



Building Mobility Partnerships for People with Disabilities:

Easter Seals
Project ACTION
ACCESSIBLE COMMUNITY®
TRANSPORTATION IN OUR NATION



January 2007



Opportunities for Federal Funding

Easter Seals Project ACTION is funded through a cooperative agreement with the U.S. Department of Transportation, Federal Transit Administration, and administered by Easter Seals Inc.

INTRODUCTION

Transportation. It's one of life's necessities. Without it, people cannot get to jobs, school, child care, health care services, or community activities. Public transportation is especially critical to individuals with disabilities and senior citizens who do not or cannot drive.

In 1990, the Americans with Disabilities Act (ADA) became law, paving the way to accessible public transportation for people with disabilities. The ADA protects the civil rights of people with disabilities and ensures them access to employment, public transportation, public accommodations and telecommunications. Nearly two decades since the passage of the ADA, accessible public transportation continues to improve, grow and expand.

On August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users Public Law was enacted, otherwise known as SAFETEA-LU. This bill intends to reduce barriers to transportation and provide services beyond ADA requirements. It supports federal transit programs and establishes an upper limit on the amount of funds that can be made available.

Many transportation options now exist beyond the requirements of the ADA, and a wide range of federal initiatives, including legislation, grant opportunities, and other programs have been established to supplement these options and increase mobility for people with disabilities. This guide is designed to help transportation providers, metropolitan planning officials, disability service providers and individuals



with disabilities explore the federal programs and services available to them.

While some of the listed programs exist to provide extensive support for accessible transportation service, this document also lists many programs that address community development, job training, social services, health care or housing as their primary concern. Some of these community programs have supported transportation activities that sustain their central causes, but others are still untapped funding sources open to creative strategies for harnessing them for transportation purposes. In some cases, you can apply directly to the federal agency for funding, or apply to the state agency administering a program's funds. In other cases, especially when grantee eligibility is restrictive, there may be opportunities to approach existing program grantees or to seek strategies that enhance individuals' transportation options. Nonetheless, transportation-related services, equipment or facilities are an eligible use of funds from every program listed in this guide.

Building Mobility Partnerships for People with Disabilities: Opportunities for Federal Funding is based on a joint project of Community Transportation Association (CTAA) and Easter Seals Project ACTION, and derives from CTAA's established funding guide, *Building Mobility Partnerships: Opportunities for Federal Funding*. Many individuals from the agencies represented in this guide generously offered their time and expertise to develop these resources.

Building Mobility Partnerships for People with Disabilities: Opportunities for Federal Funding offers supplementary information gathered by Easter Seals Project ACTION about additional programs that specifically target and provide for increased mobility for people with disabilities and older Americans.

Easter Seals Project ACTION

Easter Seals Project ACTION (Accessible Community Transportation in Our Nation) is to increase the availability and use of accessible transportation by people with disabilities of all areas. Easter Seals Project ACTION offers resources free of charge, including a toll-free hotline, publications clearinghouse, print and online newsletters, training opportunities and technical assistance.

Easter Seals Project ACTION
1425 K Street, NW
Suite 200
Washington, DC 20005
(202) 347-3066 or (800) 659-6428
(202) 347-7385 (TDD)
Web: www.projectaction.org
E-mail: projectaction@easterseals.com

Table of Contents

INTRODUCTION.....	1
Easter Seals Project ACTION	2
OPPORTUNITIES FOR FEDERAL FUNDING: Who, What, Where and How.....	5
Department Of Education (ED),Office of Special Education and Rehabilitative Services (OSERS)....	5
Centers for Independent Living	5
Individuals with Disabilities Education Improvement Act of 2004 (IDEA), Assistance for Education of All Children with Disabilities (Part B)	5
Independent Living Services for Older Individuals who are Blind	6
State Vocational Rehabilitation Services Program	6
Supported Employment Services for Individuals with Most Significant Disabilities	6
Vocational Rehabilitation Demonstration and Training Programs	7
Vocational Rehabilitation Grants	7
Department Of Health And Human Services (HHS)	7
Administration for Children and Families	7
Developmental Disabilities Basic Support and Advocacy Grants	7
Developmental Disabilities Projects of National Significance	8
Head Start	8
Temporary Assistance for Needy Families (TANF) Program	8
Administration on Aging	9
Older Americans Act, Title III-Grants to States and Community Programs, Part B-Supportive Services and Senior Centers	9
Centers for Medicare & Medicaid Services	9
Medicaid Home and Community-Based Services 1915(c) Waivers.....	9
Department Of Labor (DOL)	10
Employment and Training Administration	10
Disability Program Navigator Initiative.....	10
Senior Community Service Employment Program	10
Workforce Investment Act Programs	10
Office of Disability Employment Policy	11

Department Of Transportation (DOT)	11
Federal Highway Administration	11
Federal-Aid Highway Program.....	11
Federal Transit Administration	12
Bus and Bus Facility Grants.....	12
Elderly Individuals and Individuals with Disabilities Grants.....	12
Job Access and Reverse Commute Grants	13
Metropolitan Transit Planning Grants	14
New Freedom Program	14
Other Than Urbanized Area Formula Program Grants	15
Over-the-Road Bus Accessibility Program	15
United We Ride.....	16
Urbanized Area Formula Grants	16
Mobility Services for All Americans (MSAA) initiative	17
Social Security Administration (SSA)	17
Social Security PASS (Plan For Achieving Self-Support).....	17
Ticket to Work and Work Incentives Improvement Act of 1999 (TWWIIA)	18
Work Opportunity Demonstration Projects	18
APPENDIX A: RELATED ORGANIZATIONS.....	19

OPPORTUNITIES FOR FEDERAL FUNDING: Who, What, Where and How

Who: Department Of Education (ED),
Office of Special Education and
Rehabilitative Services (OSERS)

What: *Centers for Independent Living*

Provides support to local nonprofit centers for independent living, enabling them to extend training, counseling, advocacy, transportation, and supportive services to individuals with significant disabilities.

How: A population-based formula determines the total amount that is available for discretionary grants to centers in each state. These funds are only awarded to local nonprofit centers. Centers provide a combination of services, including: information and referral; independent living skills training; individual and systems advocacy; counseling services; housing; rehabilitation technology; mobility training; life skills training; interpreter and reader services; personal assistance services; accessible transportation; supported living; therapeutic treatment; provision of prostheses and other devices; and other services described in Section 7 (30)(B) of the Rehabilitation Act. Services vary from one center to another. Contact your local independent living center to contract for the provision of transportation services to program participants.

