

# **2024 King County - City of Seattle For-Hire Transportation Annual Report**

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April 2025



**King County**



**Seattle**

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## I. Executive Summary

This 2024 For-Hire Transportation Annual Report provides information on: (1) the number of licensed and permitted for-hire drivers; (2) the number of taxicabs, for-hire vehicles, and transportation network company (TNC) vehicles; (3) taxicab response times; and (4) other information related to the King County for-hire transportation industry between January 1, 2024 and December 31, 2024. It is submitted in accordance with King County Code (KCC) 6.64.740 and 6.65.460<sup>1</sup> and Seattle Municipal Code (SMC) 6.310.520 and 6.311.460.<sup>2</sup>

King County's Records and Licensing Services Division (RALS) partners with the City of Seattle's Consumer Protection Division (CPD) to ensure comprehensive oversight of the for-hire transportation sector, which includes licensing, code enforcement, and regulatory measures. The joint mission is to safeguard the well-being of passengers, drivers, and the public. RALS oversees the for-hire transportation industry in unincorporated areas of King County and extends its regulatory services through interlocal agreements to 16 municipalities and the Port of Seattle (specifically, Seattle-Tacoma International Airport). CPD regulates the for-hire transportation industry within Seattle city limits.

Since 2019, the for-hire transportation annual reports have noted that the County and the City of Seattle (Seattle) have engaged in efforts to align and streamline for-hire transportation regulations. In December 2023, each jurisdiction adopted legislation to modernize licensing and operating requirements for taxicabs and for-hire vehicles, create a more regional system, provide entrepreneurial flexibility, and begin the transition to new technology enabling greater participation in the digital mobility marketplace. In accordance with the adopted legislation, this report is now a joint County-Seattle for-hire transportation annual report.

This report depicts a taxicab and for-hire vehicle industry continuing to struggle with challenges following the COVID-19 pandemic and competition from other for-hire transportation providers. The pandemic significantly affected the for-hire industry in 2020 and 2021. Ridership dropped severely and hundreds of licensees stopped operating temporarily or permanently closed their businesses. Modest recovery of drivers returning to service has occurred since 2022. The updated regulations encourage owners with inactive medallions to return to operation.

In 2024 RALS received 1,049 regional for-hire driver's license applications and issued 999 regional for-hire driver's licenses. There were 566 taxicabs, and 143 for-hire vehicles (flat-rate fares) licensed to operate in 2024, which was the first year medallions operated with reciprocity endorsements permitting all of them to pick up passengers anywhere in the Seattle-King County area.

Also in 2024, RALS received 77,902 applications for TNC for-hire driver permits and vehicle endorsements (this number includes new and renewing applicants, duplicates, resubmittals, and vehicle updates; 26,787 of them were unique applicants). Of the 77,902 total applications received, RALS approved 24,743 drivers for a TNC for-hire driver permit. The number of TNC driver and vehicle applications received in 2024 was close to the pre-pandemic 2019 number and the number approved is the highest since 2019.

<sup>1</sup> [KCC 6.64.740](#) and [6.65.460](#)

<sup>2</sup> [SMC 6.310.520](#) and [6.311.460](#)

## II. Background

**Department Overviews:** 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 City of Seattle, 16 other cities in the County, and the Port of Seattle to provide for-hire transportation regulatory services.

The Consumer Protection Division (CPD) is a division within the City of Seattle's Department of Finance and Administrative Services (FAS) and regulates the cannabis, short-term rental, towing, and for-hire transportation industries, among others. The for-hire transportation regulatory program covers taxicabs, flat-rate for-hire vehicles, and transportation network company vehicles.

Central elements of the for-hire transportation program CPD and RALS administers include developing policy, enforcing regulations, and engaging industry participants. Customer service includes processing license applications for medallion owners, drivers, vehicles, and the companies and agencies with which drivers can affiliate. Licensing activities entail maintaining a network of mechanics to inspect vehicles, inspecting insurance documents, and reviewing criminal background and driving history reports.

**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.

King County Ordinance 17892 and Seattle Ordinance 124524, both approved in 2014, authorized significant for-hire transportation-related regulatory changes.<sup>3</sup> The Ordinances added TNC regulations and modified existing 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.<sup>4</sup>

<sup>3</sup> [Link to Ordinance 17892](#) and [Ordinance 124524](#)

<sup>4</sup> [Link to the County's Taxi, For-Hire and Transportation Network Companies \(TNCs\) website](#)

## Current Context - 2024 in Review

**Rulemaking:** In 2024, the County and Seattle issued 19 rules (called public rules by the County and director's rules by Seattle) to implement the 2023 Ordinances. Of the 19 rules, the County and Seattle jointly issued 16 of them and Seattle issued three of them. Three rules addressed new topics – splitting a “dual”<sup>5</sup> taxicab or for-hire vehicle medallion, temporarily deactivating a taxicab or for-hire vehicle medallion, and training requirements for a regional for-hire driver's license. However, most rules updated vehicle-related topics like exterior and interior markings, leasing, and safety inspections. Seattle also rescinded several rules superseded by language in the 2023 ordinances.

