

2022 King County For-Hire Transportation Annual Report

April 2023



King County

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I. Executive Summary

Produced in accordance with King County Code (KCC) 6.64.740, the 2022 For-Hire Transportation Annual Report provides information on the number of taxicabs, for-hire vehicles, and transportation network company (TNC) endorsed vehicles; the number of drivers licensed; service response times; complaints; and other information related to the for-hire transportation industry in King County between January 1, 2022 and December 31, 2022.

King County's Records and Licensing Services Division (RALS) provides regulatory oversight and code enforcement services over the for-hire transportation industry, and is charged with safeguarding passengers, drivers, and the public. RALS regulates the operation of the for-hire industry in unincorporated King County and has interlocal agreements with 16 cities and the Port of Seattle to provide for-hire transportation regulatory services.

The COVID-19 pandemic significantly affected the for-hire industry in 2020 and 2021. Ridership dropped severely and thousands of drivers chose not to operate. The information presented in this report depicts a taxicab and for-hire vehicle industry that continues to struggle with the challenges following the COVID-19 pandemic and competition from other for-hire transportation providers. Medallion owners, for-hire drivers, and dispatch agencies remain concerned for the future of their businesses, with some licensees having closed business permanently and others that remain inactive. 2022 showed the beginning of modest recovery of drivers returning to service. Updating the regulatory requirements may help encourage owners with inactive medallions to return to operation.

Since 2019, the annual reports have noted ongoing work that the County and Seattle engaged in to align and streamline for-hire regulations in both jurisdictions. The County and Seattle regulatory staff have collaborated to draft proposed regulations intended to improve regulatory alignment between the two jurisdictions, remove unnecessary regulatory requirements, provide entrepreneurial flexibility, and begin the transition to a digital system enabling participation in the digital mobility marketplace. It is anticipated that proposed regulatory changes may be transmitted to the King County Council in 2023.

Due to mandatory telework orders, the for-hire driver licensing office closed to the public in early March 2020 and remained closed through 2022. Accela, a licensing and permitting platform, was deployed in 2021 and was used throughout 2022 to accept and process online for-hire license applications. Beginning in December 2022, Accela was used for processing for-hire permit applications and vehicle endorsements. RALS received 907 for-hire driver license applications and issued 792 for-hire licenses in 2022.

In 2022, there were 351 taxicabs (metered fares) and 116 for-hire vehicles (flat-rate fares) licensed to operate in unincorporated King County and contract cities, with an additional 90 taxicabs licensed to operate only in Seattle.

Also in 2022, RALS received 66,311 applications for TNC for-hire driver permits and vehicle endorsements (this number includes both new and renewing applicants, duplicates, resubmittals, and updates). Of the 66,311 total applications received, 20,881 were unique and RALS approved 18,892 unique drivers to receive TNC for-hire driver permits. Following two consecutive years of decreases in permits approved (2020 and 2021), the number of permits approved increased in 2022, although not to pre-pandemic volume (33,058 permits approved in 2019).

II. Background

Department Overview: The Department of Executive Services (DES) includes the Records and Licensing Services Division (RALS). Among its duties, RALS strives to provide customer-focused, accessible vehicle, vessel, and for-hire transportation licensing services. RALS regulates the operation of taxicabs, flat-rate for-hire vehicles, and transportation network company vehicles in unincorporated King County and has interlocal service agreements with the Port of Seattle, the City of Seattle, and 16 other cities in the County to provide for-hire transportation regulatory services. Figure 1 is a list of the jurisdictions that contract with the County for regulatory services.

Figure 1 – Jurisdiction & Type of Agreement

City	Agreement For ...
Auburn	Licensing and Enforcement of City Code
Bellevue	Licensing and Enforcement of City Code
Burien	Licensing and Enforcement of City Code
Covington	Licensing and Enforcement of City Code
Enumclaw	Licensing and Enforcement of City Code
Federal Way	Licensing and Enforcement of City Code
Issaquah	Licensing and Enforcement of City Code
Kenmore	Licensing and Enforcement of City Code
Kent	Licensing and Enforcement of City Code
Kirkland	Licensing and Enforcement of City Code
Maple Valley	Licensing and Enforcement of City Code
Port of Seattle	Enforcement of County Code on Port Property
Redmond	Licensing and Enforcement of City Code
Renton	Licensing and Enforcement of City Code
Sammamish	Licensing and Enforcement of City Code
SeaTac	Licensing and Enforcement of City Code
Seattle	Licensing of City For-Hire Drivers and Enforcement of City Code
Shoreline	Licensing and Enforcement of City Code

Historical Context: In 1979, King County (County), the City of Seattle (Seattle), and the Port of Seattle embarked on a program to regionalize taxicab regulations and licensing by developing consistent regulations and services across jurisdictions. This promoted public safety and customer service by standardizing fees, regulations, enforcement, and rate review procedures throughout the County.

This program continued until September 1988, when these three entities formed the Regional Taxicab Commission. The Regional Taxicab Commission recommended rates, entry restrictions, and other related revisions to County Code prior to ending on December 31, 1990.

Based on the Regional Taxicab Commission’s recommendation to issue a moratorium on new taxicab licenses, the King County Council passed Ordinance 9986 on June 10, 1991, permanently closing the issuance of new taxicab licenses. Under subsequent ordinances, a small number of additional taxicab licenses have been issued.

In 1995, the County entered an interlocal agreement with Seattle, whereby the County manages all for-hire driver licensing functions for both jurisdictions, and Seattle manages all for-hire vehicle licensing functions for both jurisdictions. The County also manages the for-hire driver permitting and vehicle endorsement functions for both jurisdictions.

Ordinance 17892, approved in September 2014, authorized significant for-hire transportation-related regulatory changes.¹ The Ordinance added regulations for TNCs and modified KCC Chapter 6.64 to streamline and update regulatory requirements across the for-hire transportation industry.

A history of taxicab and for-hire licensing in the County is provided on the County's website.²

2022 in Review

COVID-19 Pandemic: RALS offices have remained closed to in-person customer service for three years following the start of the COVID-19 pandemic in March 2020, with service being provided through remote access (online, telephone, and email). As an essential service, and in response to the pandemic, RALS modified procedures for processing and issuing licenses and permits, including emailing licenses and permits to drivers and mailing vehicle endorsement decals. The modified approach continued throughout 2022.

