



Virgin Islands Developmental Disabilities Council, Inc.

[Adopted from the National Association of
Councils on Developmental Disabilities]

Policy Statement on Public Transportation Systems

Within our society, freedom of movement is a fundamental right. However, it remains a largely unfulfilled promise for citizens with disabilities. Millions of Americans with developmental disabilities have difficulties obtaining transportation that serves as a vital lifeline to employment, education, health care and community life.

The Virgin Islands Developmental Disabilities Council, Inc. in accord with the National Association of Council on Developmental Disabilities (NACDD) believes that all publicly funded and/or regulated transportation service systems must be: seamlessly coordinated among all modes of transportation; expanded in suburban, urban, rural and unincorporated areas to connect places people live with places they work, shop, socialize, worship, attend school, access health care, etc.; incorporated with mobility management and training services for individuals with disabilities; designed to appropriately address insurance and liability of vehicles and operators who serve in a coordinated transportation environment, including non-profit providers); based on principles of universal design; supported by stable and adequate funding; and fully accessible to all people with disabilities.

Policy Recommendations

- Increase funding for the Federal Transit Administration programs including mass transit programs (including para-transit), Section 5307 (Small Urban Public Transportation), Section 5309 (Discretionary Capital), Section 5310 (Elderly and People with disabilities), Section 5311 (Rural Transportation), Section 5316 (Job Access and Reverse Commute-JARC), and Section 5317 (New Freedom) programs, as well as the United We Ride interagency initiative and other programs.
- Expand funding options and require Federal to Federal Match options for all funds in the spirit of coordination and interagency cooperation outlined in Executive Order 13330.
- Revise the 5310 program so that it is readily available for nonprofit organizations for the purpose for which they are established.
- Encourage pooled use of vehicles purchased under the 5310 program so that underutilized vehicles may be shared.
- Simplify the coordinated planning process for programs that serve people with disabilities and create transparency and accountability at the U.S. Department of Transportation.
- Promote tax policy or other incentives that encourages greater mobility for people with disabilities.
- Create legislation that mandates all transportation providers to have up to 15% of their fleet include accessible vans/taxi cabs – and a requirement for a percentage of accessible taxis to be in service, and adherence to ADA nondiscrimination standards and vehicle design standards. The mandate should include incentives for private drivers and cab companies, such as tax breaks, funds to purchase vehicles or vehicle enhancements, trip bonuses, etc.

Adopted 10/27/2014

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- Improve airline accessibility and require new federally-supported transportation technologies to meet universal design standards.
- Promote a coordinated human services and public transportation planning structure that enables states to leverage resources to better serve all of its citizens.
- Promote creation of incentives for localities to include funding for public transportation in local budgets including funds to support expansion based on local needs.
- Encourage use of uniform data collection to evaluate customer satisfaction and to support coordination of transportation efforts.

Transportation Services

State and local governments, also called public entities, often provide public transportation services. These can include fixed-route bus systems, demand-responsive systems that use vans or buses to provide individually scheduled rides, light rail, or subway systems.

Public entities that operate certain types of fixed route systems must also provide complementary para-transit services for people whose disabilities prevent them from independently using the fixed route system. Entities may use subscription services as part of the complementary para-transit system. Complementary para-transit services must be comparable to the fixed route and must be available during the same days and times. Fares may not be more than twice the amount charged for a comparable trip on the fixed route.

Access Requirements

Public entities cannot discriminate against an individual with a disability in the provision of transportation services.

Public entities must maintain in operative condition those features of facilities and vehicles that are required to make the facilities and vehicles readily accessible to and usable by individuals with disabilities. These features include lifts and other means of access to the vehicles, securement devices, signage, and systems to facilitate communications with people who are deaf, hard-of-hearing, blind or have vision loss.

Service animals are permitted to accompany people with disabilities in vehicles and facilities.

Transportation personnel must be trained to proficiency, as appropriate to their duties, so that they operate vehicles and equipment safely and properly assist and treat people with disabilities with respect and courtesy.