS" means the same as defined in Seattle Municipal Code (SMC) 6.311.040 and King County Code (KCC) 6.65.040.
 2. "Director" means for King County, the manager of King County's Records and Licensing Services Division or designee, and means for the City of Seattle, the Director of Finance and Administrative Services or designee.
 3. "Smart Taximeter" means a system of hardware and software that integrates a taximeter and other components together to perform functions required by SMC chapter 6.311 and KCC chapter 6.65.
 4. "Smart Taximeter System" means the system a regional dispatch agency uses to dispatch trips to, communicate with, and track the location of, affiliated vehicles and drivers through the smart taximeter. A smart taximeter system may include an application dispatch system.
 5. "Taximeter" means any instrument or device by which the fare for a trip provided in a taxicab is measured or calculated either for the distance traveled by the taxicab or for waiting time, or for both, and upon which such calculated charges shall be indicated by means of figures.
- III. **Requirements.** In addition to the testing and approval process, all references to taximeters in Seattle Municipal Code (SMC) Chapter 6.311 and King County Code (KCC) Chapter 6.65 shall apply with equal force regardless of taximeter type.

Analog or Digital Taximeters Not Part of a Smart Taximeter System

1. An analog or digital taximeter shall pass a test at least once per year. Additional tests shall be required if:
 - a. The taximeter's security seal is broken,
 - b. The taxicab owner is replacing the vehicle,
 - c. The taxicab owner is changing the taximeter equipment,
 - d. The taxicab owner is changing affiliation from one transitional regional dispatch agency (TRDA) or regional dispatch agency (RDA) to another, or

- e. The Director requires confirmation that the taximeter is functioning properly (e.g., is accurate or can produce an audit trail).

The Director reserves the right to change the frequency of testing at any time. No taximeter test shall occur during the change of vehicle process until the vehicle has passed its annual safety inspection as required by SMC and KCC.

2. Testing of an analog or digital taximeter shall be performed following procedures contained in the most recent version of Handbook 44 Specifications, Tolerances, and Other Technical Requirements for Weighing and Measuring Devices, as amended, published by the National Institute for Standards and Technology (NIST).
3. An analog or digital taximeter must have a Certificate of Conformance issued by the National Conference on Weights and Measures (NCWM) proving compliance with the National Type Evaluation Program (NTEP).
4. An analog or digital taximeter shall be configured to meet the following requirements:
 - a. Automatically print a receipt;
 - b. May automatically transmit a receipt via email or text message when the passenger provides information to receive the receipt in that medium;
 - c. Be disabled when there is no receipt paper, the system has lost the capability to issue an electronic receipt via email or text message, or the top light turns off when the taximeter is off;
 - d. Have statistical functions protected by a password issued by the Director to each taximeter technician; and
 - e. Activate the top light when in use as follows: the top light turns on when the taximeter is on but not operating on a trip, top light turns off when a trip is initiated, and top light turns on when the taximeter is cleared at the end of a trip.

Taximeters Part of a Smart Taximeter System

5. A taximeter that is part of a smart taximeter system and has either a GPS connection or an OBD/GPS combination connection shall pass a test at least once per year. Additional tests shall be required if:
 - a. The taximeter's digital security seal, or similar, is broken,
 - b. The taxicab owner is replacing the vehicle,
 - c. The taxicab owner is changing the taximeter equipment,
 - d. The taxicab owner is changing affiliation from one RDA to another, or
 - e. The Director requires confirmation that the taximeter is functioning properly (e.g., is accurate or can produce an audit trail).

The Director reserves the right to change the frequency of testing at any time. No taximeter test shall occur during the change of vehicle process until the vehicle has passed its annual safety inspection as required by SMC and KCC.

6. Testing of a taximeter that is part of a smart taximeter system shall be performed based on the most recent version of Handbook 44 Specifications, Tolerances, and Other Technical Requirements for Weighing and Measuring Devices, and a checklist developed by the Director.

The checklist shall cover taximeter drop; mileage; wait time; additional charges; rate variations and transparency when using an ADS; displaying of rate or rates by amount and type (e.g., ADS, flat, etc.); receipt issuance and audit trail/event logger; and security/user authentication. Testing shall occur prior to implementing a new smart taximeter system or if the RDA changes the vendor of its smart taximeter system.