**Dispatch Agency Licensing:** The County and Seattle began licensing former taxicab associations and for-hire vehicle companies as transitional regional dispatch agencies (TRDAs) and regional dispatch agencies (RDAs) in 2024. RDAs use a smart taximeter system which is the primary difference between an RDA and a TRDA. The County and Seattle licensed 11 TRDAs and 3 RDAs in 2024. By March 31, 2026, dispatch agencies will be required to be licensed as an RDA and to use a smart taximeter system for affiliated vehicles.

**Accela:** The County and Seattle undertook updating the Accela licensing and permitting platform, adapting it for new processes including functionality to convert a for-hire vehicle medallion to a taxicab medallion (a requirement in the 2023 Ordinances), ability to temporarily deactivate a taxicab or for-hire vehicle medallion, and the ability to split a dual medallion into a County medallion and a Seattle medallion. Accela updates will continue in 2025 to fully implement the changes affecting driver licensing.

**Enhanced Regional For-Hire Driver's License Option:** The legislation adopted in December 2023 included an “enhanced” option for the regional for-hire driver's license that requires the driver pass a fingerprint-based background check, in addition to all other Regional For-Hire Driver's License requirements. A driver may want an enhanced license to distinguish themselves within a competitive for-hire transportation market or a fingerprint-based background check may be required in order to provide transportation for certain contract customers. Ordinance 19839,<sup>6</sup> adopted in November 2024, details the fingerprinting process for Washington State Patrol and Federal Bureau of Investigation background checks. Work has begun to update systems for the enhanced option.

**Human Trafficking Awareness and Prevention Training:** The County began requiring applicants for a new regional for-hire driver's license to complete human trafficking awareness and prevention training beginning November 1, 2024. All renewing license applicants must also complete the training prior to their first renewal after November 1, 2024. RALS developed the new training in partnership with Businesses Ending Slavery & Trafficking (BEST) to inform drivers of human trafficking indicators, prevention, and supportive services. The training features interviews, stories, and interactive questions and is available online at no cost to applicants in English, Spanish, Amharic, Somali, and Chinese.

**License redesigns:** The updated regulatory requirements necessitated redesigning the regional for-hire driver's license card, TNC for-hire driver permit card, and the medallion license that is attached to the vehicles. RALS began issuing the new card designs to drivers in 2024 and CPD expects to begin issuing

<sup>5</sup> “Dual medallion” means an existing medallion issued by the County and an existing medallion issued by the City that have been combined and were previously required to be used with the same vehicle.

<sup>6</sup> [Link to Ordinance 19839](#)

the new vehicle medallions in 2025. The new vehicle medallions will be decals, rather than the metal plates issued in the past that required drilling into the vehicle.

### III. Report Requirements

#### Taxicab and For-Hire Vehicle Licensing

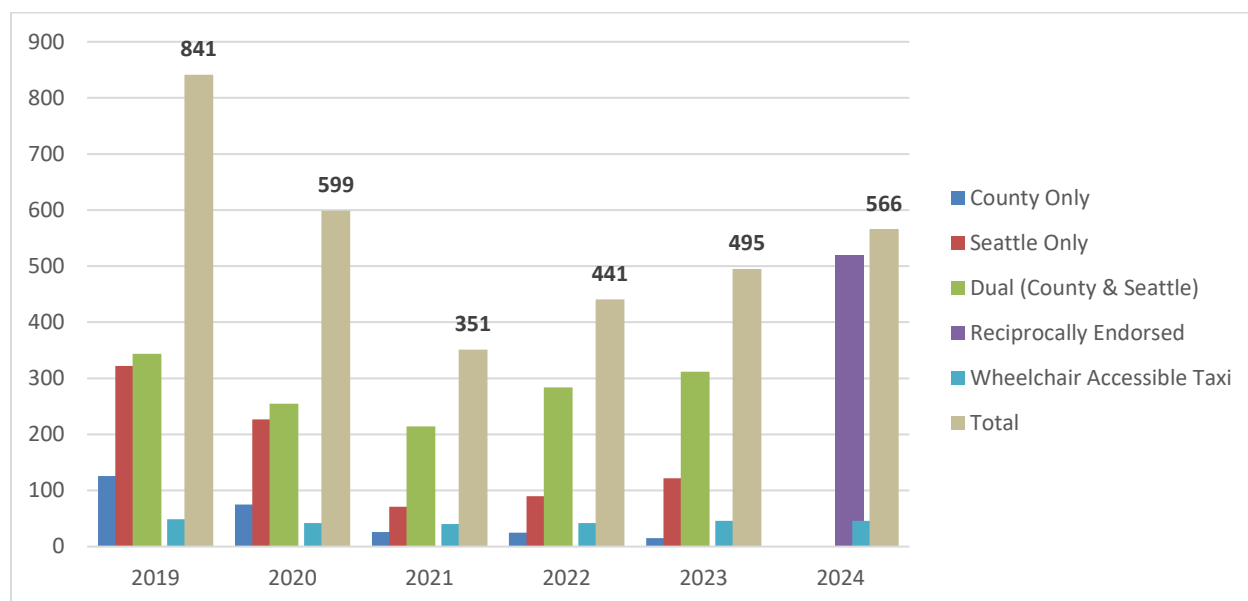
Taxicabs offer consumers a for-hire ride with a fare that is traditionally metered based on time and distance, though other fare-setting options are allowed when configured through the meter and when consistent with County and Seattle code and rules. For-hire vehicles offer consumers a for-hire ride based on a flat rate. 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 was in decline, even before the pandemic. In most instances, owners of inactive medallions (placed on hold or not renewed) cited declining business both prior to and during the COVID-19 pandemic, high operating costs, or avoidance of COVID-19 exposure as reasons for license inactivity. Active medallions have increased in 2023 and 2024, though not to pre-pandemic numbers.

