



Seattle



King County

Department: City of Seattle Department of Finance and Administrative Services	Rule No: FOR-HIRE TRANSPORTATION- 06-2019	Supersedes: Clerk File 319353
	Publication: 11/13/2019	Effective: 1/1/2020
Subject: Reimbursement from the Wheelchair Accessible Services Fund	Code and Section Reference(s): SMC 6.310.175 SMC 6.310.140 (rulemaking authority)	
Approved: _____ Division Director _____ Business Unit Officer _____ Calvin W. Goings, Department Director	_____ Date _____ Date _____ Date	
King County / Department of Executive Services Document Code No.: FIN-10-3-1-PR Repeals: FIN-10-3-PR Title: Wheelchair Accessible Services Fund – Disbursement Effective Date: February 1, 2020 Authorities: King County Code 6.64.111, 6.64.021 Keywords: Wheelchair Accessible Services, WAS, Wheelchair Accessible Services Disbursement, WAS Fees, WAS Disbursement Sponsoring Agency: Records and Licensing Services Division (RALS)		
Department Director signature: _____		
Date signed: _____		

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

City of Seattle Director's Rule FOR-HIRE TRANSPORTATION-06-2019 and King County Public Rule FIN-10-3-1-PR– Reimbursement from the Wheelchair Accessible Services Fund

Pursuant to an interlocal agreement, the City of Seattle and King County work cooperatively to provide for-hire regulatory services to the public. The following Rule supersedes City of Seattle Clerk File 319353. King County adopts this Rule to replace King County Document Code Number FIN-10-3-PR, which is hereby repealed.

- I. **Purpose.** The City and the 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.

- 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 the County's Department of Executive Services.
 - F. "Director" means the City of Seattle Director of the Department of Finance and Administrative Services (FAS) or the Director's designee and/or the King County Director of the Department of Executive Services (DES) or the Director's designee.
 - G. "FAS" means the City'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 the County's Department of Executive Services.
 - K. "Shift" means a driver operating a Wheelchair Accessible Vehicle for a period of no less than four 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 and III.C of this Rule.

III. General Requirements.

A. All WAVs.

1. 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:
 - a. 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.
 - b. 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.
 - c. 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 King 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.
 - d. 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.K. 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.
2. 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.
3. 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.

B. Voluntary Conversions.

1. Once the owner of a Voluntary Conversion has passed the inspection required by Section III.A.1 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.
2. 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:
 - a. 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
 - b. The balance of the Fund drops below 110% of the sum of all reimbursements made in the previous calendar year; OR
 - c. 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 City and County limits.

C. 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:

1. 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 number, number of passengers in a wheelchair, an indicator of whether the TPW was a Contract Trip, and time, date, zip code and jurisdiction for both start and end of each trip.
2. 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.

IV. Reimbursement Categories and Eligibility.

A. Reimbursements for Dispatched Trips for Passengers Using a Wheelchair (TPW).

1. This reimbursement category is payable to eligible WAV drivers. It 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 Wheelchair Accessible Vehicle and its driver are dispatched to

provide service to one or more passengers in a wheelchair. There are four (4) categories of TPW reimbursement:

- a. **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 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.
 - i. **Urban TPW.** TPWs that originate and terminate in an urban location will be reimbursed at the rate of \$20 per trip.
 - ii. **Suburban TPW.** TPWs that originate or terminate in a suburban area will be reimbursed at the rate of \$30 per trip.
 - iii. **Rural TPW.** TPWs that originate or terminate in a rural area will be reimbursed at a rate of \$40 per trip.
 - b. **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.
2. Contract Trips are not eligible for TPW reimbursement.
 3. TPW reimbursements will be paid at least monthly, depending on the City's processing schedule.

B. Shift-Based Reimbursements.

1. 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:
 - a. **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.
 - i. 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.
 - ii. Each driver is eligible to receive up to \$15 per Shift that the vehicle is in operation.
 - iii. 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.
 - b. **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.
 - i. An off-peak Shift is defined as a period of no less than four (4) hours between the hours of 9:00 p.m. and 5:00 a.m. where a driver operates a WAV.¹ Each driver is eligible to receive an additional \$30 reimbursement per off-peak Shift completed in a WAV.

