

1. People with disabilities of all ages need access to timely, reliable, accessible and affordable transportation services in rural, urban and tribal areas. Transportation is essential to independent living, to access services, and to work.
2. People with disabilities should be able to choose from a continuum of transportation services to meet diverse mobility needs including:
  - a) Fixed route services and other public transportation services that are fully accessible;
  - b) Training and support to inform and educate people with disabilities on using public transportation;
  - c) Paratransit services for people who are functionally unable to use fixed-route service;
  - d) Other specialized transportation services such as: volunteer driver programs, voucher programs, fare subsidy, carpool/vanpools, vehicle loans, travel training, one-call centers, shared ride taxis, intercity buses and employment or aging program vehicles/buses.
3. Transportation policies must take into account the unique needs of families with a member with a disability.
4. Transportation systems must be flexible to cross municipal and county borders and account for communities of different sizes.
5. People with disabilities must have the flexibility to travel throughout the region where they live to get to work, medical appointments, visit family, pursue individual interests and participate fully in their community in activities enjoyed by people without disabilities.
6. Public entities must ensure independent oversight of transportation systems that support people with disabilities to ensure quality, accessibility, and safety. Oversight should include a robust complaint process which is easily accessed by riders and is overseen by an independent entity.
7. Medicaid agencies and providers must ensure the quality and adequate funding for transportation provided through long term care services and non-emergency medical transportation (NEMT).
8. Government funding should be adequate to meet the needs of individuals who depend on public transit and specialized transportation and be seen as an equal priority to other competing items in transportation budgets. As demographic changes indicate growing need for transit services funding should reflect this need.
9. Local governments must have flexibility to generate funding to support local transit.

10. Communities must analyze and address concerns about how cuts to transit routes and hours will impact the ability of people with disabilities to fully participate in their communities and ensure that essential ADA rights are not violated.
11. Government agencies with responsibilities for funding transportation needs for people with disabilities (e.g. DOT, DHS, DPI, Veterans Affairs, DWD, DVR) must have formal structures in place to facilitate inter-agency coordination. Coordination of transportation available through various programs supports more efficient and effective service delivery.
12. Reliable and predictable funding is critical to public transit's role in meeting the mobility needs of older citizens and individuals with disabilities who rely on public transportation to maintain their independence and quality of life.
13. Transportation systems and governing bodies must encourage and support innovative solutions and use of new technologies to address transit needs.