

# MOBILITY ALL PROGRAM

*Connecting Communities* *Empowering Lives*

## **Section 5310 Call for Projects**

**Mobility 4 All Program**

**Regional Transit Authority of Southeast Michigan**

**January 2025**



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# 1. Introduction

The Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310), administered by the Federal Transit Administration (FTA), supports transportation services planned, designed, and carried out to address the specific needs of older adults and people with disabilities. The RTA is the designated recipient of Section 5310 funds apportioned by FTA to the Detroit and Ann Arbor urbanized areas (UZAs). As the designated recipient, the RTA is responsible for administering Section 5310 funds in those areas, which make up part of the RTA region of Wayne, Oakland, Macomb, and Washtenaw counties.

Approximately \$11.6 million dollars available for this call for projects for Fiscal Years 2025 and 2026. The RTA will not issue another call for projects until Fiscal Year (FY) 2027.

The RTA will administer the Section 5310 program, known as the [Mobility 4 All \(M4A\) Program](#), in southeast Michigan to address the following goals:

- Align available resources with the highest regional priorities to improve mobility for the target populations (older adults, and people with disabilities throughout Southeast Michigan<sup>1</sup>)
- Continue and expand regional collaboration
- Streamline the project solicitation and selection process
- Distribute Section 5310 funds fairly and equitably
- Reduce duplicative administrative efforts
- Maintain beneficial working relationships between direct recipients and local transportation providers
- Encourage coordination among local transportation providers and services

One regional call for Section 5310 projects will be issued by the RTA. A project selection committee composed of regional stakeholders will review applications from potential sub-recipients and recommend projects for funding to the RTA. A complete description of the project selection process is provided below.

Applications for funding in this first cycle of the new regional process are due via email to [info@rtamichigan.org](mailto:info@rtamichigan.org) or [online](#) on **February 10, 2025, no later than 5:00 p.m.** Funding will be awarded in summer 2025.

## 1.1 5310 Federal Guidance

The RTA process is guided by FTA Circular C 9070.1H (<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>). Please review that guidance for detailed descriptions of the items below.

## 1.2 Eligible Applicants

Organizations that are eligible to apply for Section 5310 funding:

- State or local governmental authorities
- Nonprofit organizations
- Operators of public transportation

Applicants that operate eligible projects to serve communities or parts of communities in the Detroit or Ann Arbor urbanized areas are eligible to apply for Section 5310 funding through this regional call for

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<sup>1</sup> While the transportation needs of people with lower incomes are considered in the CHSTP, they are not the target populations for use of Section 5310 funds.

projects. Applicants that currently receive Section 5310 funding through the Michigan Department of Transportation (MDOT) for services provided outside of those two urbanized areas will continue to apply by responding to project solicitations issued by MDOT.

### 1.3 Eligible Projects

Services and programs that utilize Section 5310 funding must be designed to meet the specific needs of older adults and people with disabilities, including:

- 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.

Other types of individuals may use Section 5310 services, but those services must be designed, planned, and implemented to address the specific needs of older adults and people with disabilities, not merely to serve those rider groups along with others.

Projects should fall within the following categories:

- Capital – Vehicles (Replacement or New/Expanded Service)
- Mobility Management
- Other Capital (Software/Hardware/Facilities/Shop Equipment/Pedestrian Improvements)
- Operating

RTA will be limiting applications to one per agency and project type. For example, one agency can apply for both vehicle replacement and operations, but not for that and other new services.

## 2. Funding Available

For this call for projects, estimates of the amount of available funding in each category are shown in the table below. Please note that funding amounts may be adjusted based on availability.

**Table 1. Estimated 5310 Funding Amounts per UZA**

Fiscal Year	Ann Arbor UZA	Detroit UZA
2025	\$364,196	\$5,419,720
2026	\$367,110	\$5,463,077
<b>TOTAL</b>	<b>\$731,306</b>	<b>\$10,882,797</b>

### 2.1 Local Funding Requirements

FTA requires a state/local match to access federal funds. **Capital projects** are funded at an 80 percent federal share with a 20 percent state or local match. **Operating assistance** requires at least a 50 percent state or local share.

The match required to access federal capital funds has typically been provided by MDOT– this is subject to change at any time by MDOT, in which case the subrecipient would be responsible for providing the local match (or would forfeit its awarded funds).