Updating For-Hire Regulations: Since 2020 and through 2022, RALS has worked closely with Seattle's Consumer Protection Division of the Finance and Administrative Services Department to draft proposed revisions to County and Seattle for-hire regulations. These updates are intended to simplify and align licensing models, remove barriers that limit competition, support transitioning to technology that enables dynamic fares and alternative pricing strategies, and improve customer service. The potential changes focus primarily on taxicab and for-hire vehicle operations.

New Statewide TNC Legislation: The 2022 Washington State Legislature approved SHB 2076, which established new statewide TNC regulations. The Governor signed the Bill, which went into effect July 9, 2022. The Bill's statewide regulatory requirements, codified in 46.72B RCW, went into effect January 1, 2023. SHB 2076 preserved King County's existing local regulatory model and authority but preempted any changes to County regulations after March 10, 2022, unless the changes align with the new statewide TNC regulations.

Fuel Surcharges Implemented: In response to steep increases in the price of fuel, the City of Seattle implemented Director's Rule R-6.310.530. F.³, which allows a \$1.00 per trip surcharge at regular intervals when gas prices exceed \$5.00 per gallon. RALS entered into rulemaking to establish a public rule for the same purpose and to coincide with the City rule. On July 11, 2022, King County Public Rule LIC-8-7-PR⁴ Temporary Fuel Surcharges Authorized for Taxicabs was implemented. Following this implementation, fuel prices increased above the \$5.00 threshold in October and the surcharges remained in effect through early December 2022, when prices decreased below the threshold.

¹ [Link to Ordinance 17892](#)

² [Link to the County's Taxi, For-Hire and Transportation Network Companies \(TNCs\) website](#)

³ [Link to City of Seattle Public Rule R-6-310. 530.F](#)

⁴ [Link to King County Public Rule LIC-8-7-PR](#)

RALS Licensing Offices Move: RALS offices moved from the King County Administration Building to the King Street Center in Seattle’s Pioneer Square in November 2022. RALS offices will reopen to the public in April 2023 with a new King County Customer Service Center.

Transportation Regulation Improvement Project (TRIP): TRIP was initiated by Seattle’s Consumer Protection Division and King County’s For-Hire Licensing team in June 2016 to implement a shared licensing platform, Accela. The purpose of this joint platform is to streamline regulatory administration, improve coordination and data sharing between Seattle and the County, and improve quality, efficiency, and transparency of processes and data for staff and customers. Implementation of the system occurred in stages over several years with the final stage, TNC driver application processing, deployed in December 2022.

III. Report Requirements

Taxicab and For-Hire Vehicle Licensing

Taxicabs offer consumers a for-hire ride with a fare that is metered based on time and distance, while for-hire vehicles offer consumers a for-hire ride based on a flat rate. Both taxicabs and for-hire vehicles can be hailed or dispatched. Taxicab and for-hire vehicle licenses converted to medallions in 2015, with the number of available medallions restricted by County and Seattle regulations.

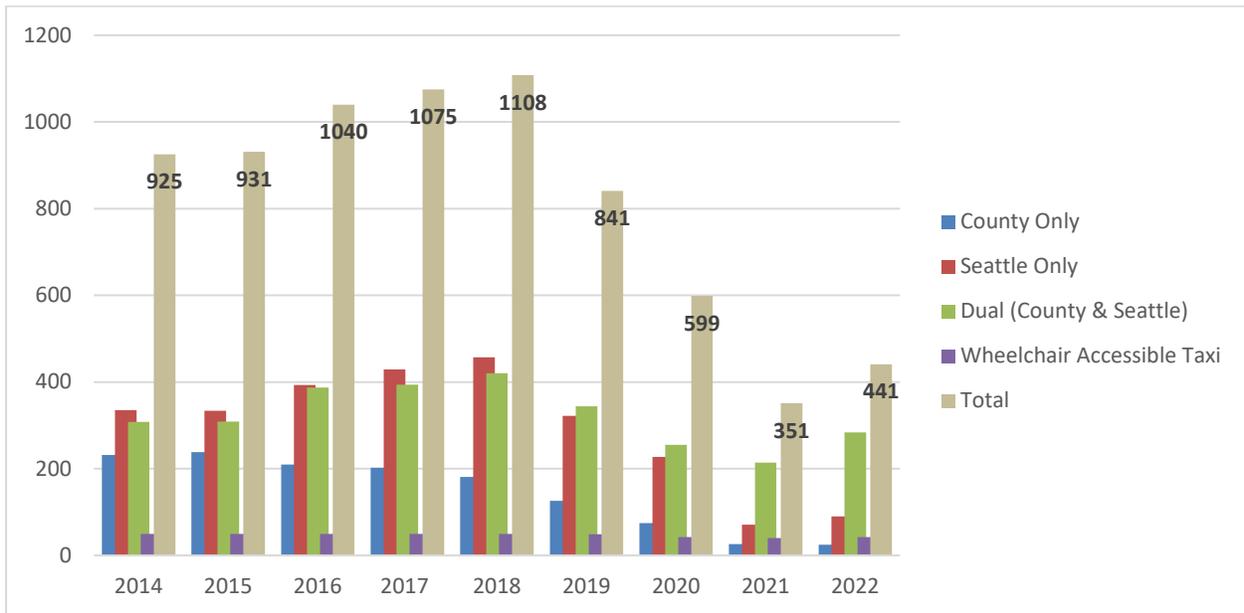
The number of active medallions has been declining over the past several years. In most instances, owners of inactive medallions that have been placed on hold or not renewed cited declining business prior to the pandemic, declining business as a result of the pandemic, high operating costs, or avoidance of COVID-19 exposure as reasons for the hold or non-renewal.

To assist medallion owners in reducing expenses while not in service, on behalf of the County and City, Seattle created a process for medallion owners to place their medallions on hold and temporarily suspend service during the pandemic. Placing a medallion on hold allows an owner to reduce their commercial auto insurance expense while their vehicle is not in service. Owners can return to service by providing proof of insurance and requesting their medallion to be placed back in active status.

Taxicab medallions: King County Code caps the number of taxicab medallions allowed in the County at 561 (KCC 6.64.700). In Seattle, the cap is 1,050. Medallions licensed to pick up passengers in both the County and Seattle, referred to as “dual” medallions, are included in each of the County’s and Seattle’s caps. The 50 Wheelchair Accessible Taxicab (WAT) medallions are dual and are excluded from the caps.

