# 2025 King County - City of Seattle For-Hire Transportation Annual Report

April 2026

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## I. Executive Summary

This 2025 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, 2025 and December 31, 2025. It is submitted in accordance with King County Code (KCC) 6.64.740 and 6.65.460[1] and Seattle Municipal Code (SMC) 6.310.520 and 6.311.460[2].

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.

In December 2023, the County and the City of Seattle (Seattle) each 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.

During the COVID-19 pandemic, for-hire transportation ridership dropped severely, resulting in licensees ceasing operations either temporarily or permanently. Some drivers have since returned to service and the updated regulations encourage owners with inactive medallions to return to operation.

2025 licenses at a glance

- 1,137 regional for-hire driver's license applications received → 1,105 issued
- 828 taxicab and for-hire vehicle (flat-rate) medallions licensed to operate
- 27,437 unique applications[3] for TNC for-hire driver permits and vehicle endorsements received → 24,923 approved

[1] KCC 6.64.740 and 6.65.460

[2] SMC 6.310.520 and 6.311.460

[3] 78,572 total applications received, which includes new and renewing applicants, duplicates, resubmittals, and vehicle updates

## II. Background

**Department Overviews**
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 vehicles affiliated with transportation network companies.

King County's 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, via interlocal service agreements, the City of Seattle, 16 other cities in the County, and the Port of Seattle.

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 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**[4]
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, which promoted public safety and customer service by standardizing fees, regulations, enforcement, and rate review procedures throughout the County.

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, including adding TNC regulations.[5]

In December 2023, King County Ordinance 19699 and Seattle Ordinance 126976[6] separated taxi and for-hire vehicle code requirements from TNC code requirements and made changes to improve alignment with State law for TNC drivers and vehicles. In tandem, King County Ordinance 19700 and Seattle Ordinance 126977[7] created new chapters in County and Seattle codes to regulate taxicabs and flat-rate for-hire vehicles, including establishing a regional for-hire driver's license, reciprocity endorsements on medallions allowing passenger pick up in both jurisdictions, greater fare flexibility, requiring all taxicabs to use smart taximeters, and requiring all for-hire vehicle medallions to convert to taxicab medallions.

[4] The full history of for-hire industry licensing in the County is provided on the County's for-hire website (link).
[5] Link to Ordinance 17892 and Ordinance 124524
[6] Links to County Ordinance 19699 and Seattle Ordinance 126976
[7] Links to County Ordinance 19700 and Seattle Ordinance 126977

**Current Context - 2025 in Review**

**Rulemaking:** The County and Seattle updated three rules for greater clarity: Uniform Color Schemes and Exterior and Interior Markings for Vehicles[8], Taximeters and Smart Taximeters[9], and Fares and Rates for Taxicabs and For-Hire Vehicles[10].

**For-Hire Driver Training and Exam:** New versions of the general for-hire driver training course and exam required for a new regional for-hire driver's license or an enhanced regional for-hire driver's license were released in December 2025. The updates incorporated changes in for-hire transportation regulations adopted in December 2023 and the related rules adopted thereafter. The changes also addressed trends in code violations by for-hire drivers.

**Human Trafficking Awareness and Prevention Training:** Beginning November 1, 2024, applicants for a new regional for-hire driver's license must complete human trafficking awareness and prevention training. All renewing license applicants must also complete the training prior to their first renewal after November 1, 2024. All active taxi drivers are now trained to recognize the signs of human trafficking and how to report suspected trafficking situations.

**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. The use of a smart taximeter system is the primary difference between a TRDA and RDA. In 2025, the County and Seattle licensed 8 TRDAs and 4 RDAs. Of those 12 licensed agencies, all but one is using a smart taximeter system. 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.

**Wheelchair Accessible Vehicle (WAV) Dispatching:** The County issued a request for proposal (RFP) to establish a contract for coordinated dispatching of wheelchair accessible for-hire vehicles (taxicabs and TNC vehicles) The service must provide customers with the closest available WAVs along with information about each WAV's rate or fare, estimated pickup time, and affiliated RDA or TNC. Contract negotiations and implementation planning will occur in 2026.