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.

1. The City will partner with King 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.
 2. Each eligible WAV driver will be reimbursed for the cost of the approved course if the driver pays for the course, and receive a stipend for the time it takes to complete the training at the taximeter rate of \$30 per hour.
 3. Reimbursement for driver training is limited to WAV vehicle owners and drivers with a current lease agreement to operate a WAV.
- D. 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.
1. 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.
 - a. For each WAT vehicle, the total reimbursement for vehicle acquisition and vehicle maintenance and equipment (established in Section IV.E of this Rule) combined will not exceed \$6,000 per year, except in certain circumstances described in Sections IV.D.6 and/or IV.D.7 of this Rule.
 2. Reimbursement for vehicle acquisition must meet one (1) of the following three (3) criteria:
 - a. Be the result of having been awarded a WAT medallion in 2019 or later and having purchased a New WAT vehicle; OR
 - b. 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
 - c. Be the result of having purchased a New WAT vehicle to replace an existing WAT in calendar year 2016, 2017, 2018, or 2019.
 3. Conditions for reimbursement as a result of a WAT medallion awarded in 2019 or later:
 - a. 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.
 - b. 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.
 4. Conditions for reimbursement as a result of replacing a WAT:
 - a. 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.

5. 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 City and County limits.
 6. For extenuating circumstances outside the three (3) criteria established in Section IV.D.2 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.
 7. 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.
 8. Reimbursements for vehicle acquisition will be paid in equal monthly installments until the vehicle turns six (6) years old.
 - a. 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.
 - b. 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 February 28, 2020, and annually thereafter.
- E. 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.
1. 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 year, depending on vehicle age.
 - a. For each WAT vehicle, the total reimbursement for vehicle acquisition (established in Section IV.D of this Rule) and vehicle maintenance and equipment combined will not exceed \$6,000 per year, except in certain circumstances described in Sections IV.D.6 and/or IV.D.7 of this Rule.
 2. 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.
 3. To be eligible for this reimbursement, the WAV 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.
 - a. After one (1) year after the effective date of this Rule, 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 City and County limits.

4. 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.
5. The maximum annual reimbursement amount depends on the age of the vehicle (based on model year), as outlined in the following table:

Age of Vehicle (based on Model Year)*	Maximum Combined Reimbursement Amount
0-6	\$6,000
7	\$5,000
8-10	\$4,000

*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.

6. 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:
 - a. Wheelchair access ramps and lifts
 - b. Wheelchair related safety devices
 - c. Axles
 - d. Brakes
 - e. Transmissions
 - f. Engines
 - g. Suspension systems
 - h. Wheelchair accessibility signage
 - i. Equipment designed to improve vehicle accessibility and passenger convenience (e.g., hearing loops or customer notices in braille)
7. Reimbursements for vehicle maintenance 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.