The Independent Living State Grants Program is another program under OSERS which provides formula funding to Statewide Independent Living Councils (SILC). States may use these funds to provide resources to support the operation of the SILC as well as for research, demonstration, outreach, training. They may also use the funds to provide independent living services and support the operation of centers for independent living.

Where: Contact:
Independent Living Branch Chief
Office of Special Education and Rehabilitative
Services
U.S. Department of Education
400 Maryland Ave., SW
Washington, DC 20202
(202) 245-7404
Web: <http://www.ed.gov/programs/cil/>

What: *Individuals with Disabilities Education Improvement Act of 2004 (IDEA), Assistance for Education of All Children with Disabilities (Part B)*

IDEA ensures a free and appropriate education for all children with disabilities. Among its provisions is the establishment of the Individualized Education Plan (IEP) process.

How: An IEP is developed with each child's family to ensure a comprehensive educational program. Activities related to transportation including travel training should be incorporated into an individual's IEP and are critical to a student's successful transition into the adult world. State education agencies are grant recipients under Part B of IDEA. Most of the funds must be distributed to local education agencies directly serving children. States may retain the remaining funds for state-level activities including administration of, support of, and direct services to children with disabilities.

Where: Contact your local special education director or:
Office of Special Education and Rehabilitative
Services
U.S. Department of Education
400 Maryland Ave., SW
Washington, DC 20202
(202) 245-7468
Web: <http://www.ed.gov/about/offices/list/osers/osep/programs.html>

What: *Independent Living Services for Older Individuals who are Blind*

Supports services to assist individuals aged 55 or older whose severe visual impairment makes competitive employment extremely difficult to obtain, but for whom independent living goals are feasible.

How: Funds are used to provide independent living services, conduct activities that will improve or expand services for these individuals and pursue activities to improve public understanding of the barriers faced by these individuals. Services are designed to help individuals adjust to their blindness by increasing their ability to care for their individual needs. In order to access training and other services under this program, eligible participants may be provided transportation while engaged in the program. Independent living services may also include travel training (orientation and mobility) and assistance in identifying ongoing transportation service providers in the local community. Grant recipients are the designated state units serving individuals who are blind in each state.

Where: Contact your state agency or:
Office of Special Education and Rehabilitative Services
U.S. Department of Education
400 Maryland Ave., SW
Washington, DC 20202
(202) 245-7454
Web: <http://www.ed.gov/programs/rsailob/>

What: *State Vocational Rehabilitation Services Program*

The Rehabilitation Act of 1973, as amended, authorizes the allocation of federal funds on a formula basis for the administration and operation of a vocational rehabilitation (VR) program to assist individuals with disabilities in preparing for and engaging in gainful employment.

How: The RSA's major Title I formula grant

program provides funds to state vocational rehabilitation (VR) agencies to provide employment-related services for individuals with disabilities, giving priority to individuals having significant disabilities. School transportation, transportation support services including travel training and service coordination and private vehicle purchase are provided through funding in this program.

Where: For more information, contact your state vocational rehabilitation services agency (which can be identified through <http://www.jan.wvu.edu/SBSES/VOCREHAB.HTM>) or:

U.S. Department of Education, OSERS
Rehabilitation Services Administration
400 Maryland Ave., S.W.
Washington, DC 20202
(202) 245-7533
Web: <http://www.ed.gov/programs/rsabvrs/>

What: *Supported Employment Services for Individuals with Most Significant Disabilities*

Assists states in developing collaborative programs with appropriate public and private nonprofit organizations to provide supported employment services for individuals with the most significant disabilities.

How: Transportation services can be provided through this funding similar to those provided under the State Vocational Rehabilitation Services Program.

Where: Contact your state vocational rehabilitation services agency (which can be identified through <http://www.jan.wvu.edu/SBSES/VOCREHAB.HTM>) or:

U.S. Department of Education, OSERS
Rehabilitation Services Administration
400 Maryland Ave., S.W.
Washington, DC 20202
(202) 245-7533
Web: <http://www.ed.gov/programs/rsasupemp/>

What: *Vocational Rehabilitation Demonstration and Training Programs*

Programs fund special projects to expand and improve vocational rehabilitation services, especially to people with severe disabilities or those who are not adequately served by existing vocational rehabilitation programs. This program can support transportation services. Funds are awarded on a discretionary basis to state and local public agencies and private nonprofit organizations.

Where: Contact your state vocational rehabilitation agency or:

Deputy Commissioner
 Rehabilitation Services Administration
 U.S. Department of Education, OSERS
 400 Maryland Ave., S.W.
 Washington, DC 20202
 Web: <http://www.ed.gov/programs/demotrain/>

What: *Vocational Rehabilitation Grants*

The Rehabilitation Services Administration (RSA) oversees formula and discretionary grant programs that help individuals with physical or mental disabilities to obtain employment and live more independently through counseling, medical and psychological services, job training and other individualized services.

How: To help the population of unemployed adults with disabilities join the workforce, State Vocational Rehabilitation (VR) agencies must provide comprehensive rehabilitation services that go beyond those found in routine job training programs. This frequently includes work evaluation services; assessment for and provision of assistive technology, such as customized computer interfaces for people with physical or sensory disabilities; job counseling services; and medical and therapeutic services.

RSA's major Title I formula grant program provides funds to state vocational rehabilitation (VR) agencies to provide employment-related services for individuals with disabilities, giving priority to individuals who have significant disabilities. Examples of transportation-related funding include retrofitting vehicles, installing hand controls,

reimbursement for transit-related fares (i.e. bus, taxi, etc.), and training for individuals on the utilization of public transportation. In order to ensure the provision of those services, transportation must be included in an individual's Individual Written Rehabilitation Plan (IWRP).

Where: Contact your state vocational rehabilitation agency, or:

Deputy Commissioner
 Rehabilitation Services Administration
 U.S. Department of Education, OSERS
 400 Maryland Ave., S.W.
 Washington, DC 20202
 Web: <http://www.ed.gov/programs/rsabvrs/>

Contact your state vocational rehabilitation agency to contract for the provision of transportation services to program participants.

Who: **Department Of Health And Human Services (HHS)
 Administration for Children and Families**

What: *Developmental Disabilities Basic Support and Advocacy Grants*

Provide formula grants to state councils to support people with developmental disabilities for inclusion, integration, self-determination, independence and productivity.

