

**Operator:** Thank you for standing by. At this time, all lines will be on the listen-only mode until the discussion portion. Today's call is being recorded. If you have any objections, you may disconnect at this time. I would now like to turn it over to your host, Paula, you may begin.

**Paula Rublo:** Hello, good afternoon everyone and good morning respectively depending on where you are in the country. My name is Paula Rublo, I am with the contractor TAN. I am poppy and excited to introduce Virginia Dize, the program director with N4A and the co-director of NADTC. She's going to start us off with transportation in Indian country. Virginia?

**Virginia Dize:** Thank you, Paula. I appreciate it. Good afternoon, everyone or good morning depending on where in the country you are. I really appreciate the opportunity to spend a few minutes with you and share some of the work that we have been doing at N4A and National Aging and Disability Transportation Center on transportation. First of all, I wanted to say that National Aging and Disability Transportation Center has been in existence for almost two years now. Previously, N4A partnered with Easter Seals on the National Center on Senior Transportation and I know that I've had contact with many of you all over the years in that role as well. The NADTC is also a partnership between N4A and Easter Seals and we're funded by the Federal Transit Administration. Our mission is really about accessible transportation and we think of accessible transportation in the broadest sense possible. Wheelchair-accessible vehicles, so those are extremely important, but it also includes any way in which transportation and information about the kinds of transportation available in the community is readily and easily available and accessible to older people and people with disabilities. In our work, through the NADTC, we do provide technical assistance. We have a toll-free number, which, it will be printed on my last slide. We do a lot of trainings, we do webinars, such as this one. We also do some online courses and we do training in person as – [audio cuts out]. We have a website that we're very proud of. It's a very simple we – [audio cuts out] [www.natdc.org](http://www.natdc.org), we also are on Facebook, we use Twitter, we're on LinkedIn. We're basically open to communication in any venue, in any way because a really important part of our work is to ensure that the people that can most benefit from the work that we're doing with communities around the country are aware of our services and know how to get in touch with us. We do partner with a number of different groups and I'll be talking a little bit about that later on. But we also consider our primary partner is folks like you, the people on the call, who we think of as stakeholders, who have an interest in transportation – [audio cuts out] program. Maybe you contract with another organization or other program, maybe the services that you are directly involved in don't include transportation, but transportation is a very important issue for your clients. So, all of the above are really folks we want to work with. We currently have six grants out there in the community that are going to be operating through the month of December. And those are grants about innovation, program innovation, and we include in those grants I think at least half are focused on rural areas. While we don't currently have a tribal grantee, we would very much like if there's an opportunity for grant funding in the future, which we hope there will be, that it would be great to have tribal applicants as well. Because we also think that some of the ideas that get developed through grants can apply in a lot different communities, including tribal communities. We do have an evaluator to ensure that the work that we're doing is the work that we should be doing. I wanted to say a couple of words generally about transportation. This