**Taxicab medallions:** The 2023 legislation authorized all medallions to operate regionally by allowing all vehicles to pick up passengers in the County and Seattle beginning in 2024. KCC 6.65.200 and SMC 6.311.200 set the maximum number of taxicab medallions to 1,300. The 50 wheelchair accessible taxicab (WAT) medallions are excluded from the caps.

Figure 1 shows an increase in active medallions from 495 to 566 medallions in 2024. This is likely a combination of continued post-pandemic recovery and reflective of changes implemented in 2023 legislation that removed jurisdictional operating restrictions.

Figure 1 – Number of Active Licensed Taxicabs\*

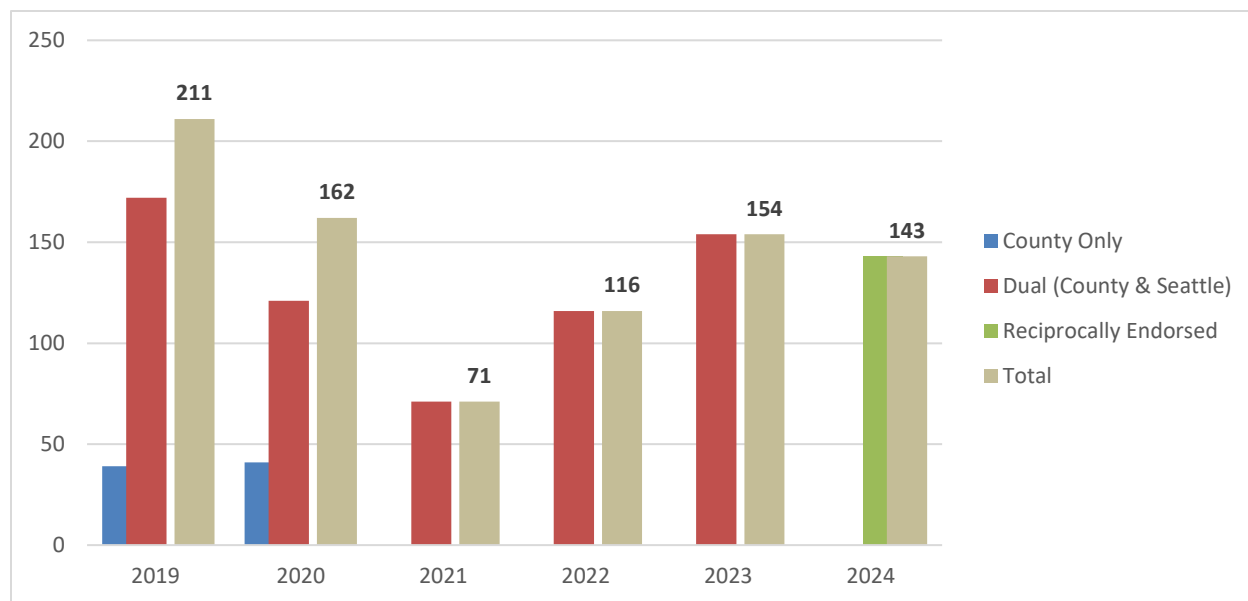


\*2024 was the first year all medallions operated with reciprocity endorsements permitting all medallions to pick up passengers anywhere in the Seattle-King County area. In addition to the Wheelchair Accessible Taxicab medallions

shown in the table, 20 regular taxicab medallions were used to operate voluntarily converted wheelchair accessible taxicabs in 2024.

**For-hire vehicle medallions:** The new regulatory requirements adopted in December 2023 stipulate that all for-hire vehicle medallions must convert to taxicab medallions by March 31, 2026, but only 14 out of 143 have converted thus far. The remaining for-hire medallions active in 2024 were comprised of five County-only medallions and 138 County & Seattle “dual” medallions. Figure 2 below shows that some for-hire vehicle medallions returned to active service following the COVID-19 pandemic. In 2024 nearly all inactive for-hire vehicle medallions were voluntarily surrendered, expired without renewal, or voluntarily placed on hold.