**Enhanced Regional For-Hire Driver's License**: 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 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 to provide transportation for certain contract customers. Work to update systems for the enhanced option began in 2024 and the enhanced license type became available to applicants March 27, 2025. Nine enhanced licenses were issued in 2025.

**Retirement of For-Hire Vehicle and Taxicab Medallions**: The legislation adopted in December 2023 added a new temporary deactivation provision giving medallion owners greater operational flexibility by allowing them to pause operation for up to 12 months without consequence. Temporary deactivations also gave Seattle and the County means to address several hundred long-term inactive medallions.

[8] Links to King County FHT-6-2025-PR and City of Seattle FOR-HIRE TRANSPORTATION-06-2025

[9] Links to King County FHT-8-2025-PR and City of Seattle FOR-HIRE-TRANSPORTATION-07-2025

[10] Links to King County FHT-10-2025-PR and City of Seattle FOR-HIRE-TRANSPORTATION-11-2025

In August 2024, owners of 659 for-hire vehicle and taxicab medallions received notice that Seattle and the County would permanently retire their medallion after September 1, 2025, if they did not transfer (sell) or reactivate it. The 659 medallions included those revoked, relinquished, or otherwise held by Seattle and the County after January 31, 2015, and before September 1, 2024. In January 2026, Seattle and the County sent notices of permanent retirement to the owners of 569 medallions.

**New Medallion Decals:** Taxicab and for-hire vehicle medallions have traditionally been metal plates that require drilling holes into the vehicle to be attached. Also, the County and Seattle had separate medallion plates, so taxicabs and for-hire vehicles that were authorized to pick up passengers in both jurisdictions had two plates attached to their vehicles. Now that all taxicabs and for-hire vehicles operate regionally, RALS and CPD redesigned the medallion to include both County and Seattle logos on one medallion that sticks onto the vehicle without drilling holes.

