

Getting Funds and Creating Access:
A practical strategy guide to the
22G Parking Fund Process
for Local Disability Commissions

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Created by the
Commissions on Disability Alliance (CODA)

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Section 1: Introduction to the Guide

Massachusetts state law includes a tremendous opportunity for city and town disability commissions to make their communities more accessible and more inclusive of people with disabilities. By persuading local government to adopt section 22G, commissions get access to the money collected from fines when individuals park illegally in accessible parking spaces (previously known as Handicapped Parking Spaces). These funds can then be used by commissions for a whole host of purposes, from purchasing accessible playground and library equipment, to installing accessible walkways and drinking fountains in parks, to sponsoring educational programming and scholarships for students with disabilities.

However, navigating the process of getting the funds requires knowledge, careful planning, and an understanding of how to navigate the political process. The purpose of this guide is to be your roadmap, laying out the process step by step with best practices and detailed advice. The Commissions on Disability Alliance exists to help commissions help each other, and in this guide you'll get guidance from commissions that have successfully gotten access to the funds and used them for exciting projects in their communities. We identify common pitfalls, give examples of how funds have been used, and provide strategies that have been effective in cities and towns across the state. Our hope is that with this guide, you'll enter this process fully prepared for success.

The main body of the guide is laid out as a timeline, starting with how to become an official commission and continuing all the way through to how to maintain ongoing relationships with city government. Each section will lay out general strategy on how to approach that step in the process and end with advice from particular commissions on their experiences at that step. For expanded advice from individual conditions, turn to the appendix, which will include longer quotes explaining issues in detail. The appendix also includes a list of projects that other commissions have used these funds for and a sample one-page fact sheet that you can modify and use in your own community.

Section 2: Executive Summary

Under Massachusetts law, when cities and towns collect money from parking fines when individuals park illegally in spaces designated as Accessible Parking (formerly known as Handicapped Parking), they should use those funds for purposes that serve the needs of people with disabilities in their municipality. One option is for municipalities to adopt Chapter 40, Section 22G of the Massachusetts General Laws, which places these funds into an account controlled by the city or town's disability commission, which can then use the fund for projects that promote accessibility and the inclusion of people with disabilities in the local community. However, municipalities are not required to adopt this section, so commissions wishing to take advantage of this opportunity must persuade local government to adopt 22G.

Commissions interested in gaining access to these funds should first determine whether going through the process will be worth it to them, by finding out how much the municipality currently collects in funding from these fines, what kinds of procedures the municipality uses to enforce parking (and whether they could be changed to increase fine revenue), and what their municipality is currently doing with the money. If they decide to go ahead, they should make a detailed plan for what specific projects they would want to use the funding for, and be prepared to discuss why those projects would benefit the community (looking at projects other commissions have funded will be helpful—see the appendix.)

Next, they should approach local government. The first step is to identify members of the city/town council/board of aldermen who are likely to be sympathetic to the proposal, lay out their proposals, and ask for advice on how to approach other local policymakers. It's important to emphasize the specific need for the programs that would be funded, and that turning over these funds to disability commissions has been successful elsewhere. When enough elected officials are persuaded, the commission should ask one of the friendly members of local government to introduce a resolution adopting Section 22G, which will formally put the funds under the control of the commission.

Next, the commission should meet with local police and discuss the details of how parking is enforced: what is the dollar amount of the fine, and should some of the funds collected be used to pay for additional parking enforcement? The commission should also establish best practices for how the money is spent and tracked, such as regular reporting on the status of the fund and frequent contact with local government in how it is being used. Finally, commissions should take care to establish an ongoing relationship with local government to facilitate working together and putting the funds to the best possible use.

Section 3: Timeline to getting funds

1. Become an official commission under Section 8J

Before you can take any action to receive these Accessible Parking violation funds, your commission needs to be an officially recognized Disability Commission, rather than an unofficial committee. This gives you official standing with the state, and gives you the benefits of official status, such as the ability to approve remote participation and have remote participants count for quorum, as well as ensuring that you are provided with copies of any variance requests filed in your community.