Figure 2 – Number of Active Licensed For-Hire Vehicles\*



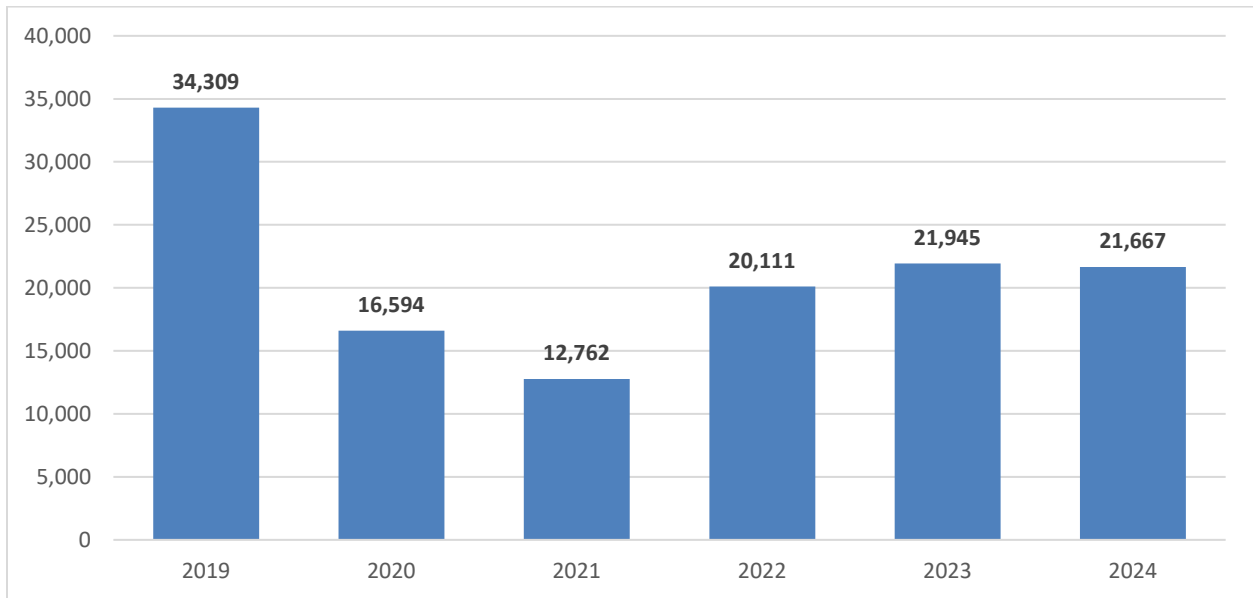
\*2024 was the first year all medallions operated with reciprocity endorsements permitting all medallions to pick up passengers anywhere in the Seattle-King County area. In 2024 there were 11 active wheelchair-accessible for-hire vehicles licensed to operate, which are all voluntarily modified to accommodate wheelchairs.

## Transportation Network Companies and Vehicles

In the Seattle-King County market, 2024 was the tenth full year of Transportation Network Companies (TNCs) being licensed to operate. Effective in 2014 with the implementation of Ordinances 17892 (County) and 124524 (Seattle), 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 TNCs submit on behalf of the affiliated drivers. A vehicle endorsement and for-hire driver permit are required to operate as a TNC driver. Among other requirements associated with TNC vehicles, all vehicles must successfully complete an annual vehicle safety inspection performed by a director-approved mechanic.

Figure 3 shows the number of TNC vehicle endorsements approved annually.

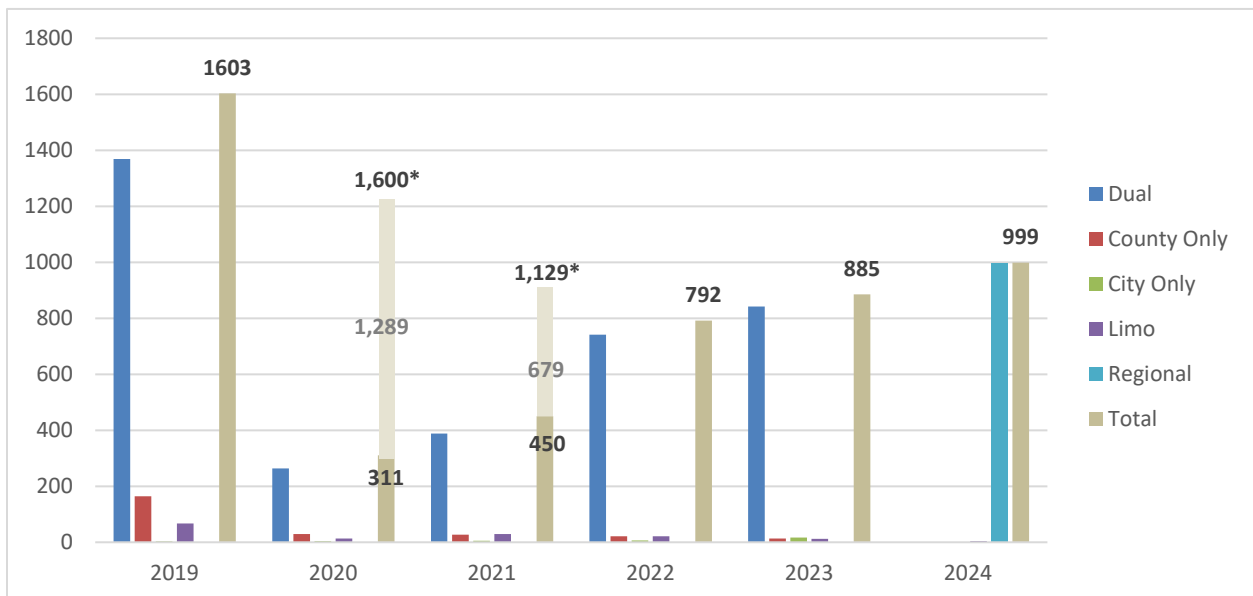
Figure 3 – TNC Vehicle Endorsements Approved



### For-Hire Driver Licensing

Every driver operating a taxicab or for-hire vehicle within the County and City must have a regional for-hire driver's license. In 2024, RALS issued 999 (new or renewed) regional for-hire driver licenses. Figure 4 below shows the for-hire driver licenses issued by year.