Figure 2 shows that the sharp decrease in active medallions began prior to the COVID-19 pandemic, though licensing activity in 2022 indicates some drivers are returning to service after a low point in 2021. Active taxicab medallions have decreased from a high of 1,108 in 2018 to 441 in 2022, a decline of 667 active taxicabs, or 60 percent fewer active taxicabs than in 2018.

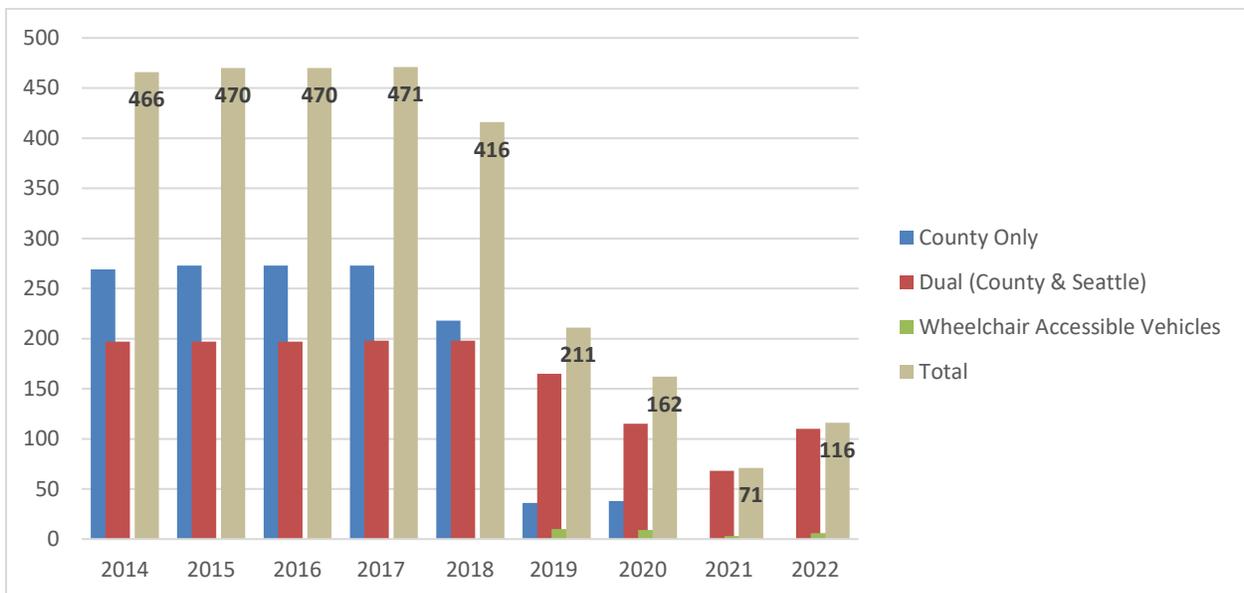
Figure 2 – Number of Active Licensed Taxicabs



*In addition to the WAT medallions shown in the table, there were also nine voluntarily converted wheelchair accessible vehicles affiliated to regular taxicab medallions active in 2022.

For-hire vehicle medallions: For-hire vehicle medallions are capped at 471 in the County, comprised of 271 County-only medallions and 200 County & Seattle “dual” medallions. Figure 3 shows that active for-hire vehicle medallions have decreased from a high of 471 in 2017 to 116 in 2022, a decline of 355 active for-hire vehicles, or 75 percent, since 2017. Nearly all inactive for-hire vehicle medallions were voluntarily surrendered, expired without renewal, or voluntarily placed on hold.

Figure 3 – Number of Active Licensed For-Hire Vehicles



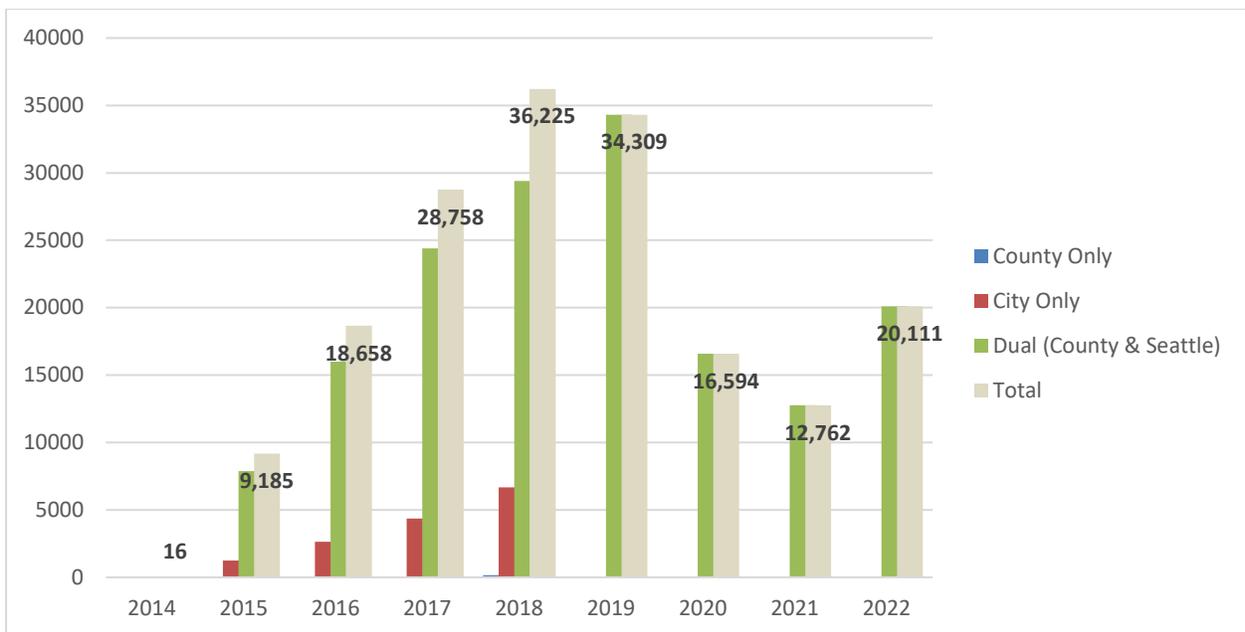
*The six active wheelchair accessible vehicles shown in 2022 are voluntarily converted wheelchair accessible vehicles affiliated with regular for-hire vehicle medallions.