7. The Director shall from time to time require individual taxicabs to undergo a compliance inspection of the installed taximeter that is part of a smart taximeter system. The inspection shall cover the taximeter's overall operability, accuracy when based on time or distance, fare and rate transparency, programmed regional taximeter rates and other alternative fares, and software version, among other items.
8. The Director shall develop and use a checklist to ensure the RDA's smart taximeter system complies with SMC 6.311.340.A.8 and KCC 6.65.340.A.8. As a condition of issuing an RDA license, the RDA's smart taximeter system must pass all elements of the checklist.
9. A taximeter that is part of a smart taximeter system and has either a GPS connection or an OBD/GPS combination connection must have a Certificate of Conformance issued by the NCWM no later than March 31, 2026.
10. A taximeter that is part of a smart taximeter system shall be configured to meet the following requirements:
 - a. Automatically print a receipt;
 - b. May automatically transmit a receipt via email or text message when the passenger provides information to receive the receipt in that medium;
 - c. Be disabled when there is no receipt paper or the system has lost the capability to issue an electronic receipt via email or text message;
 - d. Display the trip fare by the rate type applicable to the trip (e.g., ADS, flat, etc.);
 - e. Have security features to protect trip and customer payment data;
 - f. Restrict the programming of rates and fares to the system's vendor and/or RDA; and
 - g. Activate the top light when in use as follows: the top light turns on when the taximeter is on but not operating on a trip, top light turns off when a trip is initiated, and top light turns on when the taximeter is cleared at the end of a trip.
11. Any RDA using the ADS function of a smart taximeter system may vary its fares from the taximeter rates established in SMC 6.311.380 and KCC 6.65.380. Before doing so, the RDA must demonstrate to the Director, consistent with applicable City of Seattle and King County rules, how the fare presented on the application dispatch system is transparent to the passenger before the passenger confirms the trip. Variations from established taximeter rates must be configured into the ADS, which only the smart taximeter system's vendor and/or the RDA may program.
12. After March 31, 2026, only taximeters that are part of a smart taximeter system shall be used.

13. After March 31, 2026, unless a later date is approved by the Director, a smart taximeter system shall incorporate the use of for-hire transportation data standards, including the Mobility Data Specification (MDS) and the General On-Demand Feed Specification (GOFS).¹

General

14. A taximeter test shall be scheduled by appointment only unless the Director conducts testing as part of field enforcement.
 15. The Director shall consider a taximeter, regardless of type, to not be functioning properly unless it has receipt paper and automatically prints a receipt, or it has the capability to send a receipt via email or text message, at the conclusion of a trip. Any receipt, regardless of its medium or delivery method, must include the following information:
 - a. TRDA or RDA name (current),
 - b. Medallion number,
 - c. Date,
 - d. Start time of trip,
 - e. End time of trip,
 - f. Distance traveled,
 - g. Fare,
 - h. Any additional charges (e.g., additional passenger charge, tolls, temporary fuel surcharge, technology fee, convenience fee, etc.),
 - i. Total fare, and
 - j. Taxicab passenger hotline telephone number (206) 296-8294.
 16. Any RDA seeking approval from the Director to change the vendor of its taximeter or smart taximeter system to either add to or replace existing technology must submit an outreach and implementation plan to the Director. The plan shall address how the TRDA or RDA intends to communicate the change to its affiliated owners and drivers and to minimize technical issues during the new system's initial phase.
- IV. Implementation.** Unless specified otherwise in this Rule, these requirements take effect immediately after the Director files this Rule with the Seattle City Clerk and with the King County Archives, Records Management, and Mail Services Section (ARMMS).
- V. Rule Maintenance.** The Director shall periodically consult with industry stakeholders, including vehicle owners and drivers and TRDA or RDA representatives, on taximeter testing and the prevalence of using a smart taximeter system's ADS to vary fares other than the taximeter rates established by SMC or KCC. From this consultation, the Director shall determine the necessity of any changes to this Rule.
- VI. Rule Enforcement.** The Director shall follow the process outlined herein, as well as the process outlined in a separate rule on an ADS, to verify the compliance of taximeters and smart taximeter systems. The Director shall investigate any passenger complaints about lack of price transparency or other issues concerning taximeter or smart taximeter operation.

¹ The MDS is available at <https://www.openmobilityfoundation.org/about-mds/mds-version-guidance/> and the GOFS is available at <https://mobilitydata.org/mobilitydata-is-accelerating-the-standardization-of-on-demand-transportation-with-the-gofs-project/>.

The Director shall communicate with the state of Washington to determine the appropriateness of a device registration fee for a smart taximeter. Please see SMC 7.04.645 for more information on device registration fees.

DRAFT



Seattle

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 08-2024	Supersedes: Clerk File 322184
	Publication:	Effective:
Subject: Reimbursement for Taxicabs 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: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Department Director	_____ Date _____ Date _____ Date	



King County

Department: King County Department of Executive Services	Document Code No.: FHT-2-2024-PR	Repeals: FIN-10-3-4-PR
	Sponsoring Agency: Records and Licensing Services Division (RALS)	Publication:
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: _____ Department Director	_____ Date	

City of Seattle and King County For-Hire Transportation Rules

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. "Trip Day" means any day during which a TPW is completed.
 - 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.

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

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:

- 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. 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.

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 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 \$17 per Trip Day that the vehicle is in operation.
- d. 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.
- e. Fuel reimbursement will be paid at least monthly, depending on the City's processing schedule.