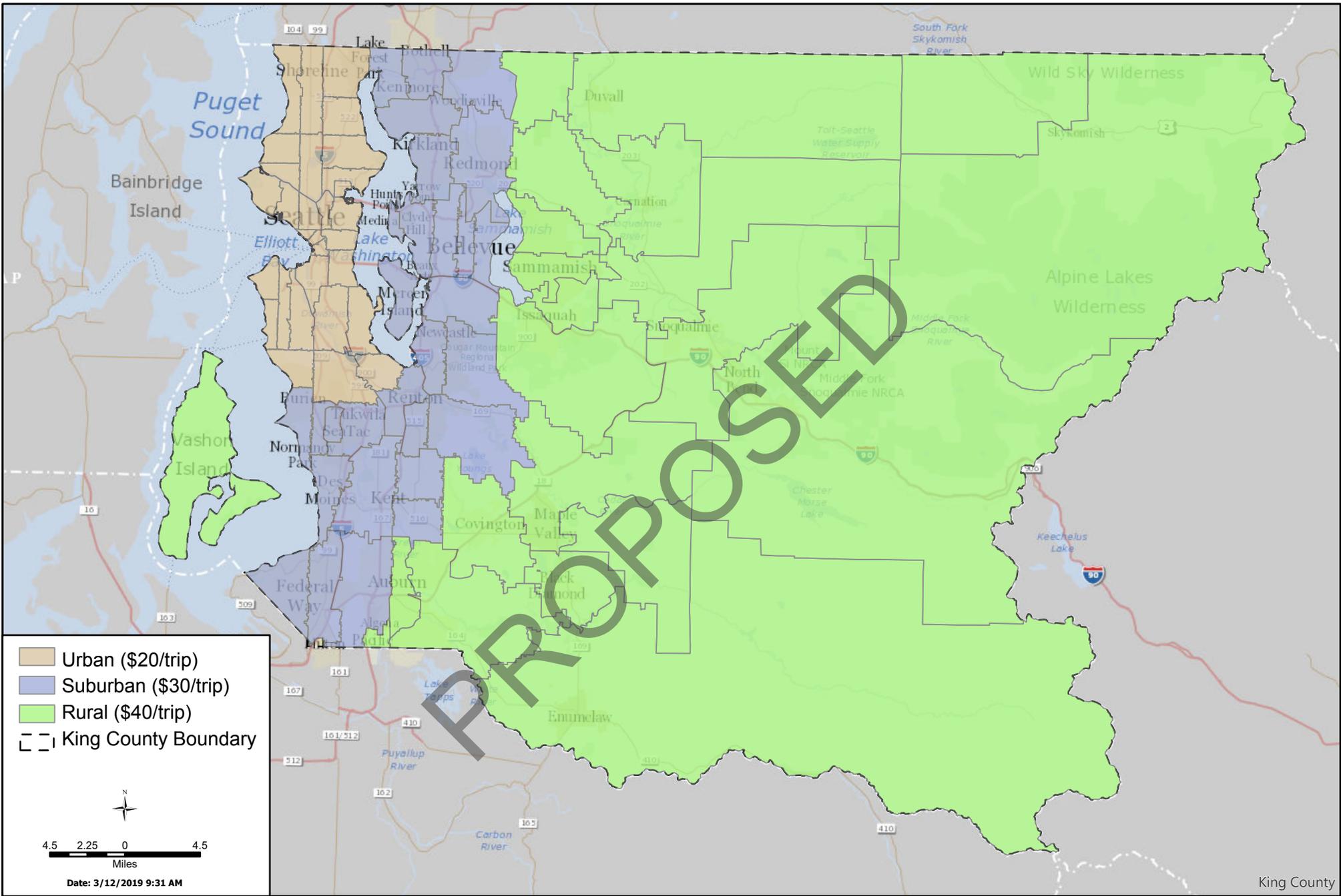
V. Fund Administration.

- A. **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.
 1. 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 Wheelchair Accessible Vehicles, the actual or anticipated need for purchasing and retrofitting Wheelchair Accessible Vehicles 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 the City and County limits.

- B. **Forms.** All forms and submissions described above will be on forms and in a format approved by the Director.
- C. **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:
 - 1. **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.
 - 2. **Reimbursement Recipients.** (1) WAT drivers, (2) WAT vehicle owners, (3) drivers of Voluntary Conversions, and (3) Voluntary Conversion vehicle owners.
- D. **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 WAS surcharge.

VI. Attachments. The following documents are attached to this Rule:

- A. Zip code map and list.
- B. Reimbursement summary table that summarizes the reimbursement types and eligibility requirements established in this Rule.