Transportation Network Companies and Vehicles

In the Seattle-King County market, 2022 was the eighth full year of Transportation Network Companies (TNCs) being licensed to operate. Effective with the implementation of Ordinance 17892 in 2014, personal vehicles used to provide ride services via a smartphone application (app) are required to have a vehicle endorsement. Vehicle endorsement applications are incorporated into the for-hire driver permit application that TNC drivers are required to obtain. Among other requirements associated with TNC vehicles, all vehicles must successfully complete an annual safety inspection performed by a director-approved mechanic.

In 2019, Ordinance 18874⁵ removed the requirement for TNC drivers to be the registered owner of the endorsed vehicle they drive. It also added a 10-year age limit for TNC vehicles. These changes aligned with Seattle regulations and resulted in the issuance of County/Seattle “dual” TNC vehicle permits for all TNC affiliated vehicles. Figure 4 shows the number of TNC vehicle endorsements approved annually.

Figure 4 – TNC Vehicle Endorsements Approved*



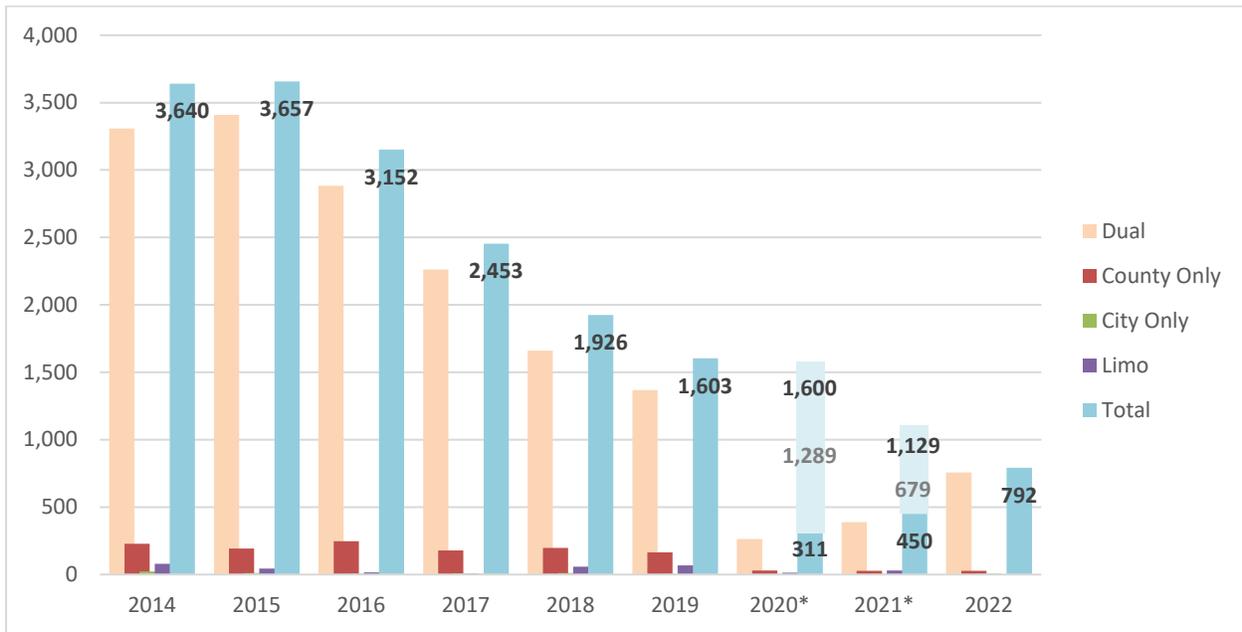
*Excludes vehicles with jurisdiction changes throughout the year

For-Hire Driver Licensing

Every driver operating a taxicab or for-hire vehicle within the County must have a for-hire driver license. In 2022, RALS issued 792 (new and renewal) for-hire driver licenses.

⁵ [Link to Ordinance 18874](#)

Figure 5 – For-Hire Driver Licenses Issued



*The 2020 total of 1,600 includes 311 pre-pandemic applications and 1,289 extensions RALS issued as a temporary measure during the pandemic. The 2021 total of 1,129 includes 679 extensions issued prior to launching the new online licensing platform, Accela, in May 2021 and the 450 applications issued through Accela after its launch.

To ensure public and passenger safety, applicants must complete several screening requirements to obtain a for-hire driver license. All new and renewing applicants must pass a criminal background check and driving record review. Additionally, all new applicants are required to complete for-hire driver training and pass the examination, as well as successfully complete a defensive driving course. There were 593 for-hire driver examinations administered in 2022, with an overall pass rate of 67 percent.

For-Hire Driver Permits

Drivers operating a vehicle for a TNC are required to obtain a for-hire driver permit and a vehicle endorsement. The for-hire driver permit is essentially the same as the for-hire driver license that taxi and for-hire vehicle drivers must obtain, but also allows the driver to drive a TNC-endorsed vehicle in addition to a taxi or for-hire vehicle.