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 1am will be reimbursed based on following rates¹:
 - 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. Any 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 reimbursement².

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.

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.

- 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:

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.
- e. 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.
 - 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, (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.

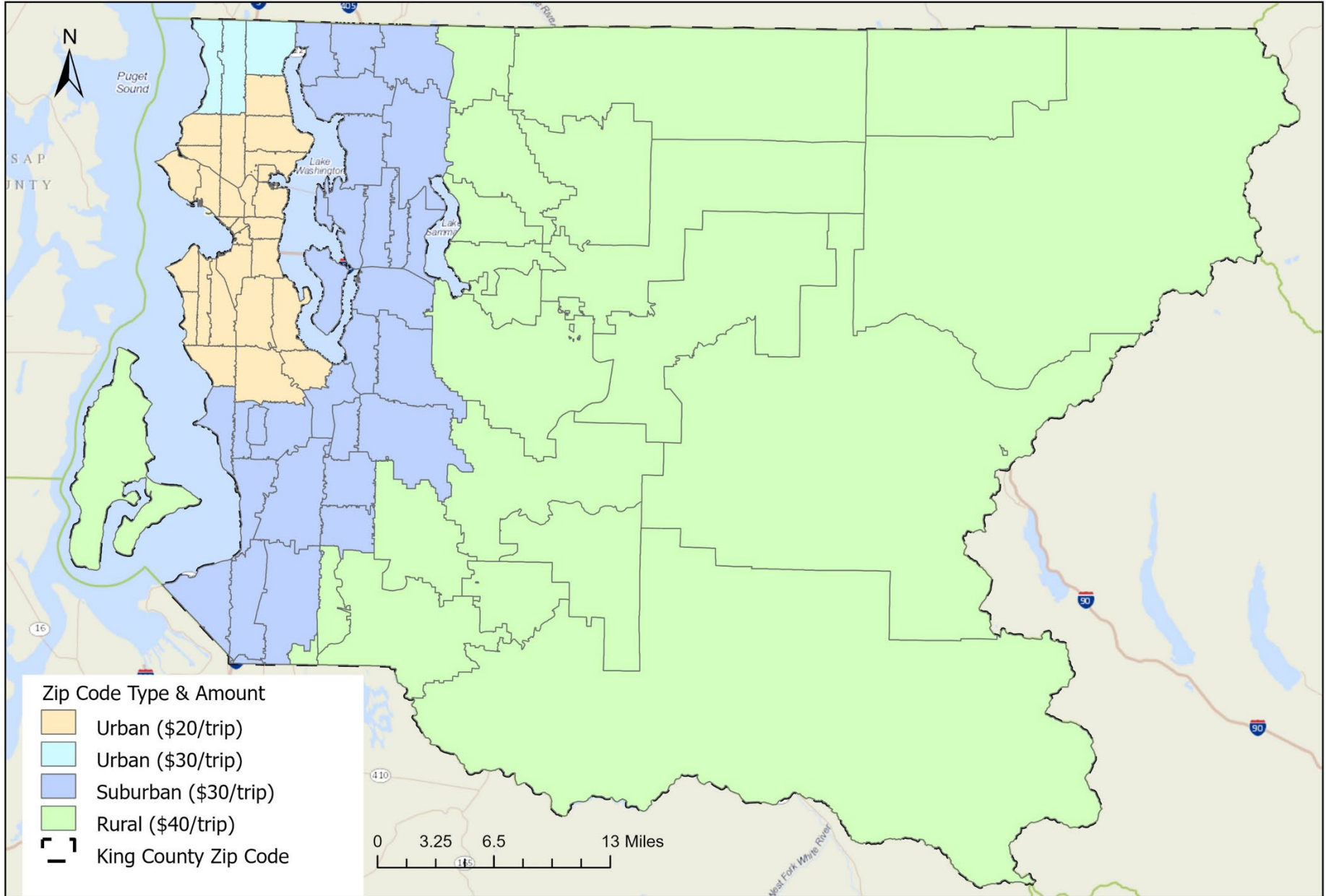
IV. Implementation.

- 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.

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.
- 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.