slide is really meant to illustrate the fact that transportation is kind of whatever you want to call it. We're not confined to just thinking about transportation in a van or a bus, though those are very important and critical sources of transportation, especially where public transit exists and I hope that many of you all have public transit where you live. But, there's also driving and we know that we have a lot of volunteer driver programs. They're an important part of transportation for older adults and people with disabilities, as well as other kinds of models that provide one-on-one assistance to the person who needs a ride or helped the person even at their destination. So, transportation comes in all sizes and all shapes. And it's really, and it should be whatever the community decides is an important transportation option for the people who live there and what they think and when I say "they" I mean folks like you as well as your clients, older adults and people with disabilities. What you all think is really important to have available in your community. If that's some sort of one-on-one assistance offered through a car, if it's a new minivan, whatever those things are, we hope those things are part of your thinking as you go forward. The last thing I want to say is, it isn't, the example I just gave about people needing assistance to get in and out of a car, is important to remember because sometimes people are not used to riding buses, they're not comfortable riding buses, maybe they've never ridden a bus in their life and, so, they may benefit from travel training. There's also the issue of, even in a community that has lots of resources, someone who's always driven themselves back and forth to different destinations – [audio cuts out] – now suddenly, for whatever reason, is no longer able to drive safely and they look around and they're not sure where to go in their community to get information about what ride options do they have. And so, the issue of mobility management and one-call, one-click transportation resources, those are some ways in which that kind of information may be provided. That kind of information may also be available through the INR line in your agency. So, whatever source of information that is a trusted community resource that people go to for information about all kinds of things, transportation needs to be a part of the picture. And, if you're not the people who, if you're in that position, but you don't have a lot of expertise on transportation, that's OK. It's important to reach out to whoever in the community knows about transportation and can hook you up, hook your clients up, with those resources when needed. So, I want to talk a little bit – [audio cuts out] – why transportation is important in Indian country. And I think that, probably, if I covered the slide up, we could have a very interesting discussion and we might list a lot of the things that are on the slide as well as come up with some new things. We gathered this information in two ways, the National Center on Senior Transportation did have an Elder Mobility Advisory Group and it included a number of tribal representatives as well that specifically advised us on transportation in Indian country. We also, on an annual basis at the N4A Annual Conference, which is coming up at the end of July this year, do what we call a Mobility Fair. When we were the National Center on Senior Transportation we focused that on senior mobility. And we had a number of different round table discussions, including round table discussions with programs from rural and tribal areas. So, the list here is a conglomeration of what we heard in those two sources. And, like I said, I'm sure these are all familiar to you as challenges. Long distances and spread out areas, lack of infrastructure including both bad roads and not enough vehicles – [audio cuts out] – a lack of choices – [audio cuts out] – and costs to operate programs, a lack of drivers, difficulty filling seats and this is a very interesting issue that is much more likely to come up in rural and especially frontier areas and tribal areas where

you've got a service that – [audio cuts out] – much needed and yet on any given day you may have a bus or van traveling around that isn't completely full. And that can be a challenge, especially if you're trying to justify purchase of a new vehicle or getting more money and tribal support and support from other funders for your program. So, figuring out how to organize the program in such a way that empty seats are a minimum, are kept at a minimum. There's al – [audio cuts out] – about multi-week trips to the same destination. What I heard was sometimes with older adults, if they are going to the grocery store, for example, there are only so many grocery bags that they can carry. And so, they may have to return to the store on a weekly basis because they can only transport a week's groceries. There are some models out there and right now we're working with one of our grantees in an area in Southwest Virginia, which is a very rural and mountainous area of the state, where they are trying to use volunteers to be assistants on the bus. So, they're training a few people and asking them to be riders on the bus to help older adults and people with disabilities who are using that service, so if they have packages to carry, if they have difficulty getting on and off the bus, they've got some assistance. So that's one way to possibly address that issue. Having few volunteers, especially in areas with sparse populations and where most of the young people are at work and with the older adults, you may have a problem with transportation in the first place. And a lack of coordination, recognizing that even in an area with limited resources, if there are two programs that are providing transportation, it's very important that they figure out that the other program exists and to be talking with one another about ways to be better coordinated and to save money so the two vehicles are not going to the same destination at the same time. And then, the very important outcome of lack of transportation, which i – [audio cuts out] – isolation of elders without transportation. Now, this next slide, I want to talk a little bit about the survey of Title 6 programs that N4A and Scripps Gerontology was funding from the Administration for Community Living. Just completed this year. That has not been published yet as I understand it. And it's a very full report that talks about a lot more than just transportation. But, I was able to access that report, the draft report, and pull out some information about transportation that the respondents from the Title 6 programs were able to share. One big issue is vehicles, both heavy vehicles with mechanical problems and then not being able to find a mechanic locally who can fix the vehicle. Old vehicles, vehicles that are past their useful life and yet are still being used because there hasn't been any funding available to replace them. Just a general need for more vehicles and then a need for specific kinds of vehicles, such as vans to transport elders, or a truck to deliver meals and I want to say that one of the things that the survey certainly underscored is that the Title 6 programs indicated that transportation is not just about transporting elders, but there's also this related issue, which has to do with transportation available to the Title 6 program that enables them to make home visits, that enables them to do home-delivered meal delivery; and that enables them to be out in the community. So, this transportation issue is really a double-pronged challenge. There's also the issue of funding and funding, in general, is an enormous issue, we know. But, also funding to increase driver hours and to pay for more drivers is really important. The bottom of this slide is a quote from one of the respondents to the survey saying that among their problems, transportation for the elders and home-bound meals is one of their top challenges. And pointing out the caregiver visits are not able to be done due to a lack of transportation. A few more insights, we talked, I talked earlier about the long distances people have to travel in tribal areas and I think what the survey