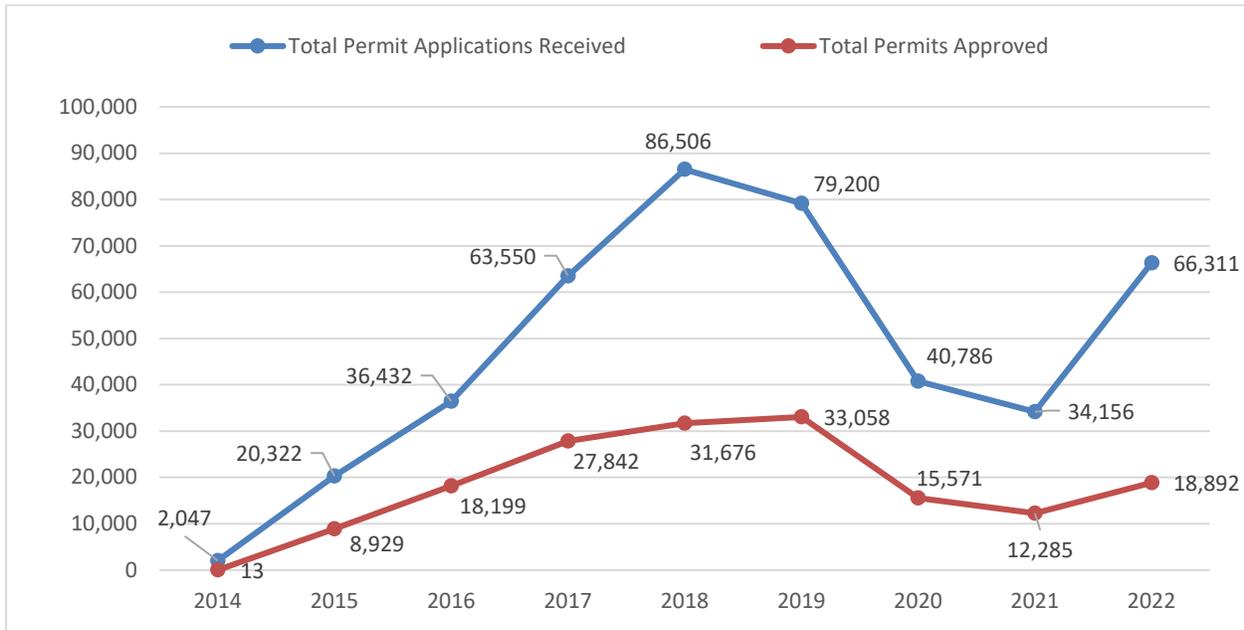
TNCs submit applications for for-hire driver permits and vehicle endorsements on behalf of their drivers. TNC drivers complete the onboarding process with their TNC prior to the application being submitted. An application includes certification of County-approved, company-provided, for-hire driver training and testing, certification of a defensive driving course completion, a criminal background check report, a driver’s abstract (driving history) report, vehicle registration, and vehicle safety inspection form.

Following two years of decreases in permitted drivers, the number of permitted drivers increased in 2022, though not to pre-pandemic levels (33,058 permitted drivers in 2019). In 2022, a total of 66,311 TNC for-hire driver permit applications were received and 18,892 unique TNC permits approved.

The difference between “received” and “approved” applications is due to a variety of factors, including,

but not limited to, more than one application is received for a driver, since drivers often drive for more than one TNC; rejected applications that must be resubmitted (if information is missing, out of date, or does not match; or applications received at the end of the year may not be processed until early the following year. Figure 6 shows the total number of for-hire driver permit applications received and approved beginning in December 2014 when licensing requirements went into effect.

Figure 6 – Total Count of TNC For-hire Driver Permits



Response Times

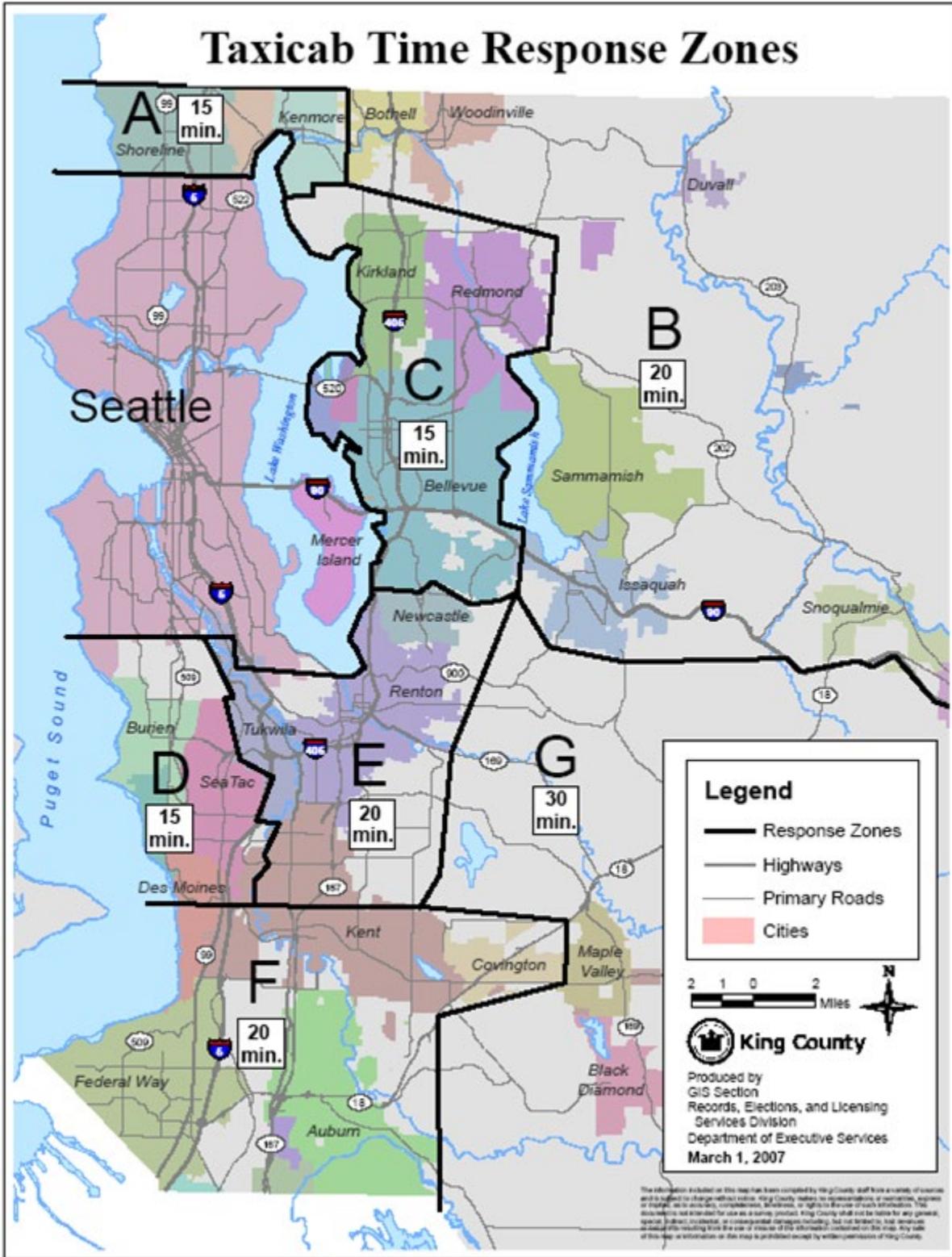
KCC 6.64.730 requires RALS to establish and regulate a schedule of optimum response times for taxi service requests. Response times are calculated as the time elapsed from when the trip is created in the dispatch system to the time the meter is engaged. The meter is engaged after the customer has been seated and the vehicle begins to move. In developing the optimum average taxicab response times, the County is divided into the following eight zones described in Figure 7 and shown in Figure 8.