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	ZIP Code	TPW Designation	ZIP Code	TPW Designation
98001	Suburban	98056	Suburban	98125	Urban
98002	Rural	98057	Suburban	98126	Urban
98003	Suburban	98058	Suburban	98127	Urban
98004	Suburban	98059	Suburban	98129	Urban
98005	Suburban	98062	Suburban	98131	Urban
98006	Suburban	98063	Suburban	98133	Urban
98007	Suburban	98064	Suburban	98134	Urban
98008	Suburban	98065	Rural	98136	Urban
98009	Suburban	98070	Rural	98138	Suburban
98010	Rural	98071	Rural	98139	Urban
98011	Suburban	98072	Suburban	98141	Urban
98013	Rural	98073	Suburban	98144	Urban
98014	Rural	98074	Rural	98145	Urban
98015	Suburban	98075	Rural	98146	Urban
98019	Rural	98077	Rural	98148	Suburban
98022	Rural	98083	Suburban	98154	Urban
98023	Suburban	98089	Suburban	98155	Urban
98024	Rural	98092	Rural	98158	Suburban
98025	Rural	98093	Suburban	98160	Urban
98027	Rural	98101	Urban	98161	Urban
98028	Suburban	98102	Urban	98164	Urban
98029	Rural	98103	Urban	98165	Urban
98030	Suburban	98104	Urban	98166	Suburban
98031	Suburban	98105	Urban	98168	Urban
98032	Suburban	98106	Urban	98170	Urban
98033	Suburban	98107	Urban	98174	Urban
98034	Suburban	98108	Urban	98175	Urban
98035	Suburban	98109	Urban	98177	Urban
98038	Rural	98111	Urban	98178	Urban
98039	Suburban	98112	Urban	98181	Urban
98040	Suburban	98113	Urban	98185	Urban
98041	Suburban	98114	Urban	98188	Suburban
98042	Rural	98115	Urban	98190	Urban
98045	Rural	98116	Urban	98191	Urban
98047	Rural	98117	Urban	98194	Urban
98050	Rural	98118	Urban	98195	Urban
98051	Rural	98119	Urban	98198	Suburban
98052	Suburban	98121	Urban	98199	Urban
98053	Rural	98122	Urban	98224	Rural
98055	Suburban	98124	Urban	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 the purposes of TPW reimbursement.

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 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.

Dispatched Trips for Passengers using Wheelchairs (TPWs) - Paid at least Monthly			
Rate/Amount		Recipient	Eligibility Requirements*
Urban:	\$20	Driver	Contract Trips are not eligible for reimbursement.
Urban (98133, 98155, 95177):	\$30		
Suburban:	\$30		
Rural:	\$40		
Add'l Passenger(s) in Wheelchair(s):	+\$15		

Fuel - Paid Monthly			
Rate/Amount		Recipient	Eligibility Requirements*
WAV Fuel Cost:	\$17/Trip Day	Driver	Driver must demonstrate the driver performed at least 20 TPWs during the same month.

Off-peak Trip - Paid at least Monthly			
Rate/Amount		Recipient	Eligibility Requirements*
9 pm - 11 pm:	Additional \$5	Driver	Contract Trips are not eligible for reimbursement.
11 pm - 1 am:	Additional \$10		
1 am - 5 am:	Additional \$20		

Driver Training - Paid Once Per Year after Completing Training			
Rate/Amount		Recipient	Eligibility Requirements
Driver Time:	\$30/hr.	Driver	Eligibility limited to WAV vehicle owners and WAV drivers with current lease agreement to operate a WAV.
Course Fee:	cost		

Vehicle Acquisition, Maintenance, and Equipment (VAME) - Paid Quarterly (figures represent max. <u>annual</u> reimbursement amounts)			
Rate/Amount		Recipient	Eligibility Requirements*
Maximum <u>Annual</u> Reimbursement Amounts			
<u>Vehicle Age**</u>	<u>Rate</u>	<u>All-Wheel Drive</u>	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.
0-5 Years:	\$6,300	+\$400	
6-7 Years:	\$5,856	-	
8 Years	\$4,393	-	
9 Years	\$2,928	-	
10-15 Years	\$1,464	-	

* 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.



Seattle

Department: City of Seattle Department of Finance and Administrative Services	Rule No.: FOR-HIRE TRANSPORTATION- 0109-20212024	SupersedesAmends: Clerk File 321710321871
	Publication:	Effective:
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: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Department Director	_____ Date _____ Date _____ Date	



King County

Department: King County Department of Executive Services	Document Code No.: FHT-1-2024-PR FIN-10-3-3-PR	RepealsAmends: FIN-10-3- 23 -PR
	Sponsoring Agency: Records and Licensing Services Division (RALS)	Publication:
Title: Reimbursement for Transportation Network Company Vehicle Owners and Drivers from the Wheelchair Accessible Services Fund	Authorities: KCC 6.64.111, 6.64.660 , 6.64.680 KCC 6.64.021 (rulemaking authority)	
Approved: _____ Department Director	_____ Date	

City of Seattle and King County ~~Taxicab, Transportation Network Company Vehicle and For-Hire Vehicle Transportation~~ Rules

City of Seattle Director’s Rule ~~FOR-HIRE TRANSPORTATION-01-202109-2024~~ and King County Public Rule ~~FIN-10-3-36-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. ~~The following rule supersedes City of Seattle Clerk File 321710. King County adopts this rule to replace King County Document Code Number FIN-10-3-2-PR, which is hereby repealed.~~

- 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.
 - ~~B-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.

