

**Summary of Best Practices in  
North American Municipalities**

<b>City</b>	<b>Surcharges to fund Wheelchair Accessible Vehicle (WAV) Service</b>	<b>Subsidies</b>	<b>Additional Incentives</b>	<b>Central Dispatch</b>
NYC	<ul style="list-style-type: none"> <li>▪ \$0.30 per taxi trip</li> </ul>	<ul style="list-style-type: none"> <li>▪ Up to \$30,000 capital and operating subsidy distributed over 4 years (\$14,000 up front)</li> <li>▪ \$10-\$30 per trip deadhead compensation for trips booked through central Accessible Dispatch System</li> </ul>	<ul style="list-style-type: none"> <li>▪ \$0.50 for every trip taken in a WAV vehicle</li> </ul>	Yes
Chicago	<ul style="list-style-type: none"> <li>▪ \$0.10 per TNC trip</li> <li>▪ \$22/month licence fees for non-WAV vehicles</li> </ul>	<ul style="list-style-type: none"> <li>▪ Up to \$20,000 capital on new vehicle</li> <li>▪ Up to \$5000 annual operating</li> </ul>	<ul style="list-style-type: none"> <li>▪ Airport fast lane voucher system for WAV vehicles</li> <li>▪ Vehicle lifespan extension request (no limit provided)</li> <li>▪ Free medallion to annual 'Excellence Award' winner</li> </ul>	Yes
Montreal	None	\$15,000 provincial vehicle conversion subsidy available.	None	No
Toronto	None	None	<ul style="list-style-type: none"> <li>▪ WAV Licence Fee Reduction</li> </ul>	No
Ottawa	<ul style="list-style-type: none"> <li>▪ \$0.07 per TNC trip</li> </ul>	<ul style="list-style-type: none"> <li>▪ None, currently working with stakeholders to determine how funds can be used to best serve the accessible community.</li> </ul>	<ul style="list-style-type: none"> <li>▪ No Annual WAV Licence Fee</li> </ul>	No
Edmonton	<ul style="list-style-type: none"> <li>▪ \$50/ year per TNC vehicle</li> <li>▪ \$50/year per limousine vehicle</li> </ul>	TBD	<ul style="list-style-type: none"> <li>▪ WAV Licence Fee Reduction</li> </ul>	No