If your commission has existed for a while, it may well be an official commission already—check with your ADA coordinator or the city/town clerk’s office if you aren’t sure, and it’s a good idea to look up the statutes yourself if you can.

If it isn’t official yet, your city/town needs to adopt a specific state law: MGL Chapter 40 Section 8J, which formally establishes a Commission on Disability (COD) in the community.

Process (From Massachusetts Office on Disability (MOD)’s *Local Official’s Guide*):

**Identify a sponsor to propose the acceptance of MGL 40, 8J*

**Legislative body (city council/board of aldermen/board of selectmen/town meeting) votes as follows: “Ordered: That the City/Town of _____ accept the provisions of Massachusetts General laws Chapter 40, Section 8J relative to the establishment of the municipal Commission On Disability.*

**In Cities: If the VOTE is approved, your measure goes to your Mayor for approval.*

**In Towns: If the VOTE is approved then your COD is created.*

In some towns, this step is easy, since it doesn’t require city/town government taking any action beyond passing the ordinance. However, some commissions have had trouble getting official status because a member of the city/town council, board of aldermen, or other municipal governing body doesn’t understand why having an official commission rather than an unofficial committee is beneficial. In this case, use the suggestions in section 3.4 of this guide on persuading local government—identify an ally on the board, meet with them, and ask for their help in understanding the political context. Be careful about focusing on getting the parking funds at this stage, as that will complicate the debate. Instead, point out the ways in which the commission being official allows it to do its job better—like having the right to conduct meetings via remote participation, see variance requests, and being in a better position to bring in outside funding. If you need help in persuading them of the benefits of making the commission official, asking MOD for help is a good idea— you can find their contact information at the end of the guide. You can also feel free to reach out to us for advice.

Advice from other commissions:

Dedham: “we had to write a VERY carefully worded item for Town Meeting to vote on....the Town Meeting Members voted for it with no fuss.”

2. Do your research—is this worth it to you?

Once 8J status is finalized, your commission is eligible to apply for the funding from parking violations. However, you first need to do your homework to determine if going through the process of getting the funding is worth it for your commission. There are multiple factors you need to consider:

A. How much money is collected?

In some municipalities, the amount of fines collected is substantial, and could enable your commission to pursue major projects. In others it may not be worth your while—if your town doesn’t have a lot of commercial activity, there may well not be many violations, and therefore not much revenue for you to get. If you contact your local police department, they should be able to tell you how many violations there are and how much is being collected, though they may not currently keep a separate count of revenue from disability parking violations as opposed to other parking violations. Remember to be respectful and express gratitude for the police’s time when you ask for information. Keep in mind that you may only be able to persuade the city/town government to give you a percentage of the funds raised.

Advice from other commissions:

Dedham: “In the beginning...we saw many violations, getting substantial revenue. Then residents began to learn that we were "out there" and most of our revenue now comes from unsuspecting out-of-towners. Since we have three malls in town along the "old Route 1" we have folks coming from all over to shop here.”

Newton: “It generated approximately \$60,000 the first year and about \$55,000 each year since... the Commission negotiated... to receive 60% of the funds collected over and above the first \$40,000. [Some] Commissions receive all of the fines collected and others get a percentage.”

Acton: “Acton only receives between \$6-12K a year in [all] parking fines... We have no malls or large shopping centers here.... If we did collect the fees, it would be a tiny amount of money.”

B. How does the municipality currently enforce parking, and would you want to change that policy?

Some municipalities have dedicated parking patrols to issue tickets, while in others officers only respond to specific complaints. This is something you may need to propose changing—if you can convince the municipality that you can increase the total

amount of funds coming in, they're much more likely to give you access to at least some of them.