has collected is that the mean distance is 40.8 miles, the median, 20 miles, and that, with tribal programs, the range that they have to travel to provide programs goes from .5 miles to 700 miles and that just underscores the extreme challenge the Title 6 programs face. It's also, the second bullet points out, the great variety of vehicles and types of transportation that are provided by tribal programs including a plane, ferries and boats, snow machines, some things that are definitely unique to tribal and frontier areas. More than fifty percent of the transportation services that are provided by the Title 6 programs to medical appointments and thirty-seven percent of non-medical transportation is actually provided with funding other than Title 6 and I think what this says is 1) Title 6 programs use their Title 6 money to an extent, to the greatest extent possible, to support transportation, but it's definitely not enough to pay for all the transportation that they need. And, fortunately, some tribes have been very fortunate in being able to get other funding sources to fill the gaps, or at least, to the, to a – [audio cuts out] – because the survey also reveals that non-medical transportation was identified as an unmet need by a total of 63 percent of survey respondents. That's a whopping number. More than half of the people that responded to this survey said that that's an unmet need, that they're just not able to meet. And I think the quote at the bottom, again, from a survey respondent, "the transportation is a severe unmet need" is very important to keep in mind. Now, I'm running out of time, so, I want to say a couple of things. One is that on the NADTC website, there's the exact address at the bottom, we talked about a book that we did under the National Center on Senior Transportation called, *Crossing Great Divides*. That book can be downloaded from our website, we've really run out of hard copies of it, we've disseminated far and wide over the last several years. And, we did a couple of things in that book. One is, we talked a lot about funding resources. Unfortunately, things have changed in terms of federal funding sources and Kelly's going to talk about that later. But, the information on funding resources is out of date. We also collected a lot of solutions from tribes around the country and while this information was collected a number of years ago, there's still some really good ideas in there. I'm just going to give you very quickly a smattering of those ideas. Under funding and alternatives for grants, the Turtle Mountain Tribe in North Dakota used 5311C, which Kelly will talk about to pay for a mobility coordinator. There were also examples that were provided from other tribes about using private foundation funding as well as the Grand Portage Band of Lake Superior Chippewa in Minnesota. There was a local shop in the community that invited people to volunteer and when they volunteered, their hours were cashed out and into a contribution to whoever the volunteer designated and there were many of the elders that were volunteering at this shop who designated their volunteer time to pay for transportation. Helping elders reach destinations, and this is an area where I think the Title 6 programs have really developed some powerful partnerships, such as with tribal transit and with the community health representatives. There were also a number of ideas for expanding ridership and one of the things that the Choctaw Nation Transit Agency in Oklahoma was doing was they were working with another tribal nation, the Chickasaw Nation and local community action agencies to ensure that there was sufficient availability of accessible vehicles. [audio cuts out] collaborations, I've mentioned a few. There were also partnerships with local, county, and state governments that are described in *Crossing Great Divides* with social services agencies and also with organizations that provide technical assistance. So, I wanted to also share this from the Title 6 survey because, to me, when I've had conversations with folks who work in Title 6, one

