



Survival Coalition

of Wisconsin Disability Organizations

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SURVIVAL COALITION 2023-2025 BUDGET PRIORITIES

TRANSPORTATION BUDGET RECOMMENDATIONS

Budget Recommendations as Extension of WINDAC work

- **Innovative Pilots to improve regional connectivity.**
 - Analysis and development of recommendations for funding and incentive structures for county and local jurisdictions to create **sustainable regional transportation capacity** that meets performance metrics needed by non-drivers. Build ability to link systems together.
 - Support and evolve **Volunteer Driver programs**. Many state programs and services rely on volunteer drivers but there is a statewide shortage of them as well as paid drivers.
 - Establish statewide unified effort to recruit volunteer drivers, centralize background checks, scheduling, and coordination to connect volunteers to non-drivers who need rides.
 - Analysis of current volunteer mileage reimbursement, insurance factors that may limit volunteerism, and develop recommendations on payment structure that would meaningfully incentivize willing drivers to volunteer to take non-drivers needing rides.
 - Development of standard volunteer training on disability specific etiquette, handling accessibility equipment, and best practices on pick up and drop off practices to get older adults and people with disabilities safely to their destinations.
- **Leveraging ARC GIS Non-driver Mapping Tool**
 - Establish position authority and technical assistance funding to support local municipalities adding and updating datasets
 - Leverage non-driver mapping tool to include volunteer driver layer.
 - Technical Assistance Grants to municipalities to build pedestrian feature datasets and upload them to non-driver mapping tool.

- Planning Grant for regional planning councils, transportation, and urban planners for training on applicability and utilization of the non-driver mapping tool.
- **Audit state statute and state agency processes** that require in-person appearance with analysis of whether virtual/telephone/online interactions could be used to save non-driver trips. Ensure any state identification requirements consider State IDs and Drivers Licenses equivalent.
- Create state grant program to help communities install **accessible pedestrian signals**. (\$200K GPR per year). Federal funding is limited, but the need is great. Each intersection upgrade can cost between \$4-\$8K).
- **Public Transit**
 - Create a Non-driver workforce mobility innovation fund to financially incentivize public transit systems to increase capacity (routes, hours) from residential areas with higher concentrations of working-age nondrivers to major employer and business districts. Leverage non-driver mapping tool to establish award criteria, with specific emphasis on expansion from urban to suburban and rural areas.
 - Request Pay for Performance fund to award additional funding to transit systems demonstrating improved performance that addresses non-driver needs. Implement Non-driver Performance Metrics pilot across all transit systems.
 - Create infrastructure replacement and equipment maintenance to improve stability and sustainability of existing transit systems.
- **Existing programs**
 - Pilot non-driver performance metrics for Wis. Stats. 85.21, 85.215, 85.22, 85.23, 85.25 and 53.10 programs.
 - Conduct analysis of number of requests for rides compared to number of rides provided to calculate formula funding increase request for Wis. Stats. 85.21, 85.215, 85.22, 85.23, 85.25 and 53.10 programs.
 - Conduct analysis of WETAP/Mobility Management program to calculate funding increase needed to fund all requests at 100%. Currently most grants are funded at ~60%.
- **Improve accessibility and general access to DMV locations**
 - Make robust use of the accessibility checklist disability advocates provided. This could include sharing the list with site supervisors, especially on state-owned properties and setting expectations towards meeting the items on the list.
 - Set up an audit program of sites, similar to the polling place audit program used by the Wisconsin Elections Commission. WEC's audit program looks at sites owned by the municipality and those that are under other jurisdictions. After the audit, the site managers receive notification of issues that require a remedy and may receive resources to mitigate the issues.
 - Create a plan for reduction of accessibility issues over the long-term, similar to that created by WisDOT related to reducing the number of years required to fix identified accessibility issues for vulnerable users.
 - Increase DMV access with expanded hours of operation.

- Increase DMV access through new locations in urban and underserved areas, working with regional planners to place locations in areas readily accessed by public transportation.
- Consider options for satellite and mobile sites to expand access to DMV.

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Investing in People with Disabilities