Other municipalities have deputized disability commission members to photograph cars parked illegally in disability parking spaces and submit the information for a ticket to be issued. Others use some of the funds to hire additional police details to look for parking violations. Burlington has had notable success with this, raising over \$130,000 (MOD Presentation).

Advice from other commissions:

Methuen: "Work with the police to put procedures in place to let you know how many tickets are written and how many are excused. Can a member of the commission participate in hearings that decide appeals to the tickets? Can members of the COD be authorized to issue tickets, or take evidence so the police can issue tickets?"

Burlington (on paying for police patrols): "We paid for two police officers to patrol the Burlington Mall parking lots...The cost of the police detail was \$5,865.74 for a total of 125 hours over an 8 day period. It was a huge success! There were 154 accessible parking tickets issued and 15 citations issued for misuse of placard "

Dedham (on patrols by commission members): "We contacted our very nice Police Chief, explained exactly to him what we wanted to do, and the process of strict non-confrontation that we promised to do. ... I was chosen to be the first Patrol member. I turned the photos and the affidavits over to the Parking Clerk of our Town, and he took it from there."

C. What is the city doing with the money now?

Since asking for the funds will necessarily mean (at least in the short term) that the municipality give up money, it's useful to find out what is happening to parking funds now. Are they earmarked for road repairs, sidewalk improvements, etc? Are any of them being currently used by the municipality for purposes that promote accessibility? Or are they just going into the general fund? Knowing this will help you be more persuasive when you go about asking for the commission to get some of those funds.

3. Make a plan—what could you do with the money?

Once you have some idea of how much funding is at stake, and what it's being used for now, you need a detailed plan of what you would like to do with it. **This is the most important step.** What are the most pressing access needs in your community? Where could this kind of funding most make a difference for residents with disabilities in your city or town? The set of potential projects here is huge—you could do something that benefits children (like buying accessible playground equipment), students (creating

a scholarship or funding an after-school program), working-age adults (a career fair or job skills workshop for disabled residents) or seniors.

You can certainly pick more than one project, and it's fine to plan to spend some money on the commission itself—particularly if you plan to use it to expand your ability to serve the public, for instance by putting on events or printing education materials. However, be careful about applying just for the sake of getting more money in the bank—you'll have a hard time convincing your city/town government to give up the funds, and even if you win, you may get into trouble if you let funds build up and don't do anything with them (See section 3.7).

However, don't be intimidated if you don't have any big ideas right now! This is one area where looking at what other commissions have done can be very helpful—see section 4.1 for a list of projects other commissions have used these funds for. If you have the time and resources to do it, consider taking a survey or a poll of disabled residents in the town about what accessibility projects they would like to see. Online services like Survey Monkey make it fairly cheap and easy to do surveys online.

A word of caution: be careful about using parking funds to pay for basic accessibility features like curb cuts, sidewalk repairs, or accessibility issues in city/town-owned buildings. Fixing those is the legal responsibility of the city/town government, not your commission, and they may shirk their responsibilities if they get the idea that you're doing it for them. If these are the issues you're primarily concerned with, and you don't currently get the parking funds, consider asking that the city/town government use the money directly to address the problems. Under State law, whether they transfer the funding to the commission or not, money from accessible parking violations should be used to further accessibility. If you have the funds already, you can certainly consider using them to do emergency repairs to things like sidewalks or curb cuts—just make it clear that you're going outside of your normal responsibilities.

4. Approach local government

Once you have your plan in place for what to do with the money, it's time to sell local government on the idea. Remember that you do need to persuade them—they aren't required to go along. This is part of why having a solid proposal in hand from the beginning is key, since it shows them the value of what you're offering.

How to use advice in this section will depend somewhat on your municipality's structure of government. If you live in a city and have a city council, board of aldermen, or board of selectmen, persuading the board to go along is especially vital, and you'll likely need to have a member of the council or board introduce a proposal on your behalf. If you live in a town that has a town meeting, you may have more leeway to put items forward yourself, but winning over representatives is still likely to be important. It's

also useful to know how the executive branch of your municipality is structured—in Somerville, for instance, the Mayor has significant power and could effectively block actions of the Board of Aldermen (though the board is still quite important), while just across the border in Cambridge, Mayor is largely a ceremonial position, with power resting with a stronger City Council and a City Manager whom they hire.