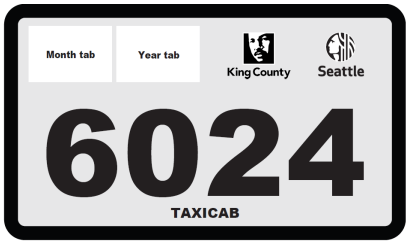



*Image: The new King County and Seattle taxicab vehicle medallion.*

## III. Report Requirements

### Taxicab and For-Hire Vehicle Licensing

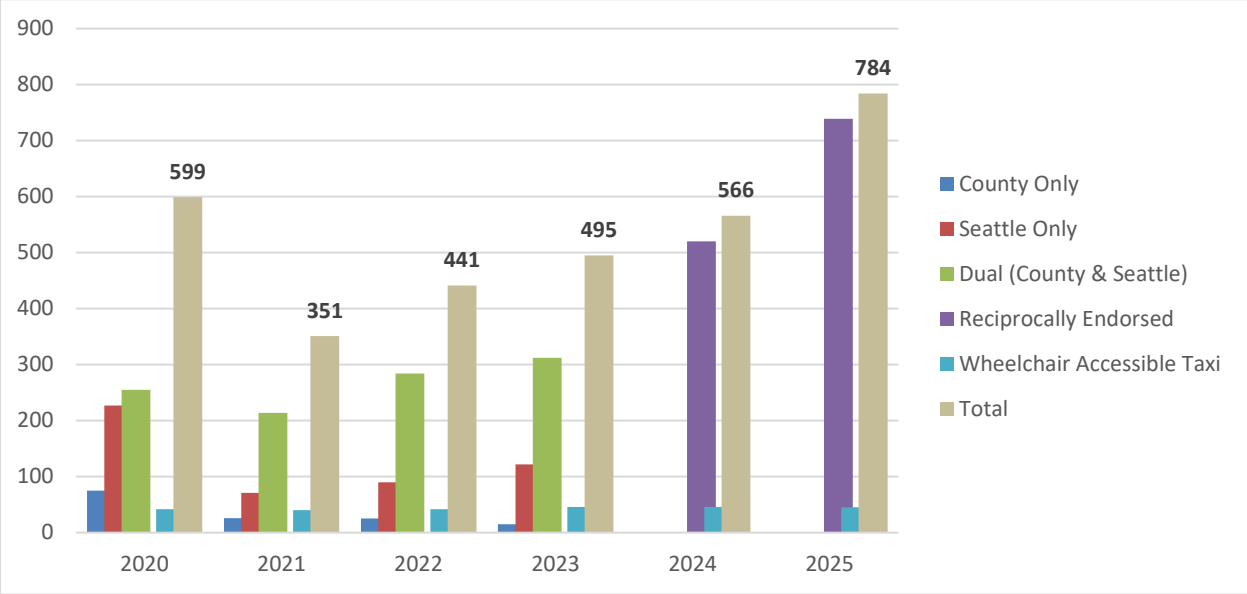
Taxicabs offer consumers a for-hire ride with a fare that is traditionally metered based on time and distance, though other fare-setting options are allowed when configured through the meter and when consistent with County and Seattle code and rules. For-hire vehicles offer consumers a for-hire ride 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 COVID-19 pandemic. In most instances of medallions placed on hold or not renewed, owners cited the reasons as declining business both prior to and during the pandemic, high operating costs, or avoidance of COVID-19 exposure. Active medallions have increased since a pandemic low in 2021, 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. In 2025, five owners of what were previously known as “dual” medallions, meaning they were authorized to pick up passengers in both Seattle and King County, exercised their option to split each medallion into two separate medallions that can each operate regionally. 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 to 784 taxicab medallions in 2025, up from 566 in 2024. The increase includes 165 for-hire vehicle medallions that were converted to taxicab medallions ahead of the March 31, 2026 deadline to convert required in the 2023 legislative changes.

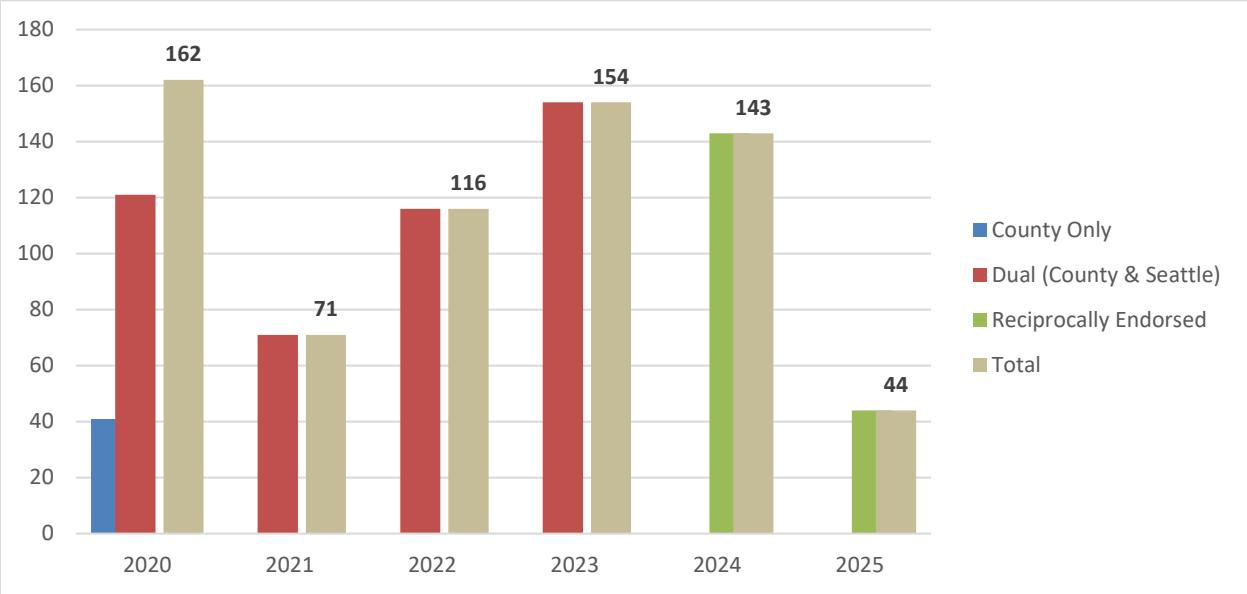
*Figure 1 – Number of Active Licensed Taxicabs**




*2024 was the first year all medallions operated with reciprocity endorsements permitting passenger pick up anywhere in the Seattle-King County area. In addition to the Wheelchair Accessible Taxicab medallions shown in the table, 33 taxicab medallions operated voluntarily converted wheelchair accessible taxicabs in 2025.