How: Funds are used to support the activities of state developmental disabilities planning councils to implement State Plans that focus on employment, education, health, housing, childcare, quality assurance, transportation, and recreation.

Where: Contact your state Development Disabilities Planning Council, or:

Program Operations Division Director
 Administration on Developmental Disabilities
 Administration for Children and Families
 Department of Health and Human Services
 200 Independence Avenue, SW, Room 300-F
 Washington, DC 20201
 202-690-6590
 Web: <http://www.acf.hhs.gov/programs/add/>

What: *Developmental Disabilities Projects of National Significance*

Funding is available for demonstration and special projects that address the needs of people with developmental disabilities. Different priority areas are identified each year.

How: Applicants who seek to address transportation issues should apply in response to instructions published in the Federal Register.

Where: Contact:
Program Development Division Director
Administration on Developmental Disabilities
Administration for Children and Families
Department of Health and Human Services
200 Independence Avenue, SW, Room 300-F
Washington, DC 20201
(202) 690-6590
Web: <http://www.acf.dhhs.gov/programs/add/>

What: *Head Start*

Comprehensive services for economically disadvantaged preschool children.

How: Funds are distributed to Indian tribes and local public and nonprofit agencies to provide child development and education services, as well as supportive services such as transportation. Head Start funds are used to provide transportation services, acquire vehicles and provide technical assistance to local Head Start centers. Contact your local Head Start program to arrange for the provision of transportation services to program participants.

Where: Contact:
Associate Commissioner
Head Start Bureau
Administration for Children and Families
Department of Health and Human Services
330 C Street, SW., Room 2018
Washington, DC 20201
(202) 205-8572
Web: <http://www.acf.hhs.gov/programs/hsb/>

What: *Temporary Assistance for Needy Families (TANF) Program*

States receive TANF formula grants to provide cash assistance, work opportunities, and necessary support services for needy families with children.

How: State, local and tribal TANF agencies, or private organizations providing services under contract with the TANF agency, may use TANF funds for a range of transportation services so long as the expenditure reasonably accomplishes a purpose of the TANF program, such as promoting job preparation and work.

In order to maximize resources and avoid duplication, TANF agencies are encouraged to coordinate with other transportation services. For example, the TANF agency may arrange with another agency or program to use the vans or buses of the other agency, share in the purchase of transportation services, or share in the costs of a Job Access Reverse Commute project. TANF funds may also be used to contract for transit projects open to the general public, so long as the project benefits TANF families, is within the purposes of the TANF program, and TANF funds do not pay for non-TANF individuals. Additional information on the use of TANF funds can be found in the guidance titled, *Helping Families Achieve Self-Sufficiency*, available from the Web site of the Administration for Children and Families at the U.S. Department of Health and Human Services.

Where: For more information, contact your state TANF administering agency, or:
Director of Family Assistance
Administration for Children and Families
Department of Health and Human Services
370 L'Enfant Promenade, SW.
Washington, DC 20447
(202) 205-5887
Web: <http://www.acf.hhs.gov/programs/ofa/>

Who: Administration on Aging

What: *Older Americans Act, Title III-Grants to States and Community Programs, Part B-Supportive Services and Senior Centers*

Provides funding for supportive services and senior centers. Under Title III, it is the responsibility of the State Units on Aging (SUAs) and Area Agencies on Aging (AAAs) to direct resources toward comprehensive and coordinated community-based systems of service for older individuals.

How: These services and centers work to maximize the informal support provided to Americans age 60 and over to enable them to remain in their homes and communities. In turn, State units award funds to area agencies on aging, most of whom use a portion of their funding allocations to help meet the transportation needs of older adults. This includes funding to purchase and/or operate vehicles as well as funding for mobility management services. Each State Unit on Aging and Area Agency on Aging is required to develop a multi-year plan that summarizes current priorities and future plans to meet the needs of older adults and their caregivers in their specified geographic area. These documents provide a comprehensive overview and would be helpful in your own planning process.

Where: For information about the OAA, Title III-B, contact:

Office of Community-Based Services
 Administration on Aging
 Department of Health and Human Services
 330 Independence Avenue, SW, Room 4274
 Cohen Building
 Washington, DC 20201
 (202) 357-3530
 Web: <http://www.aoa.gov/doingbus/doingbus.asp>

Who: Centers for Medicare & Medicaid Services

What: *Medicaid Home and Community-Based Services 1915(c) Waivers*

HCBS waivers afford states the flexibility to develop and implement creative alternatives to placing Medicaid-eligible individuals in hospitals, nursing facilities or intermediate care facilities for individuals with mental retardation. The HCBS waiver program allows many individuals at risk to be cared for in their homes and communities; to preserve their independence, which includes transportation, and ties to family and friends at a cost no higher than that of institutional care.

How: Under section 1915 (c) of the Social Security Act (the Act), states may request waivers of certain federal requirements in order to develop Medicaid-financed community-based treatment alternatives. The Act lists seven services which may be provided in HCBS waiver programs: case management, homemaker/home health aide services, personal care services, adult day health, habilitation, and respite care. Other services, (such as non-medical transportation, in-home support services, special communication services, minor home modifications, and adult day care) requested by the state because they are needed by waiver participants to avoid being placed in a medical facility might also be provided, subject to HCFA approval. Related transportation services may include travel training and reimbursement for transit fares.

Federal regulations permit HCBS waiver programs to serve older adults and people with physical disabilities, developmental disabilities, or mental illness.

Where: For more information, contact your state Medicaid Director or the Health Care Financing Administration. Go to <http://www.cms.hhs.gov/RegionalOffices/> for a list of regional contacts or call (877) 267-2323 (toll-free) or (410) 786-3000 (TTY: (866) 226-1819 or (410) 786-0727).

**Who: Department Of Labor (DOL)
Employment and Training Administration**

What: Disability Program Navigator Initiative

The ETA and the Social Security Administration are jointly funding a \$24 million DPN initiative in 17 states where SSA implemented employment support initiatives. As of 2006, there are 227 Navigators in 214 One Stop Career Centers funded by the initiative, which will soon be expanded to an additional 16 states.

How: The DPN Initiative promotes comprehensive services and work incentive information for SSA beneficiaries and other people with disabilities through the One Stop system. Among support considerations for clients is transportation: How to get to the job site. DPN focuses on developing new and ongoing partnerships to achieve seamless, comprehensive, and integrated access to services, creating systemic change, and expanding the workforce development system's capacity to serve customers with disabilities and employers.