of the things that comes through loud and clear is the great sense of responsibility and caring the Title 6 programs have for the elders that they serve. And I think the quotes on this slide really underscore that. That we know each client on a personal level, we're trusted by the elders, we have dedicated staff and strong community support. All of these things are really really important and reflect the cultural traditions and the strong commitment of these programs. On this slide, I mention three technical assistance centers, I've talked a little bit about the National Aging and Disability Transportation Center. There's also the National Rural Transit Assistance Program, National RTAP. And they are available to provide technical assistance to tribes and tribal transit. And, finally, there's the National Center for Mobility Management and they particularly work with communities around the country on ways to help folks create mobility managers, whose role it is to work individually with clients, help them match their needs with the transportation that's available, and also, plan transportation and identify gaps where there are unmet needs for transportation in the community. I just want to mention in closing some opportunities, tomorrow afternoon there is a call that is organized by National RTAP, it's a peer call with tribal transit managers and, Paula, I'm hoping that these slides can be made available to the participants on this call because I've included the URL to register, if you're interested in joining that call. I know I plan to be on the call tomorrow afternoon. There's also, at our upcoming annual conference, and I hope that many of you all will be at the N4A Annual Conference in Savannah, July 30<sup>th</sup>, actually July 29<sup>th</sup> through August the 3<sup>rd</sup>. On July the 30<sup>th</sup>, we are doing a preconference intensive that's really focused on rural transportation for older adults and people with disabilities and I'm sure that we will have some Title 6 representatives there, I surely hope so – [audio cuts out] – want to include that, the particular challenges the tribes face as part of that discussion. We're also, the next day, on the 31<sup>st</sup>, repeating our Mobility Fair, so we will have one set of round tables that are focused on transportation and we welcome participation from as many of you all as are going to be there. Finally, at the end of October, early November, there is the third National RTAP Conference, it's a technical assistance conference, it takes place in Omaha, Nebraska and, again, there's registration information on this slide. That's my contact information. And, with that, Paula, I'm going to turn the ball back to you.

**Paula Rublo:** Wonderful, thank you. Thank you so much, Virginia. Alright, let me, so we are going to be switching now. Ok, there we go, alright we're switching now over – [audio cuts out] – I'm going to turn it over to you and you can let me know when you are ready to advance the slides.

**Kelly Tyler:** Thank you. So, I'm just going to say good day, everybody because everybody is obviously in different locations throughout the nation. So, good day, everybody, my name is Kelly Tyler, I'm with the Federal Transit Administration, FTA, within the Office of Program Management. Um, I work within the unit that's called Rural and Targeted Populations and that is under the direction of Ms. Maryanne Stock. I am the Program Manager for the 5310 formula and the competitive funding programs. So, I do want to thank you all for allowing me the opportunity to participate in today's webinar. I will share with you a brief overview of the programs that are managed by our unit. So, for some of you this may be new, for others it may be a review or it may be a reminder, but what I do hope today is that you will find the

