



Transportation Task Force 117th Congress Priorities

Transportation is necessary for 57 million people with disabilities in the U.S. to contribute to and participate in their communities, support and spend time with family and friends, and live their lives to the fullest; however, significant barriers to safe, affordable, accessible, equitable, reliable transportation remain across modes. The 117th Congress will have numerous opportunities to transform mobility access for people with disabilities, including Black, Indigenous, and people of color (BIPOC) with disabilities. The Task Force urges Congress to act upon the following priorities.

Reauthorize the surface transportation legislation, [prioritizing equity and accessibility for people with disabilities.](#)

- Include provisions of Disability Access to Transportation Act (HR 6248) and Freedom to Move Act (HR 7389, S 4278).
- Ensure the availability of accessible, integrated transit and on-demand mobility services.
- Address continued discrimination in transit and on-demand mobility services through partnerships and public accommodation, including requiring the FTA Office of Civil Rights to improve its complaint report process.
- Require minimum standards for pedestrian facilities based on the proposed Access Board 2011 Public Rights of Way Guidelines.
- Collect data on and fund more accessible and equitable infrastructure (e.g., sidewalks, audible pedestrian signals, cross walks, bus stops and on demand pick-up/drop-off zones). Disaggregate data by race and income and prioritize funding the most underserved. Redirect traffic safety efforts from enforcement to infrastructure improvement.
- Increase the authorization for Section 5310 and 5311 grant funds.
- Fund and support provision of technical assistance to ensure transit agency and public entity compliance with the ADA, Title VI and the Executive Order 12898 on Environmental Justice for existing and new services.
- Fund and support Amtrak ADA compliance for customer service, facilities, website, applications, and rail cars. Oppose long distance rail and station staff cuts.
- Support efforts to implement fare-free transit programs, address transit equity gaps, and review and eliminate punitive fare evasion policies.

Appropriate [federal funding that supports and increases mobility access](#) and accessibility for people with disabilities.

- Fund the federal formula grant programs that support mobility for people with disabilities: 5307 and 5311 grants for urban and rural transit and Section 5310 programs that provide services for people with disabilities and older adults.
- Fund targeted technical assistance and training through Section 5314 grants.
- Fund the FTA Office of Civil Right to support increased activities to investigate discrimination, and ensure ADA and Title VI of the Civil Rights Act compliance.
- Fund investments in a national accessible rail network.

- Fund the U.S. Access Board activities to develop accessible transportation standards, including for autonomous vehicles and innovative mobility.
- Fund NHTSA positions to promote and lead research and development of safe, fully accessible AVs and standards.
- Honor trust and treaty responsibilities by funding tribes, so they can provide accessible transportation based on their nation's needs.
- Adequately support and fund territorial transportation infrastructure development.

Ensure Autonomous Vehicles and other transportation innovations live up to their promise by [prioritizing accessibility in AV development](#).

- Require full accessibility for all types of common and public use AVs.
- Prohibit discrimination on the basis of disability by states, and any other governmental authorities, in licensing and insurance.
- Establish an Office of Accessibility, and establish and prioritize accessibility and equity in an AV Advisory Committee. Include cross-disability and BIPOC representation.
- Incentivize and prioritize inclusive research, testing, design from the ground up and deployment of accessible passenger vehicle AVs with fully accessible human machine interface (HMI) systems, ramps, and wheelchair securement.
- Protect the privacy of passengers' health and disability status and locations visited.
- Collect disabled passenger and disabled pedestrian crash data to identify needed vehicle and infrastructure improvements and ensure safety.
- Support studies examining AVs potential impacts on transportation and land-use patterns, congestion, pollution, road safety and public transit, members of low-income, indigenous, and disability communities, and communities of color.

Ensure an equitable recovery from the pandemic for people with disabilities by supporting transportation access, which is [key to accessing employment, healthcare, and all aspects of life](#).

- Ensure funding exists to support the continued operation and development of accessible public transportation, rail, rural transportation and services such as non-emergency medical transportation (NEMT) during and after the pandemic.
- Provide sufficient personal protective equipment and supplies for bus, rail, paratransit, and NEMT workers as the pandemic continues.
- Ensure that policies to mitigate the pandemic do not discriminate against people with disabilities, including by requiring alternatives to drive-up testing and vaccine provision, and recognizing the applicability of the ADA to mask requirements.
- Study the effects of the pandemic on transportation access for people with disabilities, their caregivers, and support workers to inform ongoing policy and future emergency preparedness.

Pass the Air Carrier Access Amendments Act (HR 1549 / S 669).

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