Where: Contact:

US Department of Labor/Employment and Training Administration
Division of Disability and Workforce Programs
200 Constitution Ave., N.W. Room S-4203
Washington, D.C. 20210
Phone: (202) 693-3844
Fax: (202) 693-3818
Web: <http://www.doleta.gov/disability/>

What: Senior Community Service Employment Program

The Senior Community Service Employment Program, authorized by Title V of the Older Americans Act, provides formula grants to states and grants to national nonprofit organizations for subsidized employment and related services for low-income elders. The program works to provide and promote part-time work opportunities (usually 20 hours per week) in community service activities for unemployed or low-income individuals who are 55 years of age and older and to increase individual economic self-sufficiency through placing greater

numbers of people into unsubsidized employment. Organizations that receive project grants may use the funds to create and pay for part-time community service job positions. A portion of project funds may be used to provide participants with training, counseling, and other supportive services. Funded activities have included transportation for the seniors.

Where: For more information, contact your state or Area Agency on Aging, or:

Division of Older Worker Programs
Employment and Training Administration
Department of Labor
200 Constitution Avenue, NW., Room N-4641
Washington, DC 20210
(202) 693-3742
Web: <http://www.doleta.gov/Seniors/>

What: Workforce Investment Act Programs

WIA provides funding to state and local workforce development agencies for a variety of youth, adult and dislocated worker employment and training services.

How: States may use these funds to help provide transportation to training programs for program participants. State employment and training agencies receive these funds, which are passed on to area workforce development boards. These boards allocate program resources according to local workforce development plans. Agencies should include documented support for their transportation services in state and area workforce development plans.

These programs provide information relating to the availability of supportive services, including childcare and transportation available in the local area, and referral to such services. Supportive services include transportation, childcare, dependent care, housing and needs-related payments necessary to enable an individual to participate in activities authorized under WIA Title I.

Where: To find local one-stop career centers, go to <http://www.servicelocator.org/>. For more information, contact your local workforce development board, state employment and training agency, or:

Deputy Assistant Secretary
 Employment and Training Administration
 Department of Labor
 200 Constitution Avenue, NW., Room S-2307
 Washington, DC 20210
 (202) 693-2700
 Toll-free helpline: (877) US-2JOBS
 TTY: (877) 889-5627
 Web: <http://www.doleta.gov/usworkforce/onestop/>

Who: *Office of Disability Employment Policy*

The Department of Labor's Office of Disability Employment Policy (ODEP) seeks to increase employment opportunities for people with disabilities by expanding access to training, education, employment supports, assistive technology, integrated employment, entrepreneurial development, and small-business opportunities. The agency also builds partnerships with employers and state and local agencies to increase awareness of the benefits of hiring people with disabilities, and to facilitate the use of effective strategies.

How: In addition to administering several employment programs for people with disabilities (Job Accommodation Network, Workforce Recruitment Program, High School/High Tech, Business Leadership Network), ODEP has initiated several grant programs, including:

- Programs for an employment initiative to assist people who have significant disabilities and are transitioning from institutional settings to the community and employment.
- Programs to expand the one-stop customized employment initiative and support the process of Ticket-to-Work through One-Stop Career Centers.
- Programs to build on the Youth-to-Work Grant program to ensure that young people with disabilities benefit from youth programs under the Workforce Investment Act.

- Close work with the Employment and Training Administration and with other federal agencies to increase the role of transportation in the local workforce system.
- A Web site, DisabilityInfo.Gov, which provides one-stop online access to resources, services, and information available throughout the federal government. The site also seeks to promote awareness of disability issues to the general public.

Where: For more information, contact:
 Office of Disability Employment Policy
 200 Constitution Avenue, NW.
 Washington, DC 20210
 Voice (866) ODEP-DOL (633-7365)
 TTY (877) 889-5627
 (202) 693-7880
 Web: <http://www.dol.gov/odep/>

Who: **Department Of Transportation (DOT)**

What: SAFETEA-LU, the acronym for the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (Public Law 109-59), was enacted on Aug. 10, 2005, and supports federal transit programs as well as other transportation modes. New funding programs and changes to existing programs were established with its passage. Program requirements under SAFETEA-LU are continuing to be defined. (See page 13)

Who: **Federal Highway Administration**

What: *Federal-Aid Highway Program*

The Federal Highway Administration (FHWA) reimburses states for 80 percent (or more) of the expenses they incur in highway construction and related transportation projects. Several of the categories of federal highway funding also may be used in support of transit projects. All spending is made according to state and metropolitan area transportation plans.

How: Highway funding has many components, much of which is used for highway construction and rehabilitation projects. However, two major highway programs, the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ), plus a number of smaller, more specialized programs, may be used for either highway or public transportation capital projects, as determined by state-approved transportation planning processes. The majority of these funds are awarded to state transportation departments on a formula basis, although some funds, such as Indian Reservation Roads (IRR) and other public lands highway funds, are administered through separate mechanisms.

One percent of each state's STP allocation must be spent on transportation enhancements (e.g., pedestrian and bicycle access, preservation, beautification). Under limited circumstances, CMAQ funds may be used to support the operating costs of public transportation. Organizations should work with their state transportation agency and metropolitan planning organization to have accessibility features included in transit capital projects financed through STP or CMAQ programs.

Where: For information, contact:
Planning and Environment Program Manager
Federal Highway Administration
400 Seventh Street, SW.
Washington, DC 20590
(202) 366-0116

Who: Federal Transit Administration

What: *Bus and Bus Facility Grants*

The Bus and Bus Facility Grants program (also known by its authorizing legislation as Section 5309) provides discretionary capital funding for the acquisition of buses for fleet/service expansion and bus-related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters.

How: With the passage of SAFETEA-LU, a portion of the funds were set aside for ferryboat systems and intermodal terminals. Many of the projects funded under this program are Congressional earmarks. ADA paratransit vehicles and facilities are eligible for Section 5309 funding.

Where: For more information, contact your state transit agency, or:
Office of Program Management
Federal Transit Administration
400 Seventh Street, SW.
Room 9114
Washington, DC 20590
Web: http://www.fta.dot.gov/grants_financing.html

What: *Elderly Individuals and Individuals with Disabilities Grants*

Known by its authorizing legislation as Section 5310, the Elderly Individuals and Individuals with Disabilities program provides formula funding to states for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of older Americans and people with disabilities.