information – [audio cuts out] – you as resourceful. So, again, I'm just going to – you can advance the slide – sorry, I forgot to do that. A brief overview of the 5310 Program, 5311 program, World Transit Program, and 5311-C, which is the Tribal Transit Program. You may advance. Advance. So, starting with section 5310, which is a program that I actually manage here within the Office of Program Management, is also known as Enhanced Mobility for Seniors and People with Disabilities, with Individuals with Disabilities, and as you might have gathered, I work very closely with NADTC, Virginia Dize and her crew, who you just heard from. We work very closely together with the 5310 Program. So, the 5310 Program is a flexible state-managed program that connects seniors and individuals with disabilities to their communities, to various resources within their communities. And so, the 5310 Program is designed to allow transit systems to be more inclusive in their services, so that they're including the aging population as well as individuals with disabilities. You may advance. So, the FAST Act is the authorizing legislation – [audio cuts out] – here at FTA and it stands for Fixing America's Service Transportation, FAST Act. It was signed into law December of 2015 and you'll see the chart that's displayed basically outlines the five-year funding of the FAST Act for both the 5310 Formula Grant Program as well as our Competitive Grant Program, and on the slide, you'll see that it's referenced as a discretionary pilot and that's because it was in its first year and some of you may know Rides to Wellness and I'll talk about a little bit as we move forward. But, the chart pretty much illustrates the funding levels for the next five years for both programs. You may advance. So, who can be a recipient? Well, 5310 funds are portioned to recipients, they could be the state, which states are typically the recipients for rural areas as well as small urban areas. A few authorizing legislations ago, specifically within map 21, that created what's called the Designated Recipient for large urban areas, which is a designation that's actually chosen by governors, by state governors. Also, local or state entities providing public transportation services may be a recipient, and certainly recognize Indian tribes may be recipients. You may advance. So, as a Designated Recipient, your role is to basically solicit the applications from potential sub-recipients, to allocate those funds to the sub-recipients on a fair and equitable basis, this basically means, you know, you've got to come up with a process, a written process by which folks can apply for the funding and what the evaluation criteria is, and so forth. You will submit an annual Program of Projects, or a POP, and grant application to FTA, and you will ensure that all of the sub-recipients are compliant with FTA requirements. If you are a sub-recipient, your primary contact is going to be the Designated Recipient, by which – [audio cuts out] – funds and provide technical assistance and any oversight that's required. You may advance. So, who can be an eligible sub-recipient? Well, federally-recognized Indian tribes, private non-profit organizations, a state or local government, if it is approved by a state-coordinated services for seniors and individuals with disabilities, or if it certifies that there are no non-profit organizations readily available in the area to provide for services. So, non-profits can be a sub-recipient if you're providing transportation services. On a field note, the asterisk where it says 55 percent of the recipient's allocation must be spent on what's known as traditional 5310 projects and I'm going to cover what is a traditional 5310 project. But, pretty much, the funding is sort of split into two categories. We have the sub-category in which 55 percent of your allocation must be spent on those traditional projects and then the remaining 45 percent of your allocation can, or may be spent on what's referred to as "other" and I'll show you a list of that as we go forward. You may advance. So, here's a list of examples for

traditional section 5310 projects. These are the projects, the capital projects, that at least 55 percent of a recipient's allocation must be spent towards. So, these are your, expenditures could be vehicles, accessible vans, buses, approved vehicle rehabilitation or overhaul, any kind of related equipment to a vehicle, like lift equipment, ramps, or any kind of securement devices are eligible expenditures. Other capital equipment purchases like mobile data terminals, computers, a lot of transit outfits are now using iPads and Tablets and so forth as ways of communication with their drivers and the dispatcher. If you wanted to put in place a Mobility Manager, even though it's kind of technically maybe operating or administrative function, a Mobility Manager can be an eligible project under the 55 percent category and/or you can contract the services as well. You may advance. So, for the category for the "other" or for the 45 percent that you can spend your funding on would be, again, the mobility management, a lot of transit operations are conducting travel training for their travel – [audio cuts out] – adults, seniors, and individuals with disabilities are doing travel training and so forth. If you were to, you know, make some improvements around the station, putting in curb cuts, sidewalk improvements is an eligible expenditure, improving pedestrian signals and other assessable features, even mileage reimbursement for your volunteer driver program is an eligible expense. You may advance. This is a list of "other" costs to directly contract for transit operations. I think Virginia mentioned in her talk with you all developing a one-call, one-click call center and, also, voucher programs. Advance, please. You may advance. So, for capital expenditures there is a local match requirement for both the capital and the operating. For capital expenditures, you may use up to 80 percent of 5310 Program funds towards your capital expenditures and it must be matched with 20 percent of local funds. If you're using, if you're going to be doing operating expenditures, the match is 50/50. So, 50 percent federal dollars and 50 percent local dollars. I'm sorry, there is an exception, that vehicle acquisitions to support compliance with ADA, or the Clean Air Act have an 85 percent and 90 percent federal match respectively for vehicle-related equipment and facilities. That is one exception there. You may advance. So, there are ways to leverage assistance and using 100 percent of federal funding and you can utilize federal to federal match. FTA does allow for your local match to come from other programs that may support transportation. And, specifically, under FTA, DOTs, or I should say Federal Highway, their Federal Lands Highway Program, those funds can be used as a match for FTA funding. You may advance. Just real quick noted about the previous slide is there is a website you can go to on our webpage that basically lists the other types of federal funding that can be used as a match and I can always make sure that's in the notes we provide to the participants. So, to maximize the flexibility of funding and to enhance services to older adults, the Older Adults Act, Older Americans Act funds may be used, Title 3 funds may be used to meet requirements for FTA programs as well. You may advance. Alright, I'm going to talk sort of briefly about the Rides to Wellness Demonstration Grant or 5310 Pilot Program, basically this is our competitive program, some of you may be familiar with, it actually began in fiscal year of '16. FTA does anticipate a competitive program announcement during the fiscal year 2018, we don't anticipate one any time before then, but in fiscal year 2018. Eligible applicants for the competitive program are states, tribal nations, designated or direct recipients for 5307, 5310, and 5311 funding. So, if you are already a direct recipient or a designated recipient of 5311 funding, you are also eligible to apply for the 5310 competitive program. Some of the goals of this program, basically, is to improve local coordination. Virginia talked about having increased