Figure 7 – King County Taxicab Service Area by Zone*

Zone	Service Area	Description
A	North City	Shoreline, Lake Forest Park, Kenmore, North County
B	Northeast County	Bothell, Woodinville, Fall City, Sammamish, Issaquah
C	Eastside	Bellevue, Kirkland, Redmond
D	South/Southwest County	White Center, Burien, Des Moines, West Kent, Airport (West of I-5)
E	North/Southeast County	Renton, Tukwila, May Creek, Newcastle, North Kent (east of I-5)
F	South County	Federal Way, Auburn, South Kent
G	Southeast County	Enumclaw, Black Diamond, Covington, Maple Valley
City	Seattle	All Seattle City Limits

* Taxicabs at Seattle-Tacoma International Airport are available on demand; therefore, the response time is zero and is not included in Zone D (the airport area).

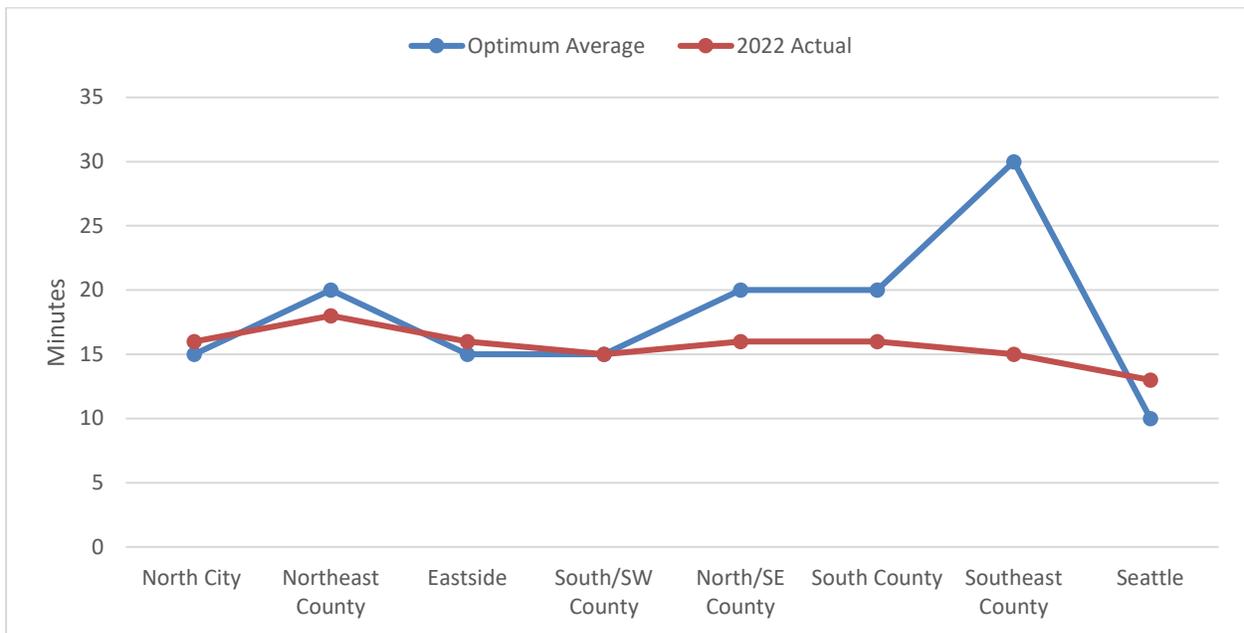
Figure 8 – Map of King County Taxicab Service Area Zones and Optimum Response Times



Each year, RALS conducts a survey of taxicab company dispatch records to determine *actual* average response times for service requests, which are then compared to the *optimum* response times (Figure 9). Some zones have occasionally averaged slightly higher than optimum response times in recent years.

In 2022, three of the eight zones had average service response times one to three minutes longer than the established optimum response times.

Figure 9 – Minutes +/- Optimum Response Time by Zone



Enforcement

Under an interlocal agreement with Seattle, the County and Seattle enforce the respective licensing regulations for each other’s jurisdiction. In addition to unincorporated King County, RALS also enforces for-hire regulations through interlocal agreements for the Port of Seattle at Seattle-Tacoma International Airport, and in the cities shown in Figure 1.

Enforcement action occurs through the issuance of a Notice and Order when:

1. A violation is observed or as a result of a complaint;
2. A license or permit is denied, suspended, or revoked; or
3. Civil penalties are issued.

Seattle issues Notice of Violations (NOVs) to Seattle and County/Seattle “dual” licensed vehicles and drivers for infractions, which may carry a monetary civil penalty. Field enforcement activities include undercover enforcement, which consists of inspectors taking covert rides posing as customers and making assessments about the ride for driver behavior and vehicle condition, with a focus on safety.

In March 2020 and through most of 2022, all field enforcement activities were suspended due to conditions created by the COVID-19 pandemic. Figure 10 lists the type of enforcement actions and the number of actions taken since 2019.