Regardless, however, the best first step is to find a member of your municipality's council/board who's friendly to your concerns and approach them first. If there's already a member who's shown support for the commission or publicly expressed positive interest in disability issues, talk to them. If any of your members have a personal relationship with a member of the board, go that route. If not, do some online research and see if you can turn anything up. When you're ready to make contact, try if possible to have someone from your commission who lives in their district/ward request a meeting, since members of such boards are usually highly responsive to their constituents. If this isn't possible, the chair should make the approach. Ask to meet them for coffee or lunch, or invite them to your next meeting so they can meet your commission members. Lay out your ideas, explain why this is important to you, and then, crucially, **ask for their advice**. They're likely to find this flattering, and it will help get them on board, but it will also provide you with vital information. If nothing else, be sure to ask them who you should meet with next, and start scheduling those meetings in the same way. If they're willing, you can also ask them to talk to their colleagues—just be sure you give them all the facts they need to make the case.

As you start meeting with public officials, you'll need to address and overcome any concerns they might have about this idea. To do that, there are two major points that you should emphasize. First, above all, focus on your plan—sell them on the idea of students getting scholarships, or playground equipment being upgraded, or whatever you choose to focus on—and make it clear that you have the capacity to make it a reality. Secondly, emphasize that this has been done elsewhere before, that it's specifically encouraged under state law. Talk about the kinds of benefits you're talking about have been realized in other cities and towns. If you can, make fact sheets that they can take with them, outlining what you plan to do and what the impact in other towns has been. (See section 4.3 for a sample fact sheet). In doing this, MOD may be helpful in explaining the process—don't be afraid to ask them to speak to city/town officials on your behalf.

While many commissions get all the money that comes in from Accessible Parking Violations, you may have to negotiate with your city/town government about splitting the money. This may be disappointing, but it is better than nothing, particularly if your city/town has significant amounts of commercial activity and therefore significant potential revenue. When negotiating, be willing to compromise, but don't be afraid to politely push back. Be clear in your mind about the things you want to do with the money, why they're important, and what they'll cost, and do your best to sell the government on why your ideas are good for the city/town. Remember that you have the option of spending some of the money to hire additional patrols to catch more violations and raise more revenue—which may create a big enough pie for everyone to be happy.

Lean on your friendly legislators for support, talk to MOD, and please feel free to reach out to us for support as well—our contact information is at the end of the document.

Advice from other commissions:

Newton:

“The Mayor supported our effort...The Co-Chairs of the Committee, with help from some members, lobbied individual members of the Council totaling 24, to support us. The motion passed unanimously.

Methuen:

“Work with the city council to get section 22G adopted by the city. Lobby with them to make them understand the importance of it. Come up with a list of potential uses for the funds.”

5. Adopt 22G

Once you’ve convinced city/town government to go along, you just need to go through the formal procedure. At the next board meeting or town meeting, ask a friendly member to introduce a resolution calling for the city/town to adopt MGL Chapter 40 Section 22G, which will officially set aside the funds. Be sure to know what the date of the meeting is where the resolution will be raised, and show up with as many of your supporters as you can. By this point the work of persuasion should already be done, but having your people in the room testifying about why this matters will firm up the resolve of anyone wavering on the board, and it will firm up that this issue is important, as well as making the commission more visible in the eyes of the board. After the meeting, be sure you thank all the members for taking this step to support you.

6. Communicate with police and work out enforcement procedures

Once the law is in place, you need to work with the city and the police department to hammer out the details of what level the fine is set at, how the enforcement is done, and how the funds will be made available.