partnerships within the community, if you know about one agency should be sort of knowing what they're doing, if one agency is going to the same location, we don't want to see duplication of services. So, we want to see that local agencies are actually partnering and doing some coordination so that you are expanding services to the community as well as using the resources as efficiently as possible. Because, really, when you're talking about doing more rural transportation and then when you're doing human service type transportation, it can become costly. So, if, locally, you can look at coordinating, increasing coordination, we're beginning to use those resources more efficiently. Again, the other goal is to reduce duplication of services. And then we're specifically looking for new, innovative solutions that you're implementing in your community to basically expand services or improve services in your area. So, we're looking for that project that could potentially be replicable, that it could be repeated or perhaps put in place in another community. That it is innovative and that is also a sustainable solution. You may advance. So, you've heard from, again, Virginia, and all the wonderful resources NADTC provides. The FTA, our office, actually partners with NADTC to provide technical assistance to our grantees. So, here is the contact information. You've seen it in Virginia's presentation, and here – [audio cuts out] – You may advance. This is my contact information and, again, I'm the Program Manager for the 5310 Program, the Four Wheel funding as well as the competitive program. And feel free to email or reach out to me with any questions you may have. So, now I'm going to advance to the 5311 Program and some of you are probably very familiar with Ms. Elan, who was my colleague here. I will be presenting briefly on 5311, I see I'm running a little bit behind so I'm going to go a little quickly. And, obviously, you may reach out to myself or even to Elan if you have any questions with regard to the 5311 Program that I may not be covering today. You may advance. So, the 5311 Formula grant proportions funds to states to support public transportation in the rural areas. And rural areas are designated as those areas with a population of 50,000 or less. Additionally, the 5311 program provides funds for national training and technical assistance through the National Rural Transportation Assistance Program, also known as, the National RTAP or RTAP. You may advance. So, who can be a recipient of 5311 funds? Basically, states and certainly recognized Indian tribes can be recipients. And, with regard to sub-recipients, sub-recipients may include a state or local government authority, a non-profit organization, operatives of public transportation or inner city bus. What are some eligible activities? Some of the eligible expenditures related to planning, rural transportation, capital, that is the acquisition of vans, vehicles, and so forth. Some operation, operating expenses and the acquisition of public transportation services. So, you're going to contract for services with another private entity, is an eligible expense. You may advance. Is there a match required for these funds? Yes, there is. There is a federal share of 80 percent for capital projects, the federal share for operating assistance is 50 percent, and the federal share is 80 percent for ADA type projects, non-fixed route paratransit services, using up to 10 percent of a recipient's apportionment. So, the program is currently at about 620 million dollars, again, this program is authorized under the FAST Act, which we talked about earlier. And, this chart basically displays over the five years of the FAST Act. It basically grows by approximately 15 million dollars, there's an additional 20 million that goes to the Appalachian State under a special set-aside. Thirty five million dollars to the Tribal Program, which we'll kind of show that a little later, and 12.4 million for Rural Technical Assistance Program. This is 5-year funding level. Advance, please. Before I move on, again, you can contact Elan and I'll have her