Figure 10 – License and Permit Enforcement Actions

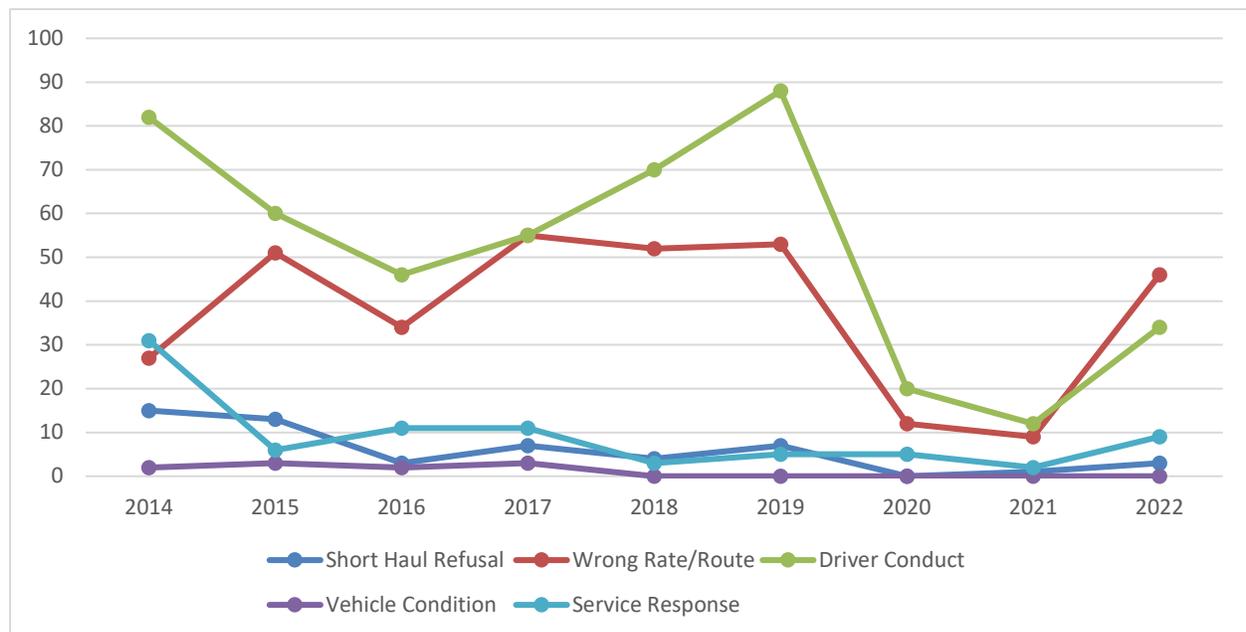
Notice and Order Type	2019	2020	2021	2022
Application denial	14	2	3	6
Suspension	49	5	1	0
Suspension/Revocation	1	0	0	0
Revocation	4	0	0	0
Civil Penalty	11	5	1	0
Notice of Violation w/Civil Penalty	192	21	0	12
Total	271	33	5	18

Passenger Complaints

The County, Seattle, and the Port of Seattle share a taxi complaint hotline, 206-296-TAXI. Though the hotline is not staffed, callers can leave a message and County or Seattle code enforcement staff will respond. This number is visibly displayed in all Seattle and County taxicabs and for-hire vehicles so that passengers have easy access to the regulatory agency if their experience is such that a complaint is warranted. TNC operators are not required to display this complaint line number, however, the TNC application dispatch systems provide the rider the ability to report complaints to the TNC for resolution.

All complaints received by the County that include potential violations occurring within the County’s jurisdiction are investigated by the County. Investigation findings may include the issuance of monetary fines or civil penalties, including temporary license suspension or revocation issued through a notice and order process. Figure 11 provides an overview of the number and nature of complaints received in 2022.

Figure 11 – Number and Nature of Complaints



Rates

Taxicab meter (taximeter) rates are regulated by KCC 6.64.760. The initial charge is called the “drop rate,” after which a per mile fee accumulates. When the vehicle slows below 12 mph, the passenger is charged based on wait time instead of the per mile fee. Except for a ten cent (\$0.10) meter drop rate increase to incorporate the Wheelchair Accessible Surcharge (WAS) fee required by Ordinance 17892 in November 2014, which is paid into the Wheelchair Accessible Services account, the taximeter rate has not changed since September 2012.

For-hire companies are required to set their fares and submit them to RALS annually. Additionally, because these companies do not operate using a meter, for-hire drivers are required to keep a printed rate book to provide to customers upon request.

Fares for trips requested/dispatched via an app or Application Dispatch System (ADS) are set by the company, as long as the estimated fare or rate is available to the passenger before the passenger accepts the ride, whether the trip was provided by a taxicab, for-hire vehicle, or TNC vehicle.

Taxicabs licensed in both the County and Seattle may have two rates (Seattle rate and County rate) programmed into the taximeter, though they typically use one, as the Seattle and County rates are the same. The rates are static. Rates in a traditional taximeter are adjusted by unsealing the device manually, adjusting the rate, and resealing the meter. Regulatory inspectors must reseal the meter after verifying the rate(s).

Taximeter rate changes by regulatory action are infrequent. When changed by regulatory action, the director must consider the owner’s and/or driver’s need for revenue to cover operating expenses and a reasonable profit, the public’s need for adequate taxi service at the lowest cost, the rates of other transportation service providers in the area, taximeter rates in Seattle, and other allowable factors. Taximeter rates in traditional taximeters do not respond to dynamic market fluctuations that depend on real-time data, such as traffic information, demand for service, and other market conditions.

The traditional taximeter is not designed to provide variable rates, dynamic pricing, calculate split fares, or include add-ons other than set increments (\$0.50) to cover ferry fees, road and bridge tolls, etc. In contrast, smart taximeters allow for such dynamic pricing. Smart taximeters function like TNC apps and allow for variable rates, up-front pricing, fare splitting, and precise add-ons when approved and configured to do so. The ability to adjust fares using more demand-responsive and data driven fare strategies can increase competitiveness, efficiency, and profitability.

Taxicab Scrip Vouchers

King County Metro issues taxicab scrip to County residents who have a regional reduced bus fare permit (for seniors and people with disabilities) and are registered for the taxi scrip program (requires income at or below 70 percent of the state median income).

Registrants may purchase up to eight books of scrip from Metro each month; scrip does not expire. Each booklet has a \$10 face value and contains coupons in \$0.50 and \$1 denominations. Registrants pay 50 percent of the face value or \$5 per booklet. Currently, seven taxicab companies participate in the taxicab scrip program. Historically, most trips are short and taken in urban areas.

Figure 12 shows the total number of taxicab scrip books issued and the total amount collected in sales by King County Metro Transit.

Figure 12 – Metro Taxicab Scrip – Books Issued and Total Sales

Year	Taxicab Scrip Books Issued	Total Taxicab Scrip Sales
2016	58,004	\$290,020
2017	56,476	\$282,340
2018	41,012	\$205,060
2019	47,852	\$239,260
2020	29,729	\$148,645
2021	29,068	\$145,340
2022	25,249	\$126,245

Wheelchair Accessible Taxicab Licenses

In 2022, 42 of the 50 dual medallion wheelchair accessible taxicabs (WATs) were active, six were inactive, and two were revoked. Regular taxicab and for-hire vehicle medallion holders can also convert their vehicles to wheelchair accessible vehicles and continue to operate under their regular medallion. In 2022, there were 15 active wheelchair accessible vehicles (WAVs) associated with regular (non-WAT) medallions including seven that voluntarily converted in 2022.