How: In general, funds may be used only for capital expenses, including purchase-of-service agreements, although in 2006 seven states (Alaska, Louisiana, Minnesota, North Carolina, Oregon, Wisconsin and South Carolina) were selected for a pilot project to use a portion of their Section 5310 funds for operating expenses. States receive these funds on a formula basis and award these funds to local recipients on a discretionary basis. Eligible recipients purchase or provide transportation services that are planned, designed and implemented to meet the special transportation needs of seniors and people with disabilities in all areas, including urbanized, small urban and rural areas. This program requires coordination with other federally assisted programs and services in order to provide the most effective use of federal resources.

Beginning in FY 2007, local projects selected for funding under this program must be derived from a locally-developed human service transportation coordinated plan.

Where: For more information, contact your state transit agency, or:

Office of Program Management
 Federal Transit Administration
 400 Seventh Street, SW.
 Room 9114
 Washington, DC 20590
 Phone: (202) 366-4020
 Fax: (202) 366-7951
 Web: http://www.fta.dot.gov/grants_financing.html

What: *Human Services Transportation Coordination Program*

The human services transportation coordination provisions of SAFETEA-LU aim to improve transportation services for people with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs.

How: This new program is intended to improve and enhance the coordination of federal resources for human service transportation, funded at \$1.6 million annually. This funding is expected to support the implementation of the Presidential Executive Order on Human Service Transportation Coordination and the United We Ride Initiative. This program also establishes requirements for local communities to coordinate human services transportation and eases matching requirements for certain FTA funding programs to facilitate coordination.

Local areas are required to develop a coordinated public transit-human services transportation plan for all FTA human service transportation programs: Section 5310 Elderly Individuals and Individuals with Disabilities Program, Section 5316 Job Access and Reverse Commute Program and Section 5317 New Freedom Program. The plan must be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

Recipients may use up to 10 percent of funds received under Sections 5310, 5316, and 5317 to administer, plan, and provide technical assistance for projects, including the development of the

coordinated plan. Planning activities can also be funded under the Metropolitan Planning program, the Section 5307 Urbanized formula program, and state administration and planning funds under other programs.

SAFETEA-LU permits funding from other non-DOT programs to be used to meet matching funds requirements for transportation services under Sections 5310, 5316, 5317 programs and the Section 5311 non-urbanized area formula program. Also, it defines mobility management as an eligible capital expense supported with 80 percent federal public transportation funding. Mobility management consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers. This includes personnel and technology activities.

Where: For more information, contact

Office of Program Management
 Federal Transit Administration
 400 Seventh Street, SW.
 Room 9114
 Washington, DC 20590
 Phone: (202) 366-4020
 Fax: (202) 366-7951
 Web: http://www.fta.dot.gov/grants_financing.html

What: *Job Access and Reverse Commute Grants*

The Job Access and Reverse Commute (JARC) program, also known as Section 5316, was created to develop transportation services in urban, suburban and rural areas to connect low-income individuals to jobs and employment support services like training and childcare.

How: Until the passage of SAFETEA-LU, competitive grants were awarded to state and local units of government and private nonprofit entities. Beginning in 2006, JARC funds became allocated to states and, in urbanized areas over 200,000, other designated recipients (typically metropolitan planning organizations) on a formula based on population of low income individuals. States and other designated recipients select subrecipients through a competitive process. Grants may be used

to pay for capital and operating costs of new or expanded transportation services, and require a 50 percent match, but other federal funds not from the Department of Transportation (i.e. TANE, TWIA) can be utilized.

Projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007.

Where: For more information, contact your state transit agency, metropolitan planning organization, or FTA regional office, or:

Office of Program Management
Federal Transit Administration
400 Seventh Street, SW.
Room 9114
Washington, DC 20590
Phone: (202) 366-4020
Fax: (202) 366-7951
Web: http://www.fta.dot.gov/grants_financing.html

What: *Metropolitan Transit Planning Grants*

Program consists of formula funding for the transportation planning activities of metropolitan planning organizations (MPOs). MPOs develop a long range (20-year) transportation plan (updated every 4-5 years developing upon air quality in the area) as well as a Transportation Improvement Program (TIP) that lists specific projects to be implemented over a short-range period (typically 4 to 6 years). The TIP is updated at least every four years and may be updated as frequently as annually or biennially. It includes FTA-funded transit projects as well as pedestrian facilities projects in the urbanized area.

How: An MPO's policy is set by its policy board, but other groups, such as nonprofit organizations, community organizations, or environmental organizations, can influence the direction an MPO follows.

A Notice of Proposed Rulemaking published in June 2006 would require the locally-developed human service transportation coordinated plan required for JARC, New Freedom, and Section 5310 projects to be included in the TIP. Also, areawide solicitation

for applications for JARC and New Freedom grants would need to be made in cooperation with the appropriate MPO. In areas with paratransit and key station plans required under the Americans with Disabilities Act, identification of those projects that will implement these plans would also need to be included.

Where: For more information, contact your local MPO, state transit administering agency, or:

Office of Planning and Environment
Federal Transit Administration
400 Seventh Street, SW.
Washington, DC 20590
Web: http://www.fta.dot.gov/planning_environment.html

What: *New Freedom Program*

The New Freedom Program (Section 5317) was established in 2006 with the passage of SAFETEA-LU to encourage services and facility improvements to address the transportation needs of people with disabilities that go beyond those required by the Americans with Disabilities Act. The program is intended to provide additional tools to overcome barriers facing Americans with disabilities who want to participate fully in society.

How: New Freedom is a formula grant program for associated capital and operating costs, with allocations to states and, in urbanized areas over 200,000, other designated recipients (typically metropolitan planning organizations) on a formula based on population of people with disabilities. Recipients are then required to select local sub-recipient projects through a competitive application process. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture.

New Freedom projects must be included in a locally-developed human service transportation coordinated plan beginning in FY 2007. The coordinated plan must be developed through a process that includes representatives of public, private and nonprofit transportation and human service providers and participation from the public.

Where: For more information, contact your state transit agency, or:

Office of Resource Management and State Programs
 Federal Transit Administration
 400 Seventh Street, SW
 Washington, DC 20590
 (202) 366-2053
 Web: http://www.fta.dot.gov/grants_financing.html

What: *Other Than Urbanized Area Formula Program Grants*

The Other Than Urbanized Area Formula program (commonly known by its authorizing legislation as Section 5311 as well as the Non-urbanized or Rural program) provides funds for public transportation systems in areas with a population of 50,000 residents or less.