In terms of the level of the fine, obviously a larger fine will generate more funds, but you don’t want to push it so high that it will cause resentment and pushback against the program. The state minimum is supposed to be \$100, so if the local amount is below that then you can certainly push for a higher amount. Overall, however, we’d suggest you defer to the preference of the police department, but offer them advice if they ask for it. You’ll see the example below from Newton about how rates got set there. In terms of enforcement, some kind of stepped-up enforcement is likely a good idea to grow the pot of revenue. Talk with the police department and city/town government and, in consultation with them, decide which of the two approaches to enforcement spelled out in section 2B. above you want to use.

Finally, you’ll want to hammer out with the city whether a separate account is

created into which the money is deposited, whether the commission will be able to spend money on its own authority or whether the board of aldermen/city council would need to approve it (if you want more control, you can emphasize that it will cause less hassle for them to not have to approve all of your spending), and how and how often you'll need to report to the city/town on your activities.

Advice from other commissions:

Newton:

"Our next step was to determine what a fair violation fine should be... After researching about 45 to 50 neighboring communities, we decided that \$100.00 was an adequate amount...one member, an active police officer...pushed for a much higher amount: \$200.00 for the first offense and \$300.00 for every subsequent offense. This amount was agreeable and the City Council passed it unanimously. That is our current violation amount. It generated approximately \$60,000.00 the first year and about \$55,000.00 each year since."

Burlington:

"The key to...success is having a good partnership with the police."

Methuen:

"You have to research how expenditures are currently made and approved by the city ... You don't want to set up a procedure that is too burdensome to them. ... It is probably best to spell out the procedures to be put in place at implementation."

7. Best practices for managing and spending the money.

Once everything is in place, be sure to be professional and scrupulous about how you spend the funds to accomplish your goals. Figure out as a commission who is in charge of keeping track of the money, and make reporting on it a part of your regular business. Keep the city apprised of your work and let them know that it's getting used. The more you present the image that you're on top of things and the money is going to good use, the less you'll be interfered with.

Be careful not to let funds build up too much without a plan for how to use them— if you do, the city/town may start to wonder whether they could be put to better use, or may even seize them for something tangentially disability related but not in support of your goals, like defending themselves against ADA lawsuits.

Lastly, above all, know and follow the law. Be sure you know what the restrictions are on how you can spend the money and abide by them. If you need help from the city, your ADA coordinator, or from MOD in understanding the rules, don't be afraid to ask questions.

Advice from other commissions:

Methuen:

“ Our balance was about \$30,000 built up over the years, but here was never any use of it while I was a member...In 2014, the mayor [was] dissatisfied with the activity of the commission... [he]told the new chairperson that he would need to take funds from our account to pay for the consultants and suggested it would be \$20,000... We worried about our ability to pay [for our committed projects]...

* Spend the money. Don't just let it accumulate. It appears you have no need for it when the city has other needs, they eye it.

* Be scrupulous about the annual reports the statute requires the town accountant to issue. Make sure they are issued and correct.”

8. Maintaining relationships with city government

Last but not least, keep in touch with your board/council and with your city/town's departments of education, public works, or any other department that your projects touch. Be sure you know what their projects are and that they know what yours are, so that you can work together and nobody steps on anyone's toes. If they see you as an ally, that's the best possible way to be sure that the funds won't be interfered with, that the stature of the commission will increase, and that your community will become a better place to live for people with disabilities.

Section 4: Appendices

Appendix 1: Examples of projects undertaken by commissions with parking funds (Drawn in part from MOD's Guide to starting a disability commission)

Watertown:

- Produced an Accessible Dining Guide for local restaurants
- Provide closed captioning for Town Council Meetings.
- Provide CART Reporting to other Town Agencies.
- Offer Programs in the Schools to raise awareness.

Agawam:

- Funded playground upgrades
- Presented speakers to discuss disability related topics.

Burlington:

- Automatic doors at police station
- Accessible bubblers at town parks
- Accessible walkway on town common

Methuen:

- Automatic door openers in schools
- Optical equipment for blind library patrons
- Boardmaker technology for work with autistic children.