- 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 license or~~ for-hire driver's permit ~~issued by the County~~ with a WAT endorsement attached to their for-hire driver's ~~license or~~ 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.~~KH~~. 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.
- c. The Director may require ~~taxi associations, for-hire vehicle companies, TNCs, and/or 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. 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 ~~regardless of whether the WAVs are associated with a City only, County only or dual City-County medallion or TNC vehicle endorsement~~; 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. ~~Taxi Association, For Hire Vehicle Company and TNC Obligations.~~ To confirm driver and/or vehicle owner eligibility for the reimbursement types established in this rule, ~~Taxi Associations, For Hire Vehicle Companies and~~ 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 ~~association, company or~~ TNC name, vehicle number, driver name, for-hire driver's ~~license permit~~ number, number of passengers in a wheelchair, an indicator of whether the TPW was

a Contract Trip, and time, date, and zip code ~~and jurisdiction~~ 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 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.
- 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

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.

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 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 6.64.570660.D-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 ~~taximeter~~ 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 Acquisition. This reimbursement category is payable to WAT vehicle owners to help offset the costs associated with acquiring (through purchase or lease) a New WAT vehicle. Eligibility for this reimbursement will end if the vehicle is out of service for more than three (3) consecutive months based on~~

reported Shifts and TPWs. Voluntary Conversions are not eligible for the vehicle acquisition reimbursement.

- a.—Eligible WAT vehicle owners will receive a vehicle acquisition reimbursement of \$6,000 per year until the vehicle turns six (6) years old based on model year. Original receipts are not required for the vehicle acquisition reimbursement, but the owner must confirm the acquisition date through the change of vehicle process.
 - i.—For each WAT vehicle, the total reimbursement for vehicle acquisition and vehicle maintenance and equipment (established in Section III.B.5 of this rule) combined will not exceed \$6,000 per calendar year, except in certain circumstances described in Sections III.B.4.f and/or III.B.4.g of this rule.
- b.—Reimbursement for vehicle acquisition must meet one (1) of the following three (3) criteria:
 - i.—Be the result of having been awarded a WAT medallion in 2020 or later and having purchased a New WAT vehicle; OR
 - ii.—Be the result of replacing a WAT vehicle that would have exceeded, within the next three calendar years, the City's vehicle age limit of 10 years (SMC 6.310.320.C), or had an odometer reading exceeding 350,000 miles, with a New WAT vehicle; OR
 - iii.—Be the result of having purchased a New WAT vehicle to replace an existing WAT in calendar year 2016, 2017, 2018, or 2019.
- c.—Conditions for reimbursement as a result of a WAT medallion awarded in 2020 or later:
 - i.—The WAT medallion holder must comply with SMC 6.310.330.K and KCC 6.64.420.F, which require the WAT medallion holder to personally drive the vehicle a minimum of 30 hours per week for at least 40 weeks per year for a period of three years following the date of issuance of the new WAT medallion. This requirement shall not apply to the new owner of a WAT medallion acquired as the result of an involuntary transfer.
 - ii.—After the WAT vehicle has been in operation for a full year and until the vehicle turns six (6) years old, the WAT vehicle owner must demonstrate on an annual basis that the vehicle provided at least 250 TPWs during the previous 365 days. Contract Trips do not count towards the 250 TPWs required for eligibility. This requirement shall not apply effective Mar. 1, 2020 through Dec. 31, 2022, due to the COVID-19 crisis.
- d.—Conditions for reimbursement as a result of replacing a WAT:
 - i.—Prior to receiving the first monthly installment and annually thereafter, the WAT vehicle owner must demonstrate that the vehicle (either the vehicle being replaced or the replacement vehicle) provided at least 250 TPWs during the previous 365 days. Contract trips do not count towards the 250 TPWs required for eligibility. This requirement shall not apply effective Mar. 1, 2020 through Dec. 31, 2022, due to the COVID-19 crisis.
- e.—After one (1) year after the effective date of this rule, the Director may adjust the minimum number of TPWs required annually for vehicle

acquisition 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.

- ~~f.—For extenuating circumstances outside the three (3) criteria established in Section III.B.4.b of this rule (e.g., premature mechanical breakdown), a WAT vehicle owner may apply to the Director for reimbursement. In determining whether the owner should qualify for the vehicle acquisition reimbursement and in determining the value of the reimbursement that should apply, the Director will consider, among other factors, whether the circumstances are outside of the owner’s control, the availability of warranty coverage, and the availability of insurance coverage.~~
- ~~g.—The Director may increase the reimbursement amount for vehicle acquisition to cover additional costs associated with purchasing a WAV with the capacity 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, hybrid and/or electric WAVs and future innovations in WAV vehicle technology.~~
- ~~h.—Reimbursements for vehicle acquisition will be paid in equal monthly installments until the vehicle turns six (6) years old.
 - ~~i.—For New WATs purchased in calendar year 2020 or later, vehicle operating data and reimbursement requests must be submitted to CPD in a format specified by the Director, no later than 30 days after the month in which the vehicle was first acquired and annually thereafter.~~
 - ~~ii.—For New WATs purchased prior to calendar year 2020, vehicle operating data and reimbursement requests must be submitted to CPD in a format specified by the Director, by Feb. 28, 2020, and annually thereafter.~~~~