Figure 4 – For-Hire Driver Licenses Issued\*



\*2024 was the first year all for-hire driver's licenses were issued as regional for-hire driver's licenses permitting all drivers to pick up passengers anywhere in the Seattle-King County area. The 2020 and 2021 totals include extensions RALS issued as a temporary measure early in the pandemic while transitioning to a new license application system.

To ensure public and passenger safety, applicants must complete several screening requirements to obtain a regional 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, pass the for-hire examination, and successfully complete a defensive driving course. Beginning November 1, 2024, drivers are also required to complete Human Trafficking Awareness and Prevention Training. In 2024, there were 1,435 attempts to pass the for-hire driver examination and a 33 percent pass rate. Applicants are not limited in the number of attempts to pass the exam and many re-take the exam multiple times until they pass.

### **For-Hire Driver Permits**

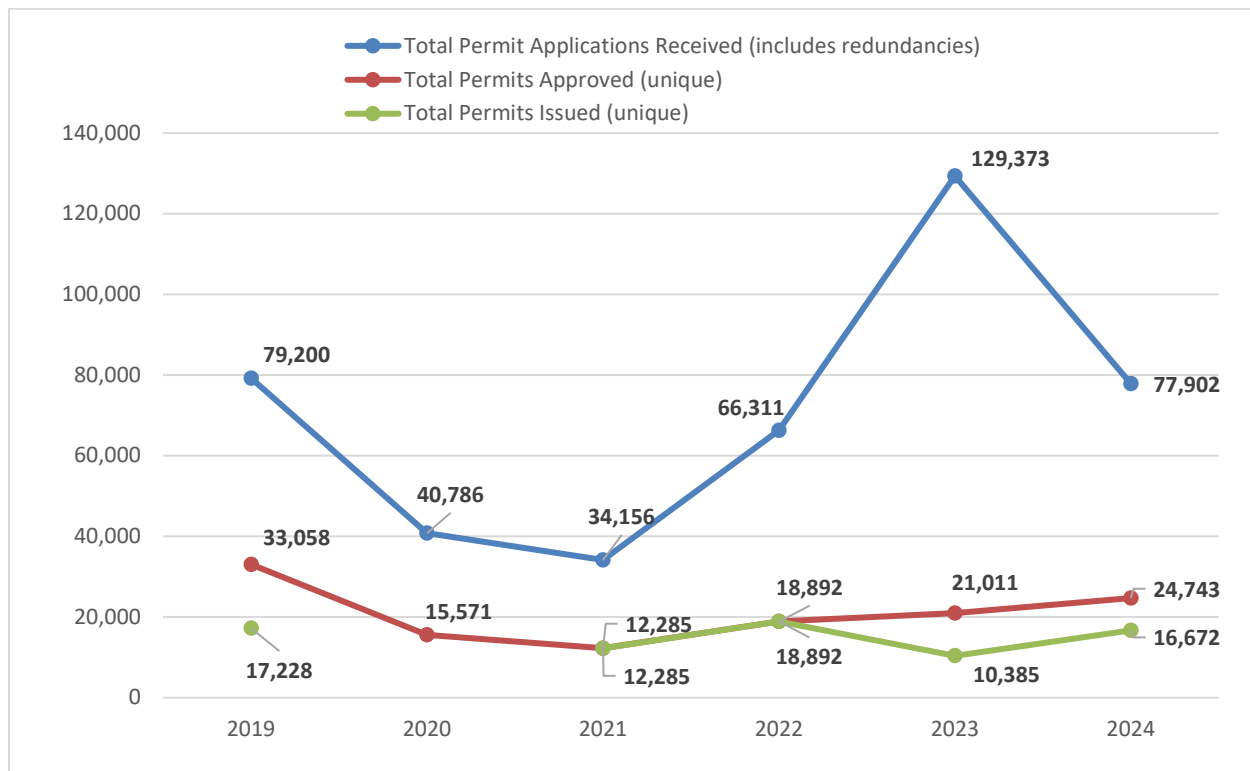
Drivers operating a vehicle for a TNC are required to obtain a for-hire driver permit and a vehicle endorsement. Due to legislative changes separating TNC (KCC 6.64, SMC 6.310) and taxi (KCC 6.65, SMC 6.311) regulations, TNC driver permits issued in 2024 no longer allow the permit holder to operate a taxicab or for-hire vehicle. TNC permit holders who previously used their permit to operate a taxicab or for-hire vehicle are now required to obtain a regional for-hire driver's license.

TNCs submit applications for driver permits and vehicle endorsements on behalf of the drivers. TNC drivers complete the onboarding process with the TNC prior to the application being submitted to the County. An application includes certification of County-Seattle 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 a post-pandemic spike of 129,373 applicant drivers in 2023, 2024 saw a total of 77,902 TNC for-hire driver permit applications received (for 26,787 applicants) and 24,743 unique TNC permits approved.