**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. At the end of 2025, there were 44 active for-hire vehicles remaining to convert, as shown in Figure 2 below.

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

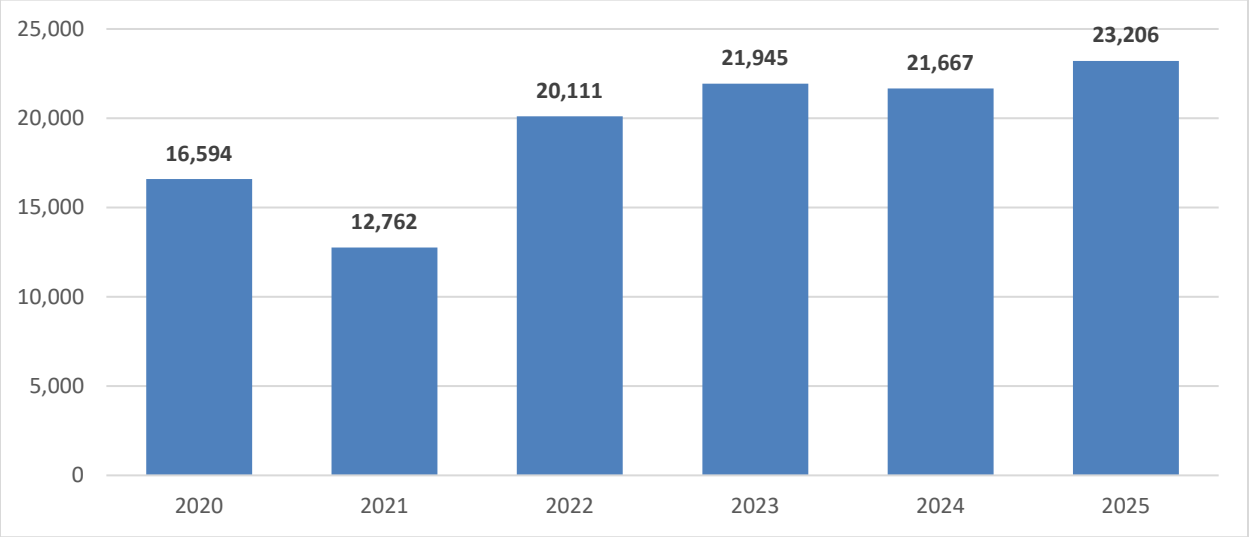



*2024 was the first year all medallions operated with reciprocity endorsements permitting all medallions to pick up passengers anywhere in the Seattle-King County area. In 2025 there were 2 active wheelchair-accessible for-hire vehicles licensed to operate, which are voluntarily modified to accommodate a wheelchair.

## Transportation Network Companies and Vehicles

Transportation Network Companies (TNCs) have been licensed to operate in the Seattle-King County market since 2014 following 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, which are incorporated into the for-hire driver permit application that TNCs submit on behalf of their affiliated drivers. A vehicle endorsement and for-hire driver permit are required to operate as a TNC driver. Among other requirements for 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*