- 5.4. 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.
 - ~~i.—For each WAT vehicle, the total reimbursement for vehicle acquisition (established in Section III.B.4 of this rule) and vehicle maintenance and equipment combined will not exceed \$6,000 per calendar year, except in certain circumstances described in Sections III.B.4.f and/or III.B.4.g of this rule.~~
 - 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

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

~~i. This requirement shall not apply for vehicle maintenance and equipment costs incurred in calendar year 2020 and 2021, due to the COVID-19 crisis.~~

~~ii.~~ 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.

- h. ~~Reimbursements for vehicle maintenance and equipment costs incurred in calendar year 2020 and 2021 may be paid quarterly or annually, due to the COVID-19 crisis. To receive a quarterly reimbursement for maintenance and equipment costs incurred in calendar year 2020 or 2021, receipts and reimbursement requests must be submitted to CPD in a format specified by the Director, no later than the last day of the month following the end of the quarter (i.e., April 30th for the first quarter, July 31st for the second quarter, October 31st for the third quarter, and January 31st of the following calendar year for the fourth quarter). Alternatively, to receive an annual reimbursement for maintenance and equipment costs incurred in calendar year 2020 or 2021, receipts and reimbursement requests must be submitted to CPD in a format specified by the Director, no later than Feb. 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 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.

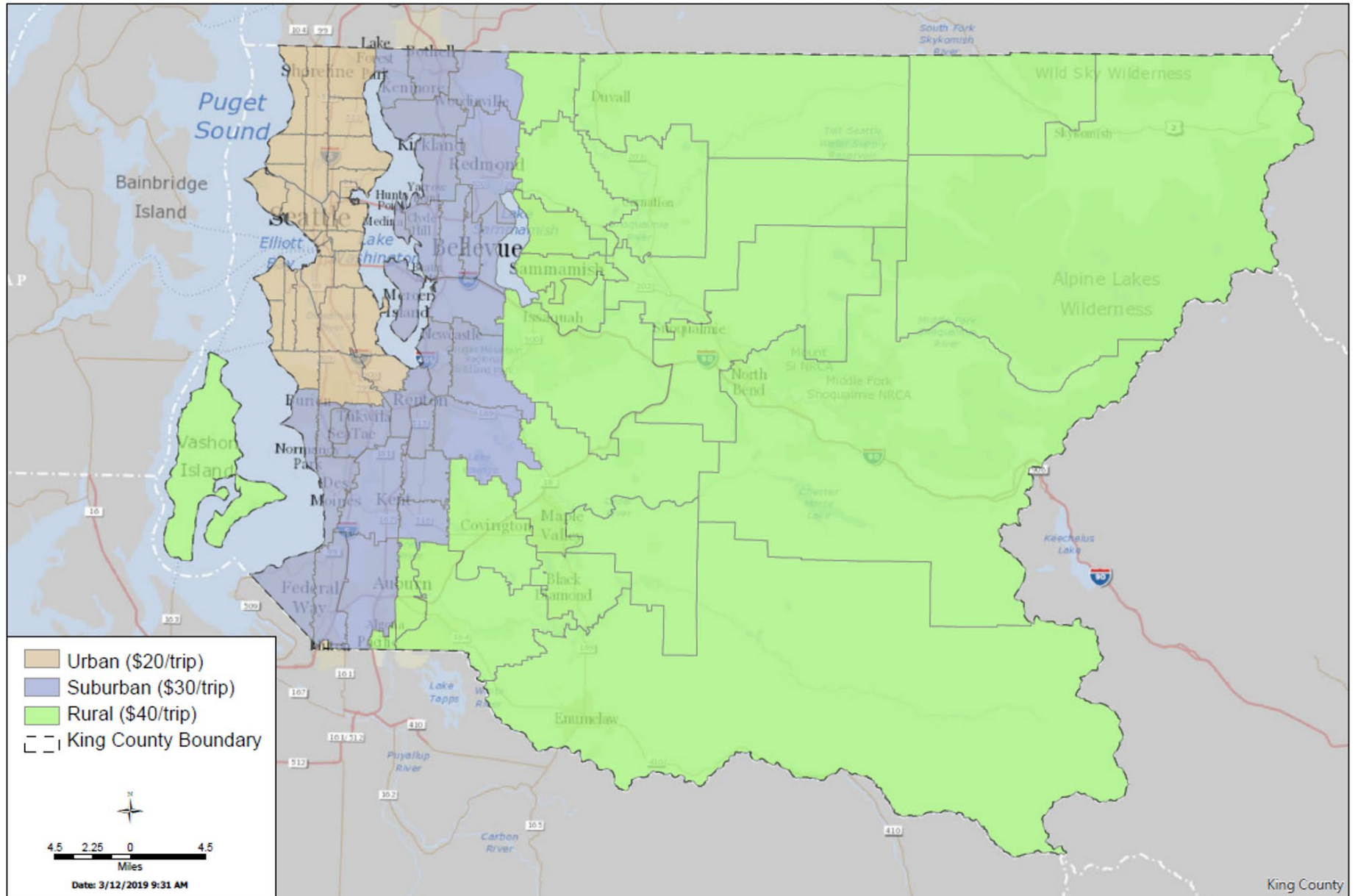
- A. Starting January 2021, reimbursements for TPWs and Shifts will be calculated according to the provisions of this rule.
- B. Starting January 2021, reimbursements for eligible vehicle acquisition, maintenance and/or equipment costs incurred will be calculated according to the provisions of this rule.