The difference between "received" and "approved" applications is due to a variety of factors, including, but not limited to: (1) more than one application is received for a driver, since drivers often drive for more than one TNC; (2) a driver adding or replacing a vehicle; (3) rejected applications that are resubmitted (if, for example, information is missing, out of date, or does not match); or (4) applications received at the end of the year may not be processed until early the following year. Figure 5 below shows the total number of for-hire driver permit applications received, unique approved, and unique issued.

Figure 5 – Total Count of TNC For-hire Driver Permits



\*The 2020 number of total permits issued is unavailable. In 2021 and 2022 all approved permits were emailed to drivers because the licensing office was closed to the public. In 2023 the licensing office re-opened and drivers were again required to pick up their permits in office.

## Response Times

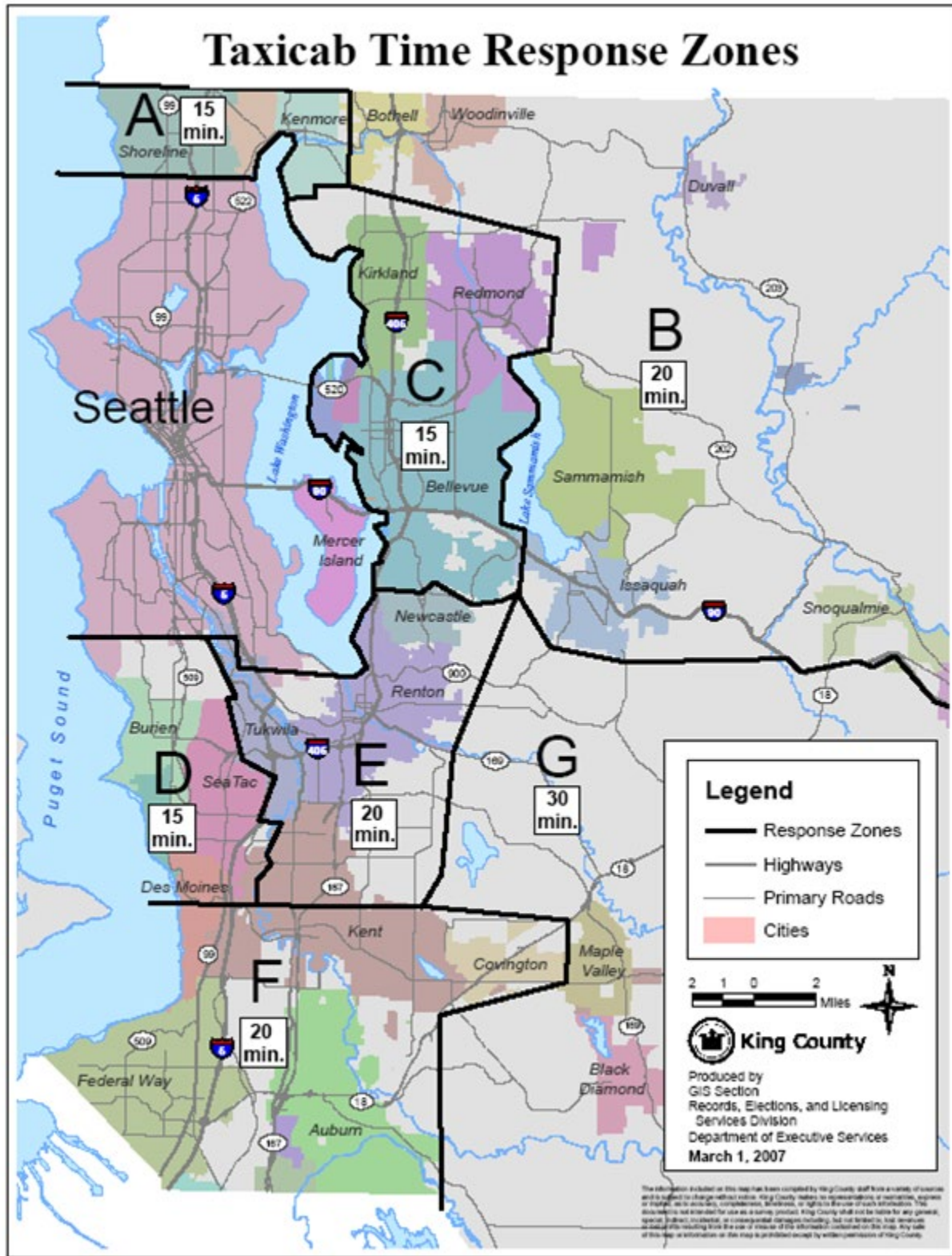
Taxi service request response times are calculated as the time elapsed from when the trip is created in the dispatch system to the time the meter is engaged. The meter is engaged after the customer has been seated and the vehicle begins to move. In developing optimum average taxicab response times, the County is divided into the following eight zones described in Figure 6 and shown in Figure 7.

Figure 6 – 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).