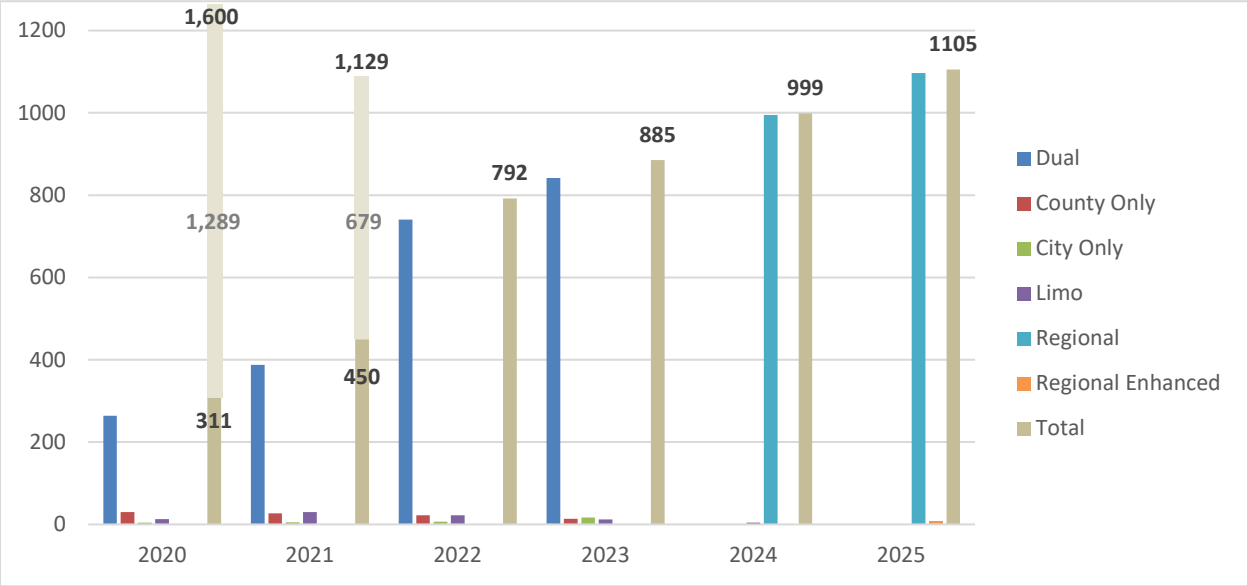



## For-Hire Driver Licensing

Every driver operating a taxicab or for-hire vehicle within the County and City must have a regional for-hire driver's license. In 2025, RALS issued 1,105 (new or renewed) regional for-hire driver licenses, 8 of which were enhanced. A driver may opt to apply for an enhanced regional for-hire driver's license, which requires the driver pass a fingerprint-based background check, in addition to all other 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 to provide transportation for certain contract customers. The enhanced option was available beginning March 27, 2025.

Figure 4 shows the for-hire driver licenses issued.

*Figure 4 – For-Hire Driver Licenses Issued**




*2024 was the first year all for-hire driver's licenses were issued as "regional" permitting all drivers to pick up passengers anywhere in the Seattle-King County area. The 2020 and 2021 totals include extensions issued as a temporary early pandemic measure. 2025 was the first year the enhanced license type was available to applicants.

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, successfully complete a defensive driving course, and complete Human Trafficking Awareness and Prevention Training.

The for-hire driver training and exam were overhauled in 2025 to incorporate changes in for-hire transportation regulations adopted in December 2023, and the related rules adopted thereafter, and to address trends in code violations by for-hire drivers. The new versions of the training and exam went live December 4, 2025. Between January 1, 2025, and December 3, 2025, prior to the new versions of the training and exam launching, there were 1,614 for-hire driver examinations administered with an overall pass rate of 36 percent. Between December 4, 2025, and December 31, 2025, there were 40 updated for-hire driver examinations administered with an overall pass rate of 73 percent.