The required match for operating assistance and mobility management funds must be provided locally. Specifically, subrecipients are responsible for a 50% non-federal share for operating assistance and a 20% non-federal share for mobility management projects. To ensure compliance, subrecipients must provide proof of funds for the local match, such as bank statements, commitment letters, approved budget documents, or resolutions from governing bodies, clearly demonstrating the availability and allocation of the required funds.

## 3. Application Process and Deadline

To be considered for funding under the Section 5310 Program, applicants must submit a completed application either online or via email. Applications must be submitted with all required attachments, including but not limited to the following:

- Completed application
- Transportation program budget
- Letter of support from federal sponsor (DDOT, SMART, or TheRide)
- Additional letters of support
- Letter of match funding commitment (optional: projects with non-MDOT match only)
- Completed vehicle inventory appendix (optional: Capital – Vehicle applications only)

Applications lacking the attachments above may be deemed ineligible. For applicants who are **NOT** direct recipients, and are applying as a subrecipient to DDOT, SMART or TheRide, please include a letter of support from either DDOT, SMART or TheRide as your federal sponsor.

### 3.1 Application Process

Applications can be submitted one of two ways:

1. Online
2. Fillable PDF submitted via email

#### 3.1.1 Online Application Process

The online version of the application can be accessed via the following link:

<https://www.surveymonkey.com/r/RTA-Section-5310-Application-FY25-26>

Applicants are expected to follow the online form to answer the required application questions. At the end of the online form, applicants must upload the requested/supporting documentation. Applicants will enter the name, email address, date and title of the person completing the application in place of a signature. Applicants will hit “SUBMIT” when the application is completed. A copy of the completed application will be emailed to the email address that is included in the application.

#### 3.1.2 PDF Application Process

The fillable PDF version of the application can be accessed via the following link:

[https://rtamichigan.org/wp-content/uploads/2025/01/5310\\_RT\\_A\\_Application\\_FY2025-26\\_DRAFT\\_01132025.pdf](https://rtamichigan.org/wp-content/uploads/2025/01/5310_RT_A_Application_FY2025-26_DRAFT_01132025.pdf)

Applicants are expected to complete the required application questions by filling in the PDF as indicated for each question. Applicants will enter the name, email address, title, date and signature of the person completing the application. Once the PDF is completed, applicants are expected to save the completed file as “5310 Application – organization name.pdf” with the name of their organization. Applicants will then email the completed application and all requested/supporting documentation (as individual

attachments) to [info@rtamichigan.org](mailto:info@rtamichigan.org). **The application is not submitted until you receive confirmation via email. Please allow up to 24 business hours to receive the confirmation email.**

### 3.2 Application Deadline

Applications for funding in this first cycle of the new regional process are **due on February 10, 2023, no later than 5:00 p.m.** via email (no mailed applications will be accepted). Completed applications can be submitted to [info@rtamichigan.org](mailto:info@rtamichigan.org) or completed [online](#). The online application will close at exactly 5:00 p.m.

### 3.3 Project Selection Committee

A project selection committee will be responsible for scoring applications and making funding recommendations to the RTA. Committee members will include organizations with detailed knowledge about current transportation providers and services and the transportation needs of the target populations in each urbanized area.

To ensure the impartiality of the committee, the direct recipients and other committee members are recused from scoring any applications from their organizations.

### 3.4 Project Selection Criteria

The project selection committee will evaluate applications from potential sub-recipients using the following criteria and scoring system.

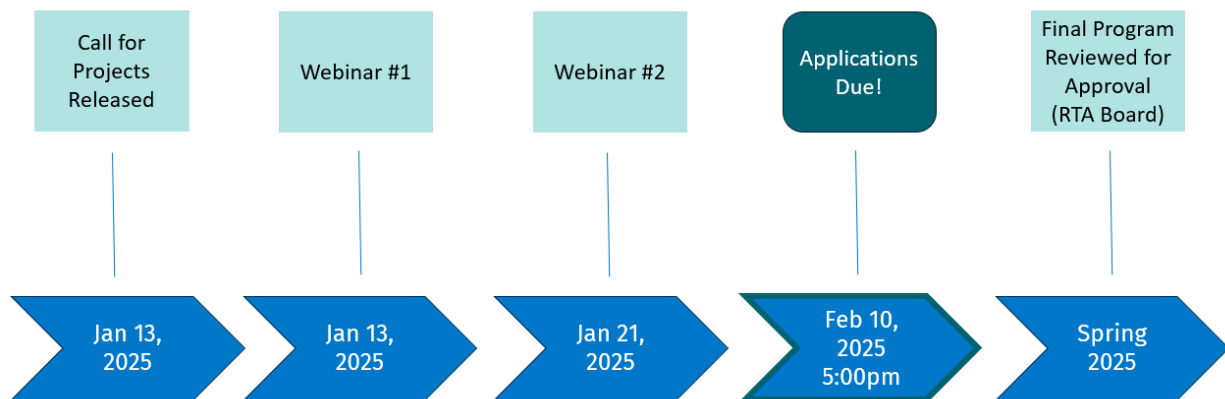
**Table 2. Project Selection Criteria and Scoring System**