Dedham:

- Playground safety upgrades
- Bought a "smart board" for a local school
- Accessible water fountains in public libraries
- Scholarships for graduating disabled high school seniors.

Appendix 2: Expanded advice from other disability commissions

6. 8J

Advice from other commissions:

Overall, this is the easiest part of the process that involves working with city/town government. It benefits both you and the city/town for the commission to have official standing, and it doesn't require them taking any action beyond passing the ordinance. If you need help in persuading them of the benefits of making the commission official, asking MOD for help is a good idea— you can find their contact information at the end of the guide.

Dedham-

“We learned that the first step was to change from a committee to a Commission. To do this, we had to write a VERY carefully worded item for Town Meeting to vote on....the Town Meeting Members voted for it with no fuss.”

Newton-

“When the new Mayor, Setti Warren, took office in January 2010, we (the Mayor's Committee) voted to become a Commission On Disability under the State statute, Chapter 40, Section 8J as opposed to a City Ordinance Statute...The Mayor supported our effort and docketed that item to be voted on by the City Council.”

2. Is it worth it?

Advice from other commissions:

A. How Much is Collected

Dedham: “In the beginning when this was all very new to the townspeople, we saw many violations, getting substantial revenue. Then residents began to learn that we were "out there" and most of our revenue now comes from unsuspecting out-of-towners. Since we have three malls in town along the "old Route 1" we have folks coming from all over to shop here.”

Newton: “It generated approximately \$60,000.00 the first year and about \$55,000.00 each year since. The Commission has been receiving a portion of the fines collected from violations of the accessible parking regulations. The arrangement that the Commission negotiated with the city of Newton, back in 2012, was to receive 60% of the funds collected over and above the first \$40,000. [Some] Commissions receive all of the fines collected and others get a percentage.”

Acton: “Acton only receives between \$6-12K a year in [all] parking fines, and does not segregate out [disability parking] fines from others...I am around town a lot, and I never

see the HP parking spots being used without appropriate stickers. We have no malls or large shopping centers here. I would hazard a guess that there is very little misuse of these HP spots in this town, based on my experience... If we did collect the fees, it would be a tiny amount of money.”

B. Parking enforcement

Advice from other commissions:

Newton: “This is the first appropriation that the Commission has sought, to use up to \$9,000 for a holiday special detail enforcement of these parking violations. It is hoped that the revenue this month long special enforcement will add to the COD’s HP Fines account to be used on future projects.”

Methuen: “Work with the police to put procedures in place to let you know how many tickets are written and how many are excused. Can a member of the commission participate in hearings that decide appeals to the tickets? Can members of the COD be authorized to issue tickets, or take evidence so the police can issue tickets?”

Burlington (on paying for police patrols): “Burlington’s COD works in partnership with the police department. We have also funded special police details called Operation Access. Operation Access started in December of 2014. We paid for two police officers to patrol the Burlington Mall parking lots to ticket people who illegally park in Accessible Parking spaces. The cost of the police detail was \$5,865.74 for a total of 125 hours over an 8 day period. It was a huge success! There were 154 Accessible Parking tickets issued and 15 citations issued for misuse of placard. Since then we have funded 4 more of these police details. “

Dedham (on patrols by commission members): “Once we were Official, we contacted our very nice Police Chief, explained exactly to him what we wanted to do, and the process of strict non-confrontation that we promised to do. We would be very discrete about taking our "front and back" photos and would carefully document everything we did. The Chief contacted other cities and towns to get their feedback and got a positive response. I was chosen to be the first Patrol member. I was fingerprinted at the Police Station and they presented me with a Photo I.D, which stated that I was a Civilian patrolman which meant that I had the same powers as a Meter Maid. I turned the photos and the affidavits over to the Parking Clerk of our Town, and he took it from there.”