## For-Hire Driver Permits

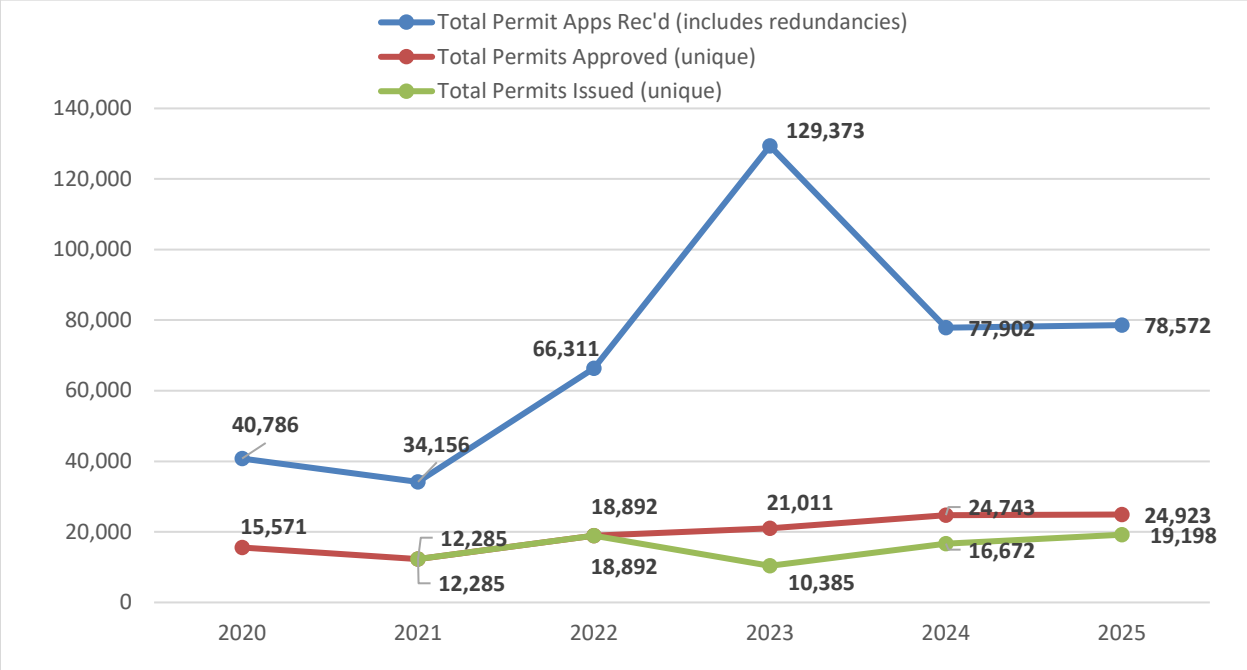
Drivers operating a vehicle for a TNC are required to obtain a for-hire driver permit and a vehicle endorsement. TNCs submit applications for driver permits and vehicle endorsements on behalf of their drivers after the drivers complete the onboarding process with their TNC. An application includes certification 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 and 2025 both saw around 78,000 total TNC for-hire driver permit applications received and just under 25,000 unique TNC permits approved. The difference between "received" and "approved" applications is due to a variety of factors, including, but not limited to: multiple applications for one driver who wants to drive for more than one

TNC, a driver adding or replacing a vehicle, resubmittals after rejections, or applications received at the end of the year may not be processed until early the following year.

Figure 5 shows the total number of for-hire driver permit applications received, the number of unique applications that were approved, and the number of unique permits 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 issued by email to drivers because the licensing office was closed to the public. In 2023 the licensing office re-opened and drivers were again required to visit in person to be issued their permits.

## Response Times

Taxi service 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.

A survey was not conducted to measure response times in 2025. RALS and CPD are exploring the most effective approach to assess and report response time performance. Response times reported in prior years only reflected taxicabs and flat-rate for-hire vehicles, not TNCs, and were based on dated methodology. RALS and CPD are planning methods to collect all response times with improved data that will be available following the transition to all taxicabs utilizing smart taximeters after April 1, 2026.

*Figure 6 – King County Taxicab Service Area by Zone*

| Service Area | Description | Optimum Response (Minutes) |
|---|---|---|
| **North County** | Shoreline, Lake Forest Park, Kenmore | 15 |
| **Northeast County** | Bothell, Woodinville, Fall City, Sammamish, Issaquah | 20 |
| **Eastside** | Bellevue, Kirkland, Redmond | 15 |
| **Southwest County** | White Center, Burien, Des Moines, West Kent, Airport (West of I-5) | 15 |
| **Mid-South County** | Renton, Tukwila, May Creek, Newcastle, North Kent (East of I-5) | 20 |
| **South County** | Federal Way, Auburn, South Kent | 20 |
| **Southeast County** | Enumclaw, Black Diamond, Covington, Maple Valley | 30 |
| **Seattle** | All Seattle City Limits | 10 |

## 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 inspectors taking covert rides posing as customers and making assessments about driver behavior and vehicle condition, focusing on safety. Figure 7 lists the type of enforcement actions and the number of actions taken since 2020.