How: This program benefits people with disabilities, as well as those who are older adults or are economically disadvantaged, by enhancing access to health care, shopping, education, employment, public services and recreation in smaller communities. The funds are allocated to states on a formula based on population and land area. Sub-recipients of these funds may include state authorities, local governments, nonprofit organizations, Indian tribes and operators of public transportation systems. The primary categories of assistance include project administration, operating and capital assistance.

Proposed program guidance published in July 2006 would include rural public transit in the coordinated public transit-human services transportation plan required for Sections 5310, 5316 and 5317. As of late 2006, final guidance had not yet been published for Section 5311.

What: Another program created with passage of SAFETEA-LU, the Growing States Formula program (Section 5340), supplements the Section 5311 program. Thirty-one percent of Growing States Formula funds are allocated to states to fund public transportation systems in areas with a population of 50,000 residents or less.

Section 5311 also provides funding for the Rural Transportation Assistance Program (RTAP). This program is designed to assist in the implementation of specific training and technical assistance needs of transit professionals in non-urbanized areas. Since its authorization in 1987, RTAP has provided a range of transit-related services to transit professionals across the country. The RTAP has both state and national program components. Each state receives funds on a formula basis to establish its own RTAP program. The national program provides for the development of information and materials for use by local operators and state administering agencies and support research and technical assistance projects of national interest.

Where: For more information, contact your state transit agency, or:

Director of Resource Management and State Programs
 Office of Program Management
 Federal Transit Administration
 400 Seventh Street, SW
 Washington, DC 20590
 (202) 366-2053
 Web: http://www.fta.dot.gov/grants_financing.html

What: *Over-the-Road Bus Accessibility Program*

The Over-the-Road Bus Accessibility Program makes funds available to private operators of over-the-road buses to finance the incremental capital and training costs of complying with requirements of the Department of Transportation's over-the-road bus accessibility rule "Transportation for Individuals with Disabilities" through project grants.

How: Eligible projects include adding wheelchair lifts and other accessibility components to new vehicle purchases and purchasing lifts to retrofit existing vehicles. Eligible training costs include training in proper operation and maintenance of equipment, boarding assistance and securement, handling and storage of mobility devices, and disability awareness training. Eligible applicants are private operators of over-the-road buses that provide intercity fixed-route bus service, and other operators, including operators of local fixed-route service.

FTA conducts a national solicitation for applications. Grant awards will be made on a competitive basis. Over-the-road bus operators should submit their applications to the office in the region in which its FTA headquarters is located.

Where: For more information, contact:
Office of Programs Management
Federal Transit Administration
400 Seventh Street, SW., TPM-10
Washington, DC 20590
(202) 366-2053
Web: http://www.fta.dot.gov/grants_financing.html

What: *United We Ride*

United We Ride is an interagency federal initiative that supports states and their localities in developing coordinated human service delivery systems. It was created in response to Executive Order 13330 signed by President Bush on February 24, 2004, which established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM), chaired by the Secretary of Transportation. The purpose of the Council is to coordinate 62 different federal programs across nine federal departments that provide funding to be used in support of human services transportation. CCAM is comprised of 11 federal departments, including the Departments of Transportation, Health and Human Services, Labor, Education, Housing and Urban Affairs, Agriculture, Justice, Interior, the Veterans Administration, the Social Security Administration and the National Council on Disabilities.

How: In addition to state coordination grants, United We Ride provides state and local agencies a transportation-coordination and planning self-assessment tool, technical assistance, and other resources supporting coordination.

Interested organizations and individuals can contact their state transit agency to find out what plans and actions are being planned and implemented for human service transportation coordination at the state and local levels. Locally, consumers should be actively involved in the planning and development of human service transportation services; including the development of policies and programs at all levels.

Where: For more information, contact the United We Ride ambassador for your state (who can be identified by calling (800) 527-8279) send e-mail to unitedweride@fta.dot.gov, or visit the United We Ride Web site (www.unitedweride.gov).

What: *Urbanized Area Formula Grants*

The Urbanized Area Formula program (commonly known by its authorizing legislation as Section 5307) provides funding for transit in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Funds flow directly from FTA to areas with populations of 200,000 or greater, while funds for smaller urbanized areas (under 200,000 population) flow to state transit agencies which award funds to the local sub-recipients. The allocation formula is based on population, population density, and level of transit service.

How: The many types of capital projects eligible for funding under this program are vehicle purchase, overhaul and preventive maintenance, as well as construction of passenger facilities. For areas of population under 200,000, transit operations have been an eligible expense, but this will be phased out by FY 2008.

Of interest is that the federal share for capital expenses is a maximum of 80 percent of the net project cost for most expenses, while it may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act.

Also, at least 1 percent of Section 5307 funds used in areas of population 200,000 or more must be spent on transit enhance projects which include, among other types of projects: bus shelters, pedestrian access and walkways, signage and enhanced access to transportation for people with disabilities. The recipient, in coordination with the Metropolitan Planning Organization, determines how the 1 percent requirement will be allotted to transit projects in the urbanized area.

Where: For more information, contact:
 Office of Resource Management and State
 Programs: (202) 366-2053
 Office of Program Management: (202) 366-4020

Who: Intelligent Transportation Systems (ITS) Joint Program Office

What: *Mobility Services for All Americans (MSAA) initiative*

Mobility Services for All Americans is one of two initiatives created in response to the Presidential Executive Order on Human Service Transportation Coordination (Executive Order 13330) (the other being United We Ride). ITS encompasses a broad range of communications-based information and electronics technologies for transportation applications. The MSAA initiative focuses on applying ITS solutions to advance human service transportation delivery. It aims to provide technology improvements that address both the concerns of users, including the transportation disadvantaged, and the concerns of service providers, including program administration.

How: In 2006, USDOT solicited proposals to select up to 10 local communities to carry out an initial phase of demonstration projects of coordinated human service transportation systems that utilize ITS capabilities. The expected result will be up to 10 models of travel management coordination centers (TMCC) that deliver enhanced human service transportation across a variety of scenarios and operating environments (including urban, suburban and rural). Near the end of this initial phase, the USDOT intends to issue a second RFP to launch a second phase, for which only those communities selected in the first phase will be eligible to participate.