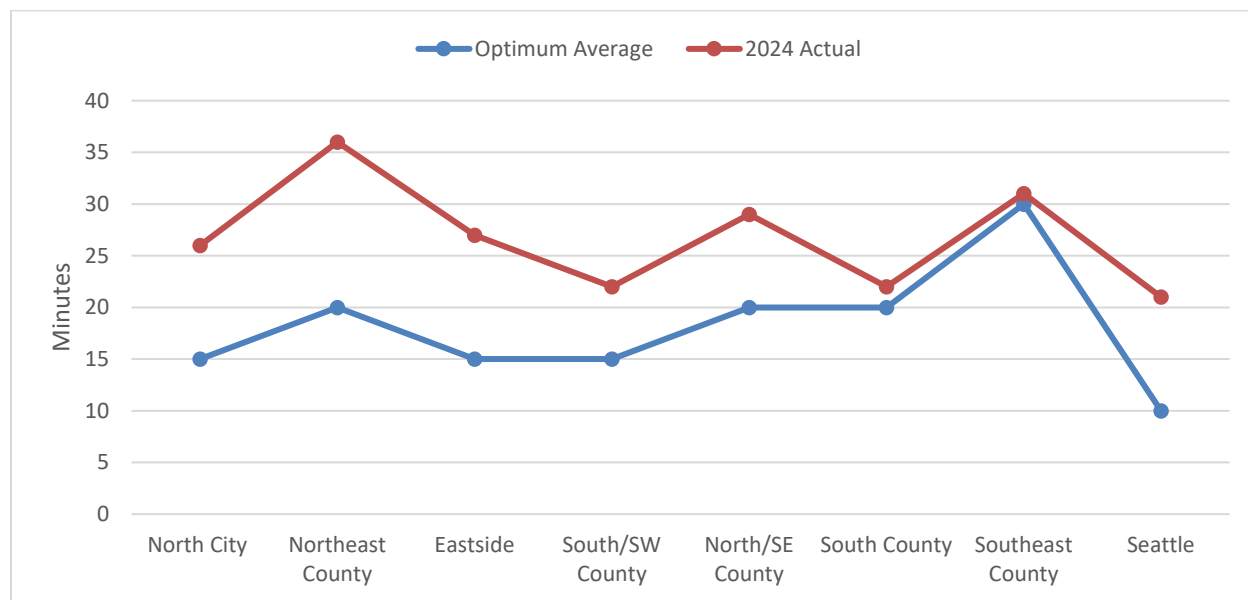
Figure 7 – Map of King County Taxicab Service Area Zones and Optimum Response Times



Each year, RALS conducts a survey of taxicab dispatch records to determine *actual* average response times for service requests, which are then compared to the *optimum* response times (Figure 8).

In 2024, results indicated all eight zones reporting average response times longer than the established optimum response times. Some new dispatch agencies lack the fleet size to respond quickly throughout the County which results in increased response times.

Figure 8 – Minutes +/- Optimum Response Time by Zone



## Enforcement

Under an interlocal agreement, the County and Seattle enforce the respective licensing regulations for each other's jurisdiction. Enforcement action occurs if County or Seattle staff observe a violation, following investigation of a complaint from the public, or when a license or permit is denied, suspended, or revoked. Through 2023, County and Seattle enforcement actions under KCC 6.64 and SMC 6.310 applied to TNC, taxi, and for-hire vehicles. Legislation that went into effect at the end of 2023 (County) and beginning of 2024 (Seattle), established new chapters KCC 6.65 and SMC 6.311 to align enforcement actions for taxis and for-hire vehicles in both jurisdictions starting in 2024.

Both the County and Seattle conduct field enforcement activities that 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. Figure 9 lists the type of enforcement actions and the number of actions taken since 2019.

Figure 9 – License and Permit Enforcement Actions

Enforcement Action Result	2019	2020	2021	2022	2023	2024
<b>Application Denial (County)</b>	14	2	3	6	13	8
<b>Suspension/Revocation (County &amp; Seattle)</b>	64	9	1	0	1	6
<b>Civil Penalty (County &amp; Seattle)</b>	16	5	1	0	6	10
<b>Notice of Violation w/Civil Penalty (County)</b>	192	21	0	12	62	148
<b>Notice of Violation (Seattle)</b>	21	0	0	0	3	6
<b>Notice to Comply/Verbal Warning (Seattle)</b>	76	103	50	13	36	106
<b>Total</b>	<b>383</b>	<b>140</b>	<b>55</b>	<b>31</b>	<b>121</b>	<b>284</b>

## Passenger Feedback

The County, Seattle, and the Port of Seattle share a passenger complaint hotline, 206-296-8294. Though the hotline is not staffed, callers can leave a message and County or Seattle inspectors will respond for all complaints related to TNCs, taxicabs, and for-hire vehicles. Customers may also use the feedback mechanisms provided for in many customer-facing taxi or TNC apps to directly provide input to the company or dispatch agency.

All complaints received by the County that include potential violations occurring within the County’s jurisdiction are investigated by the County, and the same applies to complaints received by Seattle. Investigation findings may include the issuance of monetary fines or civil penalties, including temporary license suspension or revocation issued through citations and license actions. Figure 10 provides an overview of the number and nature of complaints received.