*Figure 7 – License and Permit Enforcement Actions*

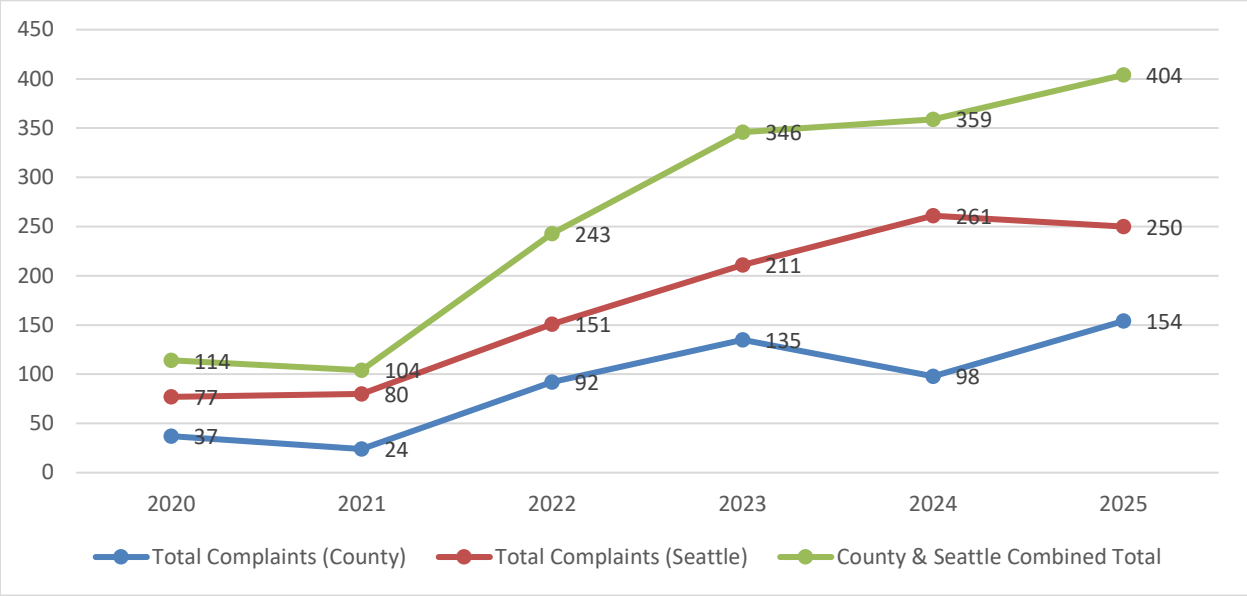
| Enforcement Action Result | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|
| **Application Denial (County)** | 2 | 3 | 6 | 13 | 8 | 22 |
| **Suspension/Revocation (County & Seattle)** | 9 | 1 | 0 | 1 | 6 | 41 |
| **Civil Penalty (County & Seattle)** | 5 | 1 | 0 | 6 | 10 | 0 |
| **Notice of Violation w/Civil Penalty (County)** | 21 | 0 | 12 | 62 | 148 | 220 |
| **Notice of Violation (Seattle)** | 0 | 0 | 0 | 3 | 6 | 11 |
| **Notice to Comply/Verbal Warning (Seattle)** | 103 | 50 | 13 | 36 | 106 | 136 |
| **Total** | **140** | **55** | **31** | **121** | **284** | **430** |

## Passenger Feedback

The County, Seattle, and the Port of Seattle share a passenger complaint hotline where callers can leave a message and County or Seattle inspectors will respond to all complaints related to TNCs, taxicabs, and for-hire vehicles. Customers may also use the feedback mechanisms provided in many customer-facing taxi or TNC apps to provide input directly 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 citations imposing monetary fines and/or taking an action against a license, including temporary suspension or revocation.