Where: For more information, contact:
 ITS Joint Program Office
 Federal Highway Administration
 400 Seventh Street, SW., Room 3416, HOIT-1,
 Washington, DC 20590
 (202) 366-1988
 Web: <http://www.its.dot.gov/msaa/>

Who: Social Security Administration (SSA)

What: *Social Security PASS (Plan For Achieving Self-Support)*

The Social Security Administration's PASS (Plan For Achieving Self-Support) program allows Social Security recipients to exclude income and/or resources that would otherwise be counted in determining Supplemental Security Income (SSI) eligibility.

How: If used for approved goods or services, the money set aside in a PASS will not be counted by SSI. The goal of PASS must be a job that will produce sufficient earnings to reduce dependency on SSI payments. A PASS is meant to help individuals acquire those items, services or skills they need so that they can compete with people without disabilities for an entry-level job in a professional, business or trade environment. PASS can help pay for a variety of expenses that are necessary to help individuals reach their work goal, including: supplies to start a business; tuition, fees, books and supplies that are needed for school or training; employment services, such as payments for a job coach; attendant care or child care expenses; equipment and tools to do the job; transportation to and from work; or uniforms, special clothing and safety equipment.

Where: To set up a PASS, individuals need to contact their local Social Security office for a copy of PASS form, SSA--545--BK. Individuals may also wish to work with a vocational rehabilitation counselor to decide what items or services will be needed to reach that work goal.

To locate a Social Security Office, contact:

(800) 772-1213 (voice)

(800) 325-0778 (TTY)

Web: <http://www.socialsecurity.gov/locator>

<http://www.socialsecurity.gov/disabilityresearch/wi/passcadre.htm>

<http://www.ssa.gov/disability/>

What: *Ticket to Work and Work Incentives Improvement Act of 1999 (TWWIA)*

TWWIA allows individuals to maintain his/her Medicare or Medicaid while working. It established a new “Ticket to Work and self-Sufficiency” program (the “Ticket”), reauthorized demonstration grant authority for the Social Security Administration (SSA), and established a new benefits counseling program.

How: With a “Ticket,” beneficiaries with disabilities may obtain employment services, rehabilitation services, or other support services from an “Employment Network.”

Under the Program, the Social Security Administration (SSA) will provide disability beneficiaries with a Ticket they may use to obtain the services they need from an EN of their choice. The Ticket Program is voluntary. Employment Networks who successfully meet the outcomes of the program are eligible to earn a percentage of the national average disability payment on a monthly basis for up to 60 months.

Where: This program is available in all 50 States and 10 United States Territories. Many Social Security Disability Insurance (SSDI) and Supplemental Security Income (SSI) disability beneficiaries will receive a “Ticket” they can use to obtain services from a state vocational rehabilitation (VR) agency or another approved provider of their choice. These approved providers, called “Employment Networks,” are private organizations or government agencies that have agreed to work with SSA in providing employment services to beneficiaries with disabilities.

SSA has contracted with MAXIMUS, Inc. to serve as the program manager for the Ticket program. For more information, including a list of approved Employment Networks, contact the MAXIMUS, at (866) 968-7842 or (866) 833-2967 (TDD); or visit the following Web pages:
http://www.socialsecurity.gov/work/Ticket/ticket_info.html, and <http://www.yourtickettowork.com>, and <http://www.ssa.gov/work/>.

What: *Work Opportunity Demonstration Projects*

The Youth Transition Demonstration is designed to further the President’s New Freedom Initiative goal of increasing employment of individuals with disabilities. SSA awarded cooperative agreements to six states (California, Colorado, Iowa, New York, Maryland and Mississippi) for the purpose of developing programs to help youth with disabilities successfully transition from school to work.

How: The Disability Program Navigator (DPN) project began in September 2002 when SSA and the Department of Labor collaboratively funded a two-year pilot of the DPN position. DPNs work in one-stop career centers where beneficiaries with disabilities can receive employment services. The purpose of the Navigators is to provide a connection between beneficiaries and jobs through the local workforce investment boards. As of 2006, some 273 DPNs operate in 17 states (Arizona, California, Colorado, Delaware, Florida, Illinois, Iowa, Maryland, Massachusetts, Mississippi, New Mexico, New York, Oklahoma, Oregon, South Carolina, Vermont and Wisconsin). In 2006 DOL expects to make awards to an additional 13 states (Alaska, Hawaii, Indiana, Michigan, Minnesota, Missouri, Nebraska, New Jersey, Rhode Island, Tennessee, Texas, Virginia and West Virginia) and the District of Columbia.

Where: For more information about SSA work opportunity demonstration projects visit the Web site at <http://www.socialsecurity.gov/disabilityresearch>.

APPENDIX A: RELATED ORGANIZATIONS

- **ADAPT** **www.adapt.org**

ADAPT focuses on promoting services in the community instead of confining people with disabilities to nursing homes and other institutions. ADAPT (originally named American Disabled for Accessible Public Transit) played a major role in gaining passage of the Americans with Disabilities Act (ADA) of 1990, particularly in the ADA's requirements relating to accessible transit, and its being seen as a civil rights law.
- **American Association of People with Disabilities (AAPD)** **www.aapd.com**

AAPD is a national nonprofit cross-disability membership organization dedicated to ensuring economic self-sufficiency and political empowerment for Americans with disabilities. AAPD works in coalition with other disability organizations for the full implementation and enforcement of disability nondiscrimination laws, particularly the Americans with Disabilities Act (ADA) of 1990 and the Rehabilitation Act of 1973.
- **American Bus Association (ABA)** **www.buses.org**

ABA represents the motorcoach industry's interests in Washington, D.C. It also facilitates relationships between North American motorcoach and tour companies and all related segments of the travel and supplier industries and promotes travel by motorcoach to consumers.
- **American Public Transportation Association (APTA)** **www.apta.com**

To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation and information sharing. APTA works to ensure that public transportation is available and accessible for all Americans in communities across the country. APTA primarily represents large urban systems.
- **Association of Programs for Rural Independent Living (APRIL)** **www.april-rural.org**

APRIL is a national grass-roots, nonprofit membership organization consisting of centers for independent living, their satellites and branch offices, statewide independent living councils, other organizations and individuals concerned with the independent living issues of people with disabilities living in rural America.
- **Community Transportation Association (CTAA)** **www.ctaa.org**

CTAA is a nonprofit, membership association committed to removing barriers to isolation and improving mobility for all people, with special emphasis on specialized transportation for older Americans, people with disabilities, and rural areas. CTAA provides information and technical assistance to communities, transportation providers and other groups to increase mobility and improve the quality of community transportation.
- **U.S. Department of Transportation (DOT)** **www.dot.gov**

The mission of the U.S. DOT is to ensure a fast, safe, efficient, accessible and convenient transportation system that meets vital national interests and enhances the quality of life of the American people today and into the future. Leadership of the DOT is provided by the Secretary of Transportation, who is the principal adviser to the President in all matters relating to federal transportation programs.