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

ZIP Code	City	TPW Designation	ZIP Code	City	TPW Designation	ZIP Code	City	TPW Designation
98001	Auburn	Suburban	98056	Renton	Suburban	98125	Seattle	Urban
98002	Auburn	Rural	98057	Renton	Suburban	98126	Seattle	Urban
98003	Federal Way	Suburban	98058	Renton	Suburban	98127	Seattle	Urban
98004	Bellevue	Suburban	98059	Renton	Suburban	98129	Seattle	Urban
98005	Bellevue	Suburban	98062	Seahurst	Suburban	98131	Seattle	Urban
98006	Bellevue	Suburban	98063	Federal Way	Suburban	98133	Seattle	Urban
98007	Bellevue	Suburban	98064	Kent	Suburban	98134	Seattle	Urban
98008	Bellevue	Suburban	98065	Snoqualmie	Rural	98136	Seattle	Urban
98009	Bellevue	Suburban	98070	Vashon	Rural	98138	Seattle	Suburban
98010	Black Diamond	Rural	98071	Auburn	Rural	98139	Seattle	Urban
98011	Bothell	Suburban	98072	Woodinville	Suburban	98141	Seattle	Urban
98013	Burton	Rural	98073	Redmond	Suburban	98144	Seattle	Urban
98014	Carnation	Rural	98074	Sammamish	Rural	98145	Seattle	Urban
98015	Bellevue	Suburban	98075	Sammamish	Rural	98146	Seattle	Urban
98019	Duvall	Rural	98077	Woodinville	Rural	98148	Seattle	Suburban
98022	Enumclaw	Rural	98083	Kirkland	Suburban	98154	Seattle	Urban
98023	Federal Way	Suburban	98089	Kent	Suburban	98155	Seattle	Urban
98024	Fall City	Rural	98092	Auburn	Rural	98158	Seattle	Suburban
98025	Hobart	Rural	98093	Federal Way	Suburban	98160	Seattle	Urban
98027	Issaquah	Rural	98101	Seattle	Urban	98161	Seattle	Urban
98028	Kenmore	Suburban	98102	Seattle	Urban	98164	Seattle	Urban
98029	Issaquah	Rural	98103	Seattle	Urban	98165	Seattle	Urban
98030	Kent	Suburban	98104	Seattle	Urban	98166	Seattle	Suburban
98031	Kent	Suburban	98105	Seattle	Urban	98168	Seattle	Urban
98032	Kent	Suburban	98106	Seattle	Urban	98170	Seattle	Urban
98033	Kirkland	Suburban	98107	Seattle	Urban	98174	Seattle	Urban
98034	Kirkland	Suburban	98108	Seattle	Urban	98175	Seattle	Urban
98035	Kent	Suburban	98109	Seattle	Urban	98177	Seattle	Urban
98038	Maple Valley	Rural	98111	Seattle	Urban	98178	Seattle	Urban
98039	Medina	Suburban	98112	Seattle	Urban	98181	Seattle	Urban
98040	Mercer Island	Suburban	98113	Seattle	Urban	98185	Seattle	Urban
98041	Bothell	Suburban	98114	Seattle	Urban	98188	Seattle	Suburban
98042	Kent	Rural	98115	Seattle	Urban	98190	Seattle	Urban
98045	North Bend	Rural	98116	Seattle	Urban	98191	Seattle	Urban
98047	Pacific	Rural	98117	Seattle	Urban	98194	Seattle	Urban
98050	Preston	Rural	98118	Seattle	Urban	98195	Seattle	Urban
98051	Ravensdale	Rural	98119	Seattle	Urban	98198	Seattle	Suburban
98052	Redmond	Suburban	98121	Seattle	Urban	98199	Seattle	Urban
98053	Redmond	Rural	98122	Seattle	Urban	98224	Baring	Rural
98055	Renton	Suburban	98124	Seattle	Urban	98288	Skykomish	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, as established in Section IV.A of the City's FAS Director's Rule FOR-HIRE TRANSPORTATION-06-2019/King County Public Rule FIN-10-3-1 (PR).

WAV Type	General Requirements for WAS Fund Reimbursement
WAT	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 for-hire driver's license or permit with a valid WAT endorsement, and the driver must prioritize service to passengers in wheelchairs before any other passenger.
Voluntary Conversion	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.