*Figure 8 – Number of Complaints*




Complaints generally fall into five categories: fare issues, payment or receipt issues, short haul refusals, driver conduct, and vehicle condition. In 2025 RALS and CPD received 404 complaints, with fares and driver conduct being the two most frequent complaint categories. The number of complaints has been increasing in recent years, which may be attributed to increasing cruise ship volume, new signage at the piers with information on how to file a complaint, and the ability of smart taximeters to use alternate taximeter rates and fares.

## Rates

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 or, if the vehicle slows below 11 mph, a wait time charge. The only rate change since 2012 has been the ten cent ($0.10) drop rate increase in 2014.

*Figure 9 – Regional Taximeter Rates*

| Drop Rate | Fee per Mile | Fee per Wait Minute | Extra Passengers Rate (>2 persons) |
|---|---|---|---|
| $2.60 | $2.70 | $0.50 | $0.50 |

For-hire vehicle companies are required to set and submit their flat-rate fares to RALS and CPD annually. For-hire vehicle drivers are required to provide a printed rate book 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.

Traditional taximeters typically rely on static rates that are manually set, road tested for accuracy, and physically locked with a security seal. These traditional meters are not designed to support rates that vary based on market fluctuations or real-time data, such as traffic information, demand for service, 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. The ability to adjust fares using demand-responsive and data-driven fare strategies can increase efficiency, competitiveness, and profitability.

In addition to the traditional drop rate and per mile fare type, the 2023 legislation opened the opportunity for RDAs to implement alternate rates and fares. By the end of 2024, all RDAs operating on smart taximeter systems had implemented alternate rates and fares. RALS and CPD will engage the RDAs in 2026 to assess their use of the alternate rates and fares.

## 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. 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. Figure 11 shows the total number of taxicab scrip books issued and the total amount collected in sales by King County Metro Transit.

*Figure 10 – Metro Taxicab Scrip – Books Issued and Total Sales*

| Year | Taxicab Scrip Books Issued | Total Taxicab Scrip Sales |
|---|---|---|
| 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 |
| 2025 | 18,424 | $92,120 |

## Wheelchair Accessible Taxicab Licenses

In 2025, 45 of the 50 wheelchair accessible taxicab (WAT) medallions were active, four were inactive, and one has been revoked since 2018. Taxicab and for-hire vehicle medallion holders can also convert their vehicles to wheelchair accessible vehicles (voluntary conversions) and continue to operate under their existing medallion. In 2025, there were 35 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 and

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.

The conditions and procedures for disbursing this wheelchair accessible service (WAS) fee surcharge proceeds to eligible WAT or WAV owners and drivers are set by rule, which is County FHT-2-2024-PR/Seattle For-Hire Transportation-08-2024.[11] 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.[12]

## IV. Next in 2026

Throughout 2026 CPD and RALS will continue to engage with the industry as dispatch agencies, medallion owners, and taxicab drivers adapt to the regulations that were adopted in December 2023 and the related rules. The conversion of flat-rate for-hire vehicle medallions to taxicab medallions will continue to occur leading up to the March 31, 2026 deadline.

Autonomous vehicle (AV) companies have been testing and mapping in King County and Seattle for the last few years. The County and Seattle codes create a regulatory pathway for AVs to transport passengers for compensation. RALS and CPD will continue to monitor state legislation on AVs in 2026 with the goal of preserving the ability to regulate locally. Any AV regulatory structure must acknowledge the role human drivers play in the for-hire transportation industry.

In preparation for the six World Cup matches and associated events in Seattle, RALS and CPD are working with local for-hire operators and the FIFA Local Organizing Committee to coordinate taxicab service in June and July 2026.

[11] Link to County FHT-2-2024-PR/Seattle For-hire Transportation-08-2024

[12] Link to Wheelchair Accessible Surcharge Fund (WASF) annual reports