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.
- 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.

~~C. No later than July 1 of the following calendar year in which reimbursements from the Fund were made, the City and County will make publicly available the annual dollar amounts reimbursed to vehicle owners and drivers.~~

- 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.



**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	ZIP Code	TPW Designation	ZIP Code	TPW Designation
98001	Suburban	98056	Suburban	98125	Urban
98002	Rural	98057	Suburban	98126	Urban
98003	Suburban	98058	Suburban	98127	Urban
98004	Suburban	98059	Suburban	98129	Urban
98005	Suburban	98062	Suburban	98131	Urban
98006	Suburban	98063	Suburban	98133	Urban
98007	Suburban	98064	Suburban	98134	Urban
98008	Suburban	98065	Rural	98136	Urban
98009	Suburban	98070	Rural	98138	Suburban
98010	Rural	98071	Rural	98139	Urban
98011	Suburban	98072	Suburban	98141	Urban
98013	Rural	98073	Suburban	98144	Urban
98014	Rural	98074	Rural	98145	Urban
98015	Suburban	98075	Rural	98146	Urban
98019	Rural	98077	Rural	98148	Suburban
98022	Rural	98083	Suburban	98154	Urban
98023	Suburban	98089	Suburban	98155	Urban
98024	Rural	98092	Rural	98158	Suburban
98025	Rural	98093	Suburban	98160	Urban
98027	Rural	98101	Urban	98161	Urban
98028	Suburban	98102	Urban	98164	Urban
98029	Rural	98103	Urban	98165	Urban
98030	Suburban	98104	Urban	98166	Suburban
98031	Suburban	98105	Urban	98168	Urban
98032	Suburban	98106	Urban	98170	Urban
98033	Suburban	98107	Urban	98174	Urban
98034	Suburban	98108	Urban	98175	Urban
98035	Suburban	98109	Urban	98177	Urban
98038	Rural	98111	Urban	98178	Urban
98039	Suburban	98112	Urban	98181	Urban
98040	Suburban	98113	Urban	98185	Urban
98041	Suburban	98114	Urban	98188	Suburban
98042	Rural	98115	Urban	98190	Urban
98045	Rural	98116	Urban	98191	Urban
98047	Rural	98117	Urban	98194	Urban
98050	Rural	98118	Urban	98195	Urban
98051	Rural	98119	Urban	98198	Suburban
98052	Suburban	98121	Urban	98199	Urban
98053	Rural	98122	Urban	98224	Rural
98055	Suburban	98124	Urban	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 the 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.

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*
<u>Vehicle Age (based on model year)</u> <u>Up To</u> 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 described 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.



Seattle



King County

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 10-2024	Supersedes: Clerk Files 310153 and 322143
	Publication: 5/17/2024	Effective: X/X/2024
Subject: Evidence of Vehicle Insurance and Changes to Insurance Requirements	Code and Section Reference(s): SMC 6.311.160.A, .210.G, 260.C.4, .270, and .310.A.2 SMC 6.311.470 (rulemaking authority)	
Approved: _____ Division Director _____ Business Unit Officer _____ Kiersten Grove, Acting Director	_____ Date _____ Date _____ Date	
King County / Department of Executive Services Document Code No.: FHT-5-2024-PR Repeals: New Title: Evidence of Vehicle Insurance and Changes to Insurance Requirements Effective Date: Authorities: KCC 6.65.160.A, .210.G, 260.C.4, .270, and .310.A.2; KCC 6.65.470 (rulemaking authority) Keywords: Sponsoring Agency: Records and Licensing Services Division (RALS)		
Director signature: _____		
Date signed: _____		

City of Seattle and King County For-Hire Transportation Rules

City of Seattle Director’s Rule FOR-HIRE TRANSPORTATION 06-2024 and King County Public Rule X – Evidence of Vehicle Insurance and Changes to Insurance Requirements

Pursuant to an interlocal agreement, the City of Seattle and King County work cooperatively to regulate for-hire passenger transportation. The City of Seattle and King County jointly adopt this Rule as new.