Figure 10 – Number and Nature of Complaints 2019-2024

Complaints	2019	2020	2021	2022	2023	2024*
Short Haul/ Refusal (County)	7	0	1	3	2	1
Short Haul/ Refusal (Seattle)*						12
Wrong Rate/ Wrong Route (County)	53	12	9	46	79	50
Wrong Rate/ Wrong Route (Seattle)*						53
Driver Conduct (County)	88	20	12	34	42	44
Driver Conduct (Seattle)*						142
Vehicle Condition (County)	0	0	0	0	0	0
Vehicle Condition (Seattle)*						9
Service/ Response (County)	5	5	2	9	12	3
Service/ Response (Seattle)*						45
<b>Total Complaints (County)</b>	<b>153</b>	<b>37</b>	<b>24</b>	<b>92</b>	<b>135</b>	<b>98</b>
<b>Total Complaints (Seattle)</b>	<b>284</b>	<b>77</b>	<b>80</b>	<b>151</b>	<b>211</b>	<b>261</b>
<b>County &amp; Seattle Combined Total</b>	<b>437</b>	<b>114</b>	<b>104</b>	<b>243</b>	<b>346</b>	<b>359</b>

\* Seattle did not track complaints by type prior to 2024.

## Rates

Taxicab meter (taximeter) rates are regulated by KCC 6.65.380 and SMC 6.311.380. The initial charge is called the “drop rate,” after which a per mile fee accumulates. When the vehicle slows below 11 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, the taximeter rate has not changed since September 2012.

For-hire vehicle companies are required to set and submit their flat-rate fares to RALS and CPD annually. For-hire drivers are required to keep a printed rate book in the vehicle and provide it to customers upon request.

Fares for trips requested or dispatched via an app or Application Dispatch System (ADS) are set by the company, provided that 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.

Taximeter rate changes by regulatory action are infrequent. When changed by regulatory action, the directors must consider operational data, the public’s need for adequate taxi service at the lowest cost, the rates of other transportation service providers in the area, rates paid by passengers using other modes of transportation, the owner’s and/or driver’s need for revenue to cover operating expenses and a reasonable profit, 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.

Rates in a traditional taximeter are adjusted by unsealing the device manually, adjusting the rate, and resealing the meter, thus the rates are static. Inspectors must reseal the meter after verifying the rate(s). 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 (seniors and people with disabilities) and are registered for the taxi scrip program, which 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, three taxicab companies participate in the taxicab scrip program. Historically, most trips are short and taken in urban areas. Figure 11 shows the total number of taxicab scrip books issued and the total amount collected in sales by King County Metro Transit.

Figure 11 – Metro Taxicab Scrip – Books Issued and Total Sales

Year	Taxicab Scrip Books Issued	Total Taxicab Scrip Sales
2019	47,852	\$239,260
2020	29,729	\$148,645
2021	29,068	\$145,340
2022	25,249	\$126,245
2023	21,406	\$107,030
2024	19,590	\$97,950

### Wheelchair Accessible Taxicab Licenses

In 2024, 46 of the 50 dual medallion wheelchair accessible taxicabs (WATs) were active, three were inactive, and one has been revoked since 2018. Regular taxicab and for-hire vehicle medallion holders can also convert their vehicles to wheelchair accessible vehicles (voluntary conversions) and continue to operate under their regular medallion. In 2024, there were 31 active voluntary conversion wheelchair accessible vehicles (WAVs).

All for-hire transportation service providers (taxicabs, for-hire vehicles, and TNC vehicles), are required to collect and remit to Seattle ten cents per trip for all rides that originate within Seattle and remit to the County ten cents per trip for all rides that originate within unincorporated King County or municipalities that contract with the County for for-hire transportation regulatory services. The revenue from the fee is used to offset the higher operating costs associated with wheelchair accessible for-hire vehicles by reimbursing eligible owners and drivers of these vehicles. Collection of the fee began in 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 rule, which is County FHT-2-2024-PR/Seattle For-Hire Transportation-08-2024.<sup>7</sup> The rule includes reimbursement rates and categories such as mileage-based reimbursement for fuel expenses, shift-based reimbursements for evening services, vehicle insurance, WAV-related training, and vehicle acquisition and maintenance expenses.

For more information on the reimbursement to owners and drivers of Wheelchair Accessible Taxicabs and wheelchair accessible for-hire vehicles, please see Seattle’s Wheelchair Accessible Surcharge Fund (WASF) annual reports.<sup>8</sup>

## IV. Next in 2025

Throughout 2025 CPD and RALS will continue implementing and monitoring the progress of the new regulations adopted in December 2023.

- The new enhanced regional for-hire driver’s license will become an option for drivers in March

<sup>7</sup> [Link to County FHT-2-2024-PR/Seattle For-hire Transportation-08-2024](#)

<sup>8</sup> [Link to Wheelchair Accessible Surcharge Fund \(WASF\) annual reports](#)

2025.

- Owners of medallions that were revoked, relinquished, or otherwise held after January 31, 2015 and before September 1, 2024 have until August 31, 2025 to reactivate or transfer the medallion. If they do not reactivate or transfer the medallion, then it will be permanently retired.
- The conversion of flat-rate for-hire vehicle medallions to taxicab medallions will continue to occur leading up to the March 31, 2026 deadline.

CPD and RALS will also continue to engage with the industry as many dispatch agencies move to implement smart taximeter systems and as they explore alternative pricing approaches. Work with the industry will also include a focus on preparing for the 2026 FIFA World Cup activities.