4. Approach local government

Newton:

“The Mayor supported our effort...The Co-Chairs of the Committee, with help from some members, lobbied individual members of the Council totaling 24, to support us. The motion passed unanimously....The Commission has been receiving a portion of the fines collected from violations of the accessible parking regulations. The arrangement

that the Commission negotiated with the city of Newton, back in 2012, was to receive 60% of the funds collected over and above the first \$40,000. Other Commissions receive all of the fines collected and others get a percentage, something like Newton.”

Methuen:

“Work with the city council to get section 22G adopted by the city. Lobby with them to make them understand the importance of it. Come up with a list of potential uses for the funds.”

6. Communicating with police

Newton:

“Our next step was to determine what a fair violation fine should be. Newton's to that point was \$25.00, far below the State minimum of \$100.00. After researching about 45 to 50 neighboring communities, we decided that \$100.00 was an adequate amount...one member, an active police officer, highly recommended and pushed for a much higher amount: \$200.00 for the first offense and \$300.00 for every subsequent offense. This amount was agreeable and the City Council passed it unanimously. That is our current violation amount.

It generated approximately \$60,000.00 the first year and about \$55,000.00 each year since.”

Burlington:

“The key to making Chapter 40 Section 22G a success is having a good partnership with the police. Burlington has many police officers who are committed to patrolling not only at the mall, but other town shopping centers throughout the year...The Board of Selectman and Town Meeting approved these funds to be kept in a separate account (not in the general account). Before we can use these funds on town accessibility related projects, we need to get approval from the Board of Selectman. The Board of Selectman has always approved our request to fund an accessibility related project.”

Methuen:

“You have to research how expenditures are currently made and approved by the city because under 22G: ‘Expenditures from said account, including accrued interest, if any, shall be made upon the recommendation of the commission on disabilities in accordance with the accepted procedures of the city or town for the disbursement of funds, including the approval of the mayor and city council or the town manager or board of selectmen.’ You don’t want to set up a procedure that is too burdensome to them. I wouldn’t recommend just a blanket statement adopting the statute. It is probably best to spell out the procedures to be put in place at implementation. Is it worth stating that expenditures be made solely on the recommendation of the commission?”

Appendix 3: Sample Fact Sheet

Support Accessibility and Parking for People with Disabilities Please Approve Section 22G

Chapter 40, Section 22G of state law allows and encourages municipal governments to provide fines collected when people park illegally in Accessible Parking spaces (formerly known as Handicapped Parking) to the local Disability Commission. Disability Commissions use these funds for projects that promote the well-being of people with disabilities in the local community.

By approving this measure, you would enable the [TOWN] disability commission to:
[SUBSTITUTE YOUR OWN EXAMPLES HERE]

- * Purchase accessible playground equipment that would be installed in [TOWN] parks, allowing children of all abilities to play. At present, none of [TOWN]'s parks have accessible equipment available.
- * Provide one graduating student with a disability from [TOWN] high school per year with a scholarship to help them go to college and achieve their dreams.
- * Buy magnifying equipment for the [TOWN] library, so that those with limited vision can have full access to books and periodicals.
- * Pay for more parking patrols, which will help ensure that Accessible Parking is available for those who need it, while also increasing revenue for [TOWN] government.

With your help, the [TOWN GOVERNMENT] and the [NAME OF COMMISSION] can work together to make [TOWN] a better place to live for people with disabilities.

For any questions, please contact [NAME, EMAIL, AND PHONE]

or call the Massachusetts Office on Disability for more information on the 22G program at (617) 727-7440.

5. Contact Information

Commissions on Disability Alliance (CODA)

Colin Killick, Facilitator

colinjkillick@gmail.com

Disability Policy Consortium:

11 Dartmouth St #301, Malden, MA 02148

(617) 542-3822

Ideal point of contact is Lenny Somervell, Community Organizer:

lsomervell@dpcma.org

Massachusetts Office on Disability:

(617) 727-7440

Ideal point of contact is Jeff Dougan:

jeff.dougan@state.ma.us