- **DisabilityInfo.gov**

www.disabilityinfo.gov

DisabilityInfo.gov is the federal government's one-stop Web site for information of interest to people with disabilities, their families, employers, service providers and many others. To support the goals of the New Freedom Initiative President George W. Bush directed federal agencies to create DisabilityInfo.gov in order to connect people with disabilities to the information and resources they need to pursue their personal and professional ambitions - delivering on America's promise of equal access to opportunity for all.

- **Easter Seals Project ACTION**

www.projectaction.org

The mission of Easter Seals Project ACTION (the acronym stands for Accessible Community Transportation In Our Nation) is to increase the availability and use of accessible community transportation for people of all ages, including those with disabilities.

- **Federal Transit Administration (FTA)**

www.fta.dot.gov

FTA is one of ten administrations within the U.S. Department of Transportation. Through the FTA, the federal government provides financial and technical assistance to develop and maintain local transit systems.

- **National National Association of Area Agencies on Aging (n4a)**

www.n4a.org

The n4a is the umbrella organization for the 655 area agencies on aging (AAAs) and more than 230 Title VI Native American aging programs in the U.S. Through its presence in Washington, D.C., n4a advocates on behalf of the local aging agencies to ensure that needed resources and support services are available to older Americans.

- **National Council on Disability (NCD)**

www.ncd.gov

NCD is an independent federal agency making recommendations to the President and Congress on issues affecting Americans with disabilities. NCD's overall purpose is to promote policies, programs, practices and procedures that guarantee equal opportunity for all individuals with disabilities, regardless of the nature or severity of the disability, and to empower individuals with disabilities to achieve economic self-sufficiency, independent living, and inclusion and integration into all aspects of society.

- **National Council on Independent Living (NCIL)**

www.ncil.org

The National Council on Independent Living is a membership organization that advances independent living and the rights of people with disabilities through consumer-driven advocacy. NCIL envisions a world in which people with disabilities are valued equally and participate fully.

- **National Information Center for Children and Youth with Disabilities (NICHCY)**

www.nichcy.org

NICHCY is the national information and referral center that provides information on disabilities and disability-related issues for families, educators, and other professionals. Special focus is children and youth (birth to age 22).

- **National Organization on Disability (NOD)**

www.nod.org

The mission of the National Organization on Disability is to expand the participation and contribution of America's 54 million men, women and children with disabilities in all aspects of life. Funded entirely

by private sector contributions, N.O.D. is a national disability network organization concerned with all disabilities, all age groups and all disability issues.

- **National Rural Transit Assistance Program (RTAP)** **www.nationalrtap.org**

Funded by the Federal Transit Administration, the National RTAP develops training and technical assistance products and services geared towards improving rural and small urban transportation programs.

- **National Transit Institute (NTI)** **www.ntionline.com**

The National Transit Institute's mission is to provide training, education, and clearinghouse services in support of public transportation and quality of life in the United States. NTI is funded by a grant from the Federal Transit Administration.

- **Office of Disability Employment Policy (ODEP)** **www.dol.gov/odep**

The Office of Disability Employment Policy provides national leadership by developing and influencing disability-related employment policy and practice affecting the employment of people with disabilities. ODEP is a federal agency in the Department of Labor.

- **Paralyzed Veterans of America (PVA)** **www.pva.org**

The Paralyzed Veterans of America, a congressionally chartered veterans service organization, advocates on a wide variety of issues for and involving their members -- veterans of the armed forces who have experienced spinal cord injury or dysfunction.

- **Taxicab, Limousine & Paratransit Association (TLPA)** **www.tlpa.org**

The Taxicab, Limousine & Paratransit Association is a non-profit trade association of and for the private passenger transportation industry, including taxicab companies, executive sedan and limousine services, airport shuttles, non-emergency medical transportation companies, and paratransit services. TLPA's mission is to provide members with a network of programs, services and support that will enhance their ability to effectively and profitably serve local public transportation needs.

- **Transit Cooperative Research Program (TCRP)** **www.tcrponline.org**

Funded by the FTA, the Transit Cooperative Research Program is an applied, contract research program that develops near-term, practical solutions to problems facing transportation agencies. Products of TCRP research are generally published in the form of reports issued by the Transportation Research Board.

- **Transportation Research Board (TRB)** **www.trb.org**

TRB is a unit of the National Research Council, a private, nonprofit institution that is the principal operating agency of the National Academy of Sciences and the National Academy of Engineering. The board's mission is to promote innovation and progress in transportation by stimulating and conducting research, facilitating the dissemination of information, and encouraging the implementation of research results.

- **United Motorcoach Association (UMA)** **www.uma.org**

UMA is North America's largest association of professional bus and motorcoach companies. UMA's membership now includes more than 875 motorcoach companies. Another 215 motorcoach manufacturers, suppliers and related businesses are currently "Associate" members of UMA.



Easter Seals Project ACTION – The acronym stands for **A**ccessible **C**ommunity **T**ransportation **I**n **O**ur **N**ation – is funded through a cooperative agreement with the U.S. Department of Transportation, Federal Transit Administration, and is administered by Easter Seals Inc. The Project was established by the United States Congress in 1988.

ESPA promotes cooperation between the transportation industry and the disability community to increase mobility for people with disabilities under the Americans with Disabilities Act and beyond. All resources created for public use are free of charge. These include technical assistance and a toll-free telephone number (800-659-6428 between 9 a.m.-5 p.m., Eastern Time, Monday through Friday), Web site (www.projectaction.org), newsletters, a clearinghouse of more than 90 print, video and audio resources, and training activities at meetings and conferences.

Easter Seals Project ACTION
1425 K Street, NW
Suite 200
Washington, DC 20005
Phone: 202-347-3066
Toll-free: 800-659-6428
Fax: 202-737-7914
TTY: 202-347-7385
www.projectaction.org
projectaction@easterseals.com