- I. **Purpose.** To establish the manner in which, as a condition of a taxicab or for-hire vehicle’s medallion (license), a vehicle owner will provide proof of insurance for all times when operating, and to increase options for vehicle owners to obtain required coverage.
- II. **Definitions.** When used in this Rule, the following term(s) are defined as follows:
 - 1. “Director” means the director of King County’s Department of Executive Services and/or the City of Seattle’s Director of Finance and Administrative Services, or their designees.

III. Requirements.

Evidence of Vehicle Insurance

- 1. Satisfactory evidence of vehicle insurance will be limited to a valid commercial vehicle insurance policy or insurance binder. The Director will not accept a certificate of insurance as evidence of insurance.
- 2. A valid insurance policy for each taxicab or for-hire vehicle will be provided to the Director upon the processing of any medallion related transaction.
- 3. The City and County issued medallion (vehicle) number, legal owner (taxicab or for-hire vehicle medallion owner or, if different, vehicle owner), and Vehicle Identification Number (VIN) must be shown for the list of covered vehicles in a group insurance policy. Vehicles must be listed in order by the City and County issued medallion (vehicle) number.
- 4. All insurance binders and insurance policies must be submitted by the insurance broker via email attachment to vehicleinsurance@seattle.gov, or a successor email address, to facilitate electronic filing and sorting.

Changes to Insurance Requirements

- 5. All vehicle insurance policies shall either comply with chapter 46.72 RCW and have underinsured motorist coverage of at least \$100,000 per person and \$300,000 per accident; or comply with the coverage amounts as required by RCW 46.72B.180. Additional insurance policy requirements in KCC 6.65.270 and in SMC 6.311.270.A are listed below. The column on the right notes whether this Rule amends the requirement.

King County Code 6.65.270	Seattle Municipal Code 6.311.270.A	Changes to Insurance Requirements Enacted by this Rule
(1) Be issued by an admitted carrier in the state of Washington with an A.M. Best	(1) Be issued by an admitted carrier in the state of Washington with an A.M. Best	None

King County Code 6.65.270	Seattle Municipal Code 6.311.270.A	Changes to Insurance Requirements Enacted by this Rule
Rating of not less than B- and be not less than A.M. Best Financial Size Category VII or show evidence to the Director of surplus lines from an insurer with an A.M. Best Rating of not less than B and be not less than A.M. Best Financial Size Category VII.	Rating of not less than B- and be not less than A.M. Best Financial Size Category VII or show evidence to the Director of surplus lines from an insurer with an A.M. Best Rating of not less than B and be not less than A.M. Best Financial Size Category VII.	
(2) Name King County, its officers, officials, agents, and employees as an additional insured on the insurance policy.	(2) Name The City of Seattle, its officers, officials, agents, and employees as an additional insured on the insurance policy.	None
(3) Provide that the insurer will notify the Director, in writing, of cancellation for nonpayment of premium no less than ten days before the cancellation takes effect, or of cancellation for any other reason no less than 30 days before the cancellation or nonrenewal takes effect. If an insurance policy is cancelled or not renewed, proof of a new policy must be filed before the expiration of the policy. The taxicab or for-hire vehicle is automatically suspended and cannot operate until coverage is secured.	(3) Provide that the insurer will notify the Director, in writing, of cancellation for nonpayment of premium no less than ten days before the cancellation takes effect, or of cancellation for any other reason no less than 30 days before the cancellation or nonrenewal takes effect. If an insurance policy is cancelled or not renewed, proof of a new policy must be filed before the expiration of the policy. The taxicab or for-hire vehicle is automatically suspended and cannot operate until coverage is secured.	None
(4) Not include aggregate limits, named driver requirements or exclusions, or radius restrictions. Other limitations or restrictions beyond standard insurance services office business auto policy form are subject to approval by the Director.	(4) Not include aggregate limits, named driver requirements or exclusions, or radius restrictions. Other limitations or restrictions beyond standard insurance services office business auto policy form are subject to approval by the Director.	Allows named driver requirements or exclusions. Any person listed as an excluded driver is prohibited from driving the vehicle covered by that policy.
(5) Be in effect at any time the taxicab or for-hire vehicle is operating.	(5) Be in effect at any time the taxicab or for-hire vehicle is operating.	None

- IV. Implementation.** Unless specified otherwise in this Rule, these requirements take effect immediately after the Director files this Rule with the Seattle City Clerk and with the King County Archives, Records Management, and Mail Services Section (ARMMS).
- V. Rule Maintenance.** The Director will periodically consult with industry stakeholders, including vehicle owners and insurance company representatives, on the availability and cost of insurance coverage to determine whether this Rule needs revision.
- VI. Rule Enforcement.** The Director may review written documentation and consider community feedback to ensure compliance with the requirements outlined herein.

DRAFT