Category	Scoring Considerations	Maximum Score
Need and Benefits	<ul style="list-style-type: none"> <li>▪ Consistency with and support for needs, strategies, and solutions identified in the regional <a href="#">CHSTP</a>, which is currently being updated as the <a href="#">Mobility 4 All (M4A) Plan</a>.</li> <li>▪ Extent to which the project eliminates transportation barriers or improves mobility for older adults and people with disabilities</li> <li>▪ Extent to which the project provides additional benefits or addresses the needs of target groups</li> <li>▪ Vehicle useful life exceeded in miles and years</li> <li>▪ Vehicle useful life greatly exceeds the threshold</li> <li>▪ Amount of unspent 5310 funds greater than two years old</li> <li>▪ Utilization of existing 5310 services (ridership, vehicle miles, or hours)</li> </ul>	45 points
Coordination and Partnerships	<ul style="list-style-type: none"> <li>▪ Extent to which the project utilizes or coordinates with existing public transportation providers or non-profit organizations, or other partner agencies</li> <li>▪ Extent to which the applicant's current vehicles or services are used to provide coordinated services and/or shared with another agency's clients</li> <li>▪ Extent to which the project contributes to the development of coordinated transportation services in the region</li> <li>▪ Extent of local support (for example, the role of local organizations in the proposed project, letters of support, results of public outreach, overmatch of local share)</li> </ul>	20 points

Category	Scoring Considerations	Maximum Score
Project Readiness	<ul style="list-style-type: none"> <li>For subrecipients: A letter of commitment from a direct recipient that states that they will act as a pass-through for federal funds. Direct recipients are AAATA, DDOT, DTC, RTA, and SMART.</li> <li>Reasonableness and completeness of the applicant’s financial plan</li> <li>Project sustainability beyond the grant period</li> <li>Reasonableness and completeness of the project implementation plan and schedule</li> <li>Experience the applicant has to execute the type of transportation project listed in the application</li> <li>Demonstration of the applicant’s technical capacity</li> <li>Number of years the agency has provided transportation services</li> <li>Number of projects the agency has carried out that are similar to the project listed</li> </ul>	35 points
Highly Competitive Projects	<ul style="list-style-type: none"> <li>Joint application submitted by more than one subrecipient that helps address a regional need or gap and incorporates innovative solutions for seniors and people with disabilities.</li> <li>Vehicle sharing between organizations</li> <li>Purchase of service from an existing subrecipient</li> <li>New or innovative program or service</li> <li>Application addresses multiple needs, strategies, or solutions identified in the regional CHSTP</li> </ul>	10 <b>bonus</b> points

### 3.5 Schedule

The selection of projects that will receive funding in this cycle is anticipated to be completed by spring of 2025. Federal funding for the region will be announced in early summer and public comment on the proposed program of projects will take place over the summer. Award of funds and execution of agreements with sub-recipients are expected to take place in 2025.



**Figure 1. FY2025-2026 Call for Projects Schedule**

## 4. For More Information

For more information about the federal Section 5310 program, see FTA Circular C 9070.1H (<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>).

For more information about the application process, contact the Regional Transit Authority of Southeast Michigan (RTA) at 313-268-3346 or [info@rtamichigan.org](mailto:info@rtamichigan.org). RTA reserves the option to email and/or call applicant agencies for clarification on proposal submissions.

More information about the management of the Section 5310 program in Southeast Michigan can be found on the RTA website (<https://rtamichigan.org/regional-coordinated-human-services-plan-aka-onhand/>).