

5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

FACT SHEET

1. Eligible applicants for the Federal Transit Administration's (FTA) Section 5310 – **Enhanced Mobility of Seniors and Individuals with Disabilities Program** include private non-profit organizations which transport elderly and/or disabled individuals, as well as certain public bodies.
2. Funds are available for capital expenses (80%) and operating expenses (50%) relating to transportation services to the elderly and persons with disabilities. This program provides grant funds for capital and operating expenses to recipients for:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
 - Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.);
 - Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
 - Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.
3. **ELIGIBLE APPLICANTS:** There are three categories of eligible applicants for Elderly and Disabled Transportation Program funds:
 - a. Private nonprofit organizations - A nonprofit organization is a corporation or association described by 26 U.S.C. Section 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or Section 101 or one which has been determined under state law to be nonprofit and for which the designated state agency has received documentation certifying the status of the nonprofit organization;
 - b. Public bodies that certify to the MDOT that no nonprofit corporations or associations are readily available in the area to provide the service (**certification of this eligible criteria must be provide with your application**); and
 - c. Public bodies approved by the state to coordinate services for elderly persons and persons with disabilities.

REGIONAL PLANNING REQUIREMENT

The MDOT as required by Federal Transit Administration (FTA) regulations, developed statewide regional planning groups designed to foster increased coordination of services and the sharing of resources between public/private transit organizations and human services agencies. These regional planning groups have developed plans based on community needs identified through studies, surveys, census data, customer input, etc. The plans identify short and long-range goals and objectives to address un-met community needs with an action plan to guide the work of the regional groups. The plans, and future revisions to the plans are to be adopted by the regional group. The regional groups are composed of representatives of public, private, and non-profit transportation and human services providers, local/state elected officials, colleges/universities, public/private businesses, and members of the public. Regional planning efforts are ongoing guided in the most part by the efforts of Mobility Managers within each region.

Participation in the coordinated planning process is a prerequisite to receiving funding through the formula grant programs. As a part of the grant application process, MDOT will ensure and certify that the coordinated plan was developed through a process that included representatives of public, private, and non-profit transit and human services providers, and participation by members of the public.

The **Statewide Coordinated Public Transit–Human Services Transportation Plan (SCHTP)** was developed in response to federal requirements, established by federal law; *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* and guidance provided by the Federal Transit Administration (FTA).

The following are the PTD goals to develop and implement coordinated transportation services statewide:

1. To better serve the general public and groups that have special transportation needs, especially individuals with disabilities, the elderly and persons with low income;
2. To get the most efficiency that is practical from existing transportation resources;
3. To reduce duplication in public and human service transportation resource allocation; and
4. To expand transportation resources through well-conceived coordination strategies.