Ordinance 17892 (2014) introduced the addition of a wheelchair accessible services fee surcharge. The Ordinance requires all for-hire transportation service providers regulated under KCC Chapter 6.64 (taxicabs, for-hire vehicles, and TNC vehicles) to collect and remit to the County, ten cents per trip for all rides that originate within unincorporated King County and municipalities that contract with the County for for-hire transportation regulatory services. The revenue from the fee is intended to be distributed to eligible owners and drivers of wheelchair accessible for-hire vehicles to offset the higher operating costs associated with these vehicles. Collection of the fee began November 12, 2014.

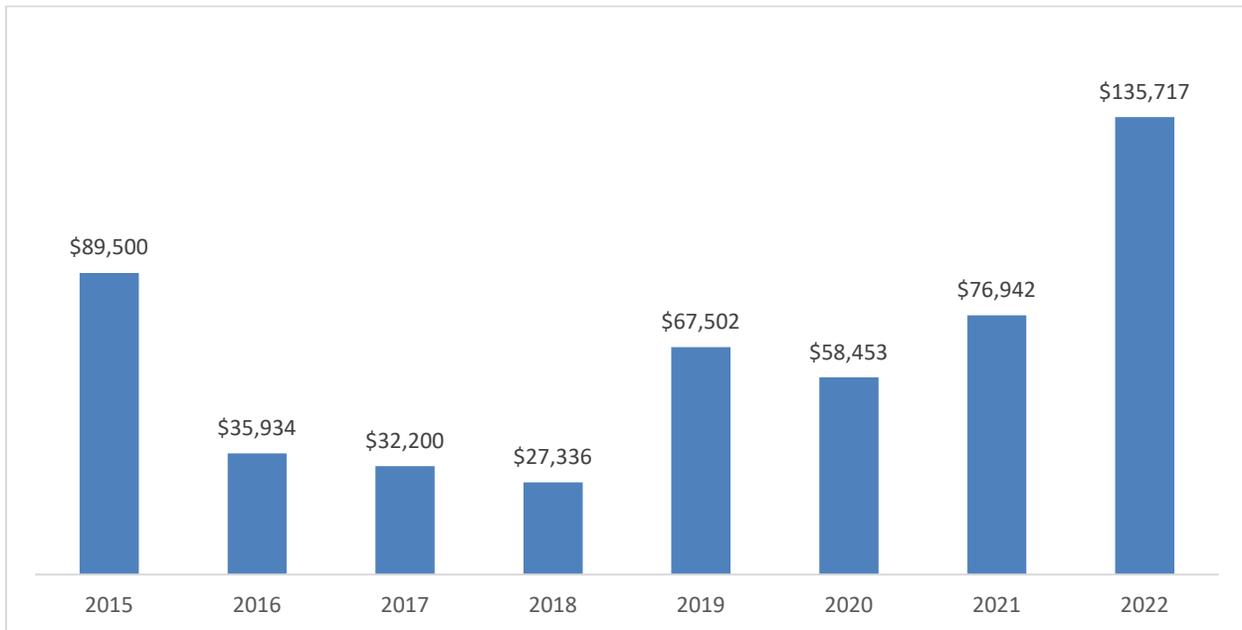
The conditions and procedures for disbursing the wheelchair accessible service (WAS) fee surcharge proceeds to eligible wheelchair accessible taxicab or wheelchair accessible for-hire vehicle owners and drivers are set by public rule FIN-10-3-4-PR.⁶ The rule includes reimbursement rates and categories such as shift-based reimbursements for fuel costs and evening services, WAV-related training, and vehicle acquisition and maintenance expenses.

In response to the significant decline in demand for for-hire transportation during the COVID-19 pandemic, King County and Seattle temporarily waived minimum trip requirements for certain reimbursement categories in 2020, and temporarily reduced these requirements in 2021 and 2022. Minimum wheelchair accessible trip requirements were reinstated beginning January 1, 2023 for reimbursement eligibility.

Figures 13 and 14 show WAS Fund reimbursement amounts since reimbursements first began in 2014.

⁶ [Link to FIN-10-3-4-PR](#)

Figure 13 – WAT Vehicle Maintenance, Equipment and Acquisition Reimbursement*



*The amounts shown for 2015 through 2019 are for the year the expenses were incurred, though the reimbursements were paid the following year. Beginning in 2020, and due in part to the strains on WAT owners during the COVID-19 pandemic, procedures transitioned to reimbursing expenses quarterly, upon request.

When a for-hire driver operates a vehicle equipped to transport passengers while the passenger is seated in a wheelchair, the driver is eligible for reimbursement from the WAS Fund to help offset the added cost of providing accessible service. The reimbursement rate in 2020 started at \$20.00 per “trip with a passenger in a wheelchair” (TPW). Figure 14 shows the total amount paid for TPW reimbursements, by year and the number of drivers participating in the reimbursement program.

Figure 14 – Reimbursements for Trips with a Passenger in a Wheelchair*

Year	Trips with a Passenger in a Wheelchair (TPW) Reimbursement	Count of WAT Certified Drivers Reimbursed
2014	\$880	27
2015	\$12,240	69
2016	\$47,020	91
2017	\$69,480	58
2018	\$127,500	67
2019	\$213,420	76
2020	\$124,520	62
2021	\$287,790	54
2022	\$330,654	68

*In 2018, trip allocation between Seattle and King County was updated to better reflect the responsible jurisdiction when the trip originated with a reported zip code shared by both jurisdictions, resulting in an increase in trips being attributed to the County WAS fund.

IV. Statement of Sufficiency

Pursuant to King County Code 64.740.B.5, this report finds that the number of taxicab and for-hire vehicle medallions in the areas served by King County licensed vehicles is sufficient, though the number of medallions that are actively operating are insufficient. The County and Seattle are collaborating to update regulatory requirements in 2023 to improve alignment between the two jurisdictions, remove unnecessary requirements, provide entrepreneurial flexibility, and enable participation in the digital mobility marketplace, which may encourage owners with inactive medallions to return to operation.