information at the end for any questions or even myself, I'll try and help as best I can. So, we'll move on to the Tribal Transit Program, 54311-C, which is also authorized by the FAST Act. The FAST Act continued the Tribal Transit Program and increased the amount made available. The Formula Program, there's 30 million dollars per year and then out of the Competitive Program, now 5 million dollars per year, giving the Tribal Transit Program now a total of 35 million dollars per year. Pretty good investment. K, advance. Who are eligible applicants? All federally-recognized tribes, or Alaskan Native groups or communities as identified by the United States Department of Interior are eligible applicants. Some of the eligible projects, any of the projects are listed under the section 5311 are also eligible projects within 5311-C, or Tribal Transit Program. You may advance. This is still to talk a little bit about the available funding is a total of 35 million available and it is composed of two components. Thirty million dollars being of the Formula Program, the formula allocation, and it says the tribe must provide public transportation services and report to the National Transit Database, or NTD, and there is no match required under the Formula Program for the Tribal Transit Program. For the Competitive Program, funds are available each fiscal year and it will be announced through a Notice of Funding Opportunity, or a NOFO. And, with this Competitive Program, there is a 10 percent local match that is required. Advance. The fiscal year 2017 Tribal Transit Competitive Program solicited proposals through a NOFO January 19<sup>th</sup>, 2017. And, as I noted before, 5 million dollars is made available. That competition closed March 20<sup>th</sup> of 2017. FTA received about 73 proposals requesting 14.2 million dollars. Obviously, a need above what is available for this program. Project selections will be announced sometime this summer. I know that my colleague, Elan, and her colleagues have been working very diligently at reviewing applications. Also, I can tell you that there will be another Tribal Transit Competition next year, likely in early 2018. Advance. So, this last slide basically is Elan's contact information. Feel free to email her or call if you have any questions or if you need any technical assistance, I'm sure she's happy to assist, as well as myself. Advance. And, lastly, this is very similar to a resource that Virginia shared with you, these are some very helpful resources. Number one is the National Center for Mobility Management, NCM, NADTC, which you're aware of, the National Rural Transit Assistance Program, ACL Transit Planning for All is very useful, and Shared-Use Mobility Center Toolkit are very resourceful sites for you to tap into as you're putting together your programs. So, with that, I'm going to turn it back over to Ms. Paula, and I guess we'll open it up for any questions.

**Paula Rublo:** Yes, we'll go ahead and, operator, if you could open the line for questions? And we have about a little less than ten minutes left, so, I will welcome the attendees on the line to ask questions of Virginia or Kelly as you wish. Please note that your lines are now unmuted, so please keep your background conversations to a minimum. Thank you.

**Operator:** The lines are now open.

**Kelly Tyler:** So, this is Kelly Tyler, I guess I'll ask a question. If you're on the WebX leading webinar, there's a way to wave. And, so, I'm interested, I'm relatively new to FTA, still under a year, in knowing how many of you are 5310 recipients, you can wave using that hand. Recipients or sub-recipients. So, no one. How about 5311 recipient or sub-recipient? 5311-C?

**Speaker 5:** I don't think your hand is working. I pushed it and it's not, you guys haven't noted it.

**Kelly Tyler:** Oh – [audio cuts out]

**Michelle Carson:** I've received 5310 and 5311.

**Kelly Tyler:** And, I'm sorry, if you wouldn't mind telling me – [audio cuts out]

**Michelle Carson:** I'm Michelle Carson with the Klamath Tribes in Oregon.

**Kelly Tyler:** OK.

**Paula Rublo:** OK, well, if there are no further questions, going once, going twice. OK, the PowerPoint presentation will be available once it's made tribally compliant, which is usually a week or two after this webinar. If you would like it sooner than that, you can email us directly. Our information is on the Older Indians website under "Contact Us". Thank you so much, Virginia and Kelly, for this wonderful presentation and thank you all for attending.

**Operator:** This concludes today's call, you may disconnect at this time.