Rule Section	Category	Reimbursement Rate/Amount	Recipient	Frequency	Purpose	Eligibility Requirements
IV.A	Urban TPW	\$20	Driver	At least monthly depending on City's processing scheduling	To offset costs associated with additional load/unload time when picking up a passenger in a wheelchair, and additional expenses from prioritizing TPWs regardless of pickup and drop-off location	The Taxi Association, For-Hire Vehicle Company or TNC must submit dispatch records of the TPW to CPD on behalf of the driver. Contract Trips are not eligible for reimbursement.
	Suburban TPW	\$30				
	Rural TPW	\$40				
	Additional Passenger(s) in a Wheelchair	+\$15/additional passenger in a wheelchair				
IV.B	WAV Fuel Costs	\$15/Shift lasting at least 4 hours	Driver	At least monthly depending on City's processing scheduling	To offset WAVs' higher fuel costs	The driver must demonstrate he/she performed at least 20 TPWs during the same month in which the Shift occurred. A maximum of 3 Shifts per vehicle per day are eligible for reimbursement; all 3 Shifts must be performed by different drivers. The Taxi Association, For-Hire Vehicle Company or TNC must submit dispatch records of the Shift and TPWs to CPD on behalf of the driver.
	Off-Peak Shifts (after 9:00 p.m. and before 5:00 a.m.)	\$30/off-peak Shift lasting at least 4 hours	Driver	At least monthly depending on City's processing scheduling	To offset costs when demand is low but accessible transportation must be available to improve equity of service	The driver must demonstrate he/she performed at least 20 TPWs during the same month in which the Shift occurred. A maximum of 2 Shifts per vehicle per day are eligible for reimbursement; both Shifts must be performed by different drivers. The Taxi Association, For-Hire Vehicle Company or TNC must submit dispatch records of the Shift and TPWs to CPD on behalf of the driver.
	Additional Shifts	\$30/additional Shift lasting at least 4 hours	Vehicle Owner	At least monthly depending on City's processing scheduling	To offset the costs incurred by vehicle owners for making WAVs available for additional Shifts	The vehicle owner must demonstrate that the vehicle performed at least 20 TPWs during the same month in which the Shift occurred. Only the second and third Shifts performed in a 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 Shifts must all be performed by different drivers. The Taxi Association, For-Hire Vehicle Company or TNC must submit dispatch records of the Shift and TPWs to CPD on behalf of the vehicle owner.
IV.C	Driver Training	Taximeter rate (\$30/hour) for driver's time, plus reimbursement for course cost (if paid by driver)	Driver	Once per year after training completion	To offset the cost of completing one additional training course per year, after completing the initial training required for WAT endorsement	Eligibility for this reimbursement is limited to WAV vehicle owners and drivers of WAVs with a current lease agreement to operate a WAV.
IV.D	Vehicle Acquisition	\$6,000 per year, paid in equal monthly installments	Vehicle Owner	Monthly until the vehicle reaches 6 years old based on model year	To offset costs associated with acquiring a new WAT vehicle	Voluntary Conversions are not eligible for this reimbursement. To be eligible, reimbursement must be the result of: (1) having been awarded a WAT medallion in 2019 or later and having purchased a New WAT vehicle; (2) replacing a WAT vehicle that would have exceeded, within the next 3 calendar years, the City's 10-year age limit or with an odometer reading exceeding 350,000 miles, with a New WAT vehicle; OR (3) having purchased a New WAT vehicle to replace an existing WAT in calendar year 2016-2019. <i>New WAT Medallions:</i> After the vehicle has been in operation for 1 year until it turns 6 years old based on model year, the vehicle owner must demonstrate on an annual basis that the WAT provided at least 250 TPWs during the previous 365 days. <i>Replacement WATs:</i> Prior to receiving the first monthly installment and annually thereafter until the vehicle turns 6 years old based on model year, 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. The Taxi Association must submit dispatch records of TPWs to CPD on behalf of the vehicle owner.
IV.E	Vehicle Maintenance & Equipment	\$6,000/year for vehicles aged 0-6 years; up to \$5,000/year for vehicles aged 7 years; up to \$4,000/year for vehicles aged 8-10 years (based on model year)	Vehicle Owner	Once per year	To offset costs associated with vehicle conversion and maintaining an existing vehicle to be wheelchair accessible	To be eligible for this reimbursement, the WAV vehicle owner must demonstrate on an annual basis that the vehicle provided at least 250 TPWs during the previous 365 days. For each WAT, the total reimbursement for vehicle acquisition and vehicle maintenance and equipment combined shall not exceed \$6,000 per year, except in limited circumstances (see Sections IV.D.6-7 of this Rule). The Taxi Association, For-Hire Vehicle Company or TNC must submit dispatch records of TPWs to CPD on behalf of the vehicle owner.