Section 5310 Webinar 1: The Federal Perspective Transcript

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Carol Wright: Hi, everyone. This is Carol Wright. And I'm your moderator for today. I'm co-director of the National Aging and Disability Transportation Center and I'm service assistance vice president in mobility and transportation for Easter Seals, located here in Washington D.C.

We have this Webinar closed captioned for you and if you need to access the closed captioning click on the CC icon, hit control and F8. This Webinar is being recorded and it's going to be archived on our NADTC Web site. The PowerPoint was e-mailed to registered participants and will be available for download with the archive. If you're connected by phone and the internet, please mute your computer speakers.

I want to tell you just a little bit about the NADTC, it's a partnership of the National Association of Area Agencies on aging, which we call n4a and Easter Seals. And it builds upon the work of the National Center and Senior Transportation and Easter Seals project action. What the center is designed to do is to promote the availability and accessibility of transportation options that serve older adults, people with disabilities, and their caregivers.

And especially as we discuss today's Webinar it has a focus specifically on the section 5310 formula grant. The goals of the NADTC will certainly is to promote the use of accessible public transportation, where – anywhere that people want to go, whether it's for employment, healthcare, education, just to socialize or to support people being able to live independent lives.

We want to also make sure that we increase the effectiveness, efficiency and quality of coordinated human service transportation, and to ensure that transportation planning is done in conjunction with broader planning activities at all levels. We wanted to highlight and assist in developing promising practices to solve transportation challenges, maximizing the effectiveness of federal investments and specialized transportation.

And so we want to share with you best practices that are out there that can be replicated across all parts of the country. Our target audiences, our transportation professional, human services providers, AAAs, people with disabilities, older adults, veterans, caregivers, certainly communities and individuals with limited resources, state DOTs, MPOs, and other government organizations.

So what is it that the NADTC does? We try to find ways to reach out to all of you and (touch) you in whatever ways you like to learn the best or wherever you get your information. So we have our Web site, we have a blog, we participate on Facebook, we just started our YouTube channel, we have a Twitter account, we do e-mail updates including E-alerts that come out to tell you not only things that we're doing but what's happening in transportation across the country.

We will be delaying yearly trends report that will let you know what's happening in accessible transportation. And there will be a technology focused white paper, and lots of technology resources that are made available to you. We provide person centered technical assistance, and what that means is that we want you to get to a real live person to talk to. So we have an 800 number, it's actually 866, and it’s an information and referral hotline. The numbers on your screen is 866-983-3222.

When you call that number, you will come to a recorded section that asks you who you are in terms of what type of agency you represent, or if you're an individual, and what kind of question you have. Once you pick a selection, you will go directly to an actual human being that you get talk to. And we think that's really important. We also offer an information clearinghouse, so we have all kinds of new resources, but we also have the resources that were part of our earlier Web sites for the National Center and Senior Transportation in Easter Seals project action.

So if you depend on those resources in the past, and you've wanted to have those available to you, they are still there for you. We'll have new online publications that you can download and all of our resources are always free. And we have a partnership with the eldercare locator. If you're unfamiliar with that, there is a button on our Web site that you can actually just click, and it will connect you with the eldercare locator and they will help you find transportation options anywhere you are, anywhere in the United States.

We also offer training, Webinars like this one, an online course that some of you are already registered for the section 5310 online course that is part of this Webinar series, and in person events where we present on topics at area conferences and especially national conferences. We also have coordination in partnerships, we have stakeholder review committees for the various things that we're working on.

We have open dialogue that we sponsor, and we have forums. And you'll see those forums on our Web site as well, and there will be a forum as part of our online course. We want to also invest in community solutions, and we have the grant program coming up, watch for this on our Web site, you should see something next month. And the Web site is given there for you, www.nadtc.org.

And there will be six communities that will be funding through a grand program. So if you're interested in that, make sure that you're checking our Web site. If you want to stay up to date with the National Center, make sure that you sign up for our E-Blast. So again, you can do that on our Web site. You can visit our Web site just to see what information is there, keep up with our blogs, become one of our Twitter followers, watch for us at the national conferences call, and use our hotline if you have a question, or take our online courses and participate in Webinars like the one you're in today.

We want to also make you aware of other resources that are available to you. The FTA, the Federal Transit Administration funds three technical assistance centers. The one I just told you about, as well as the National Rural Transit Assistance Program, most of you know that is National RTAP. And then we have a third one, the National Center for Mobility Management, which is NCMM.

NCMM is a partnership between three national organization, Easter Seals being one of them. And we partner with the American Public Transportation Association, APTA, and the Community Transportation Association of America, CTAA.

So welcome to our first section 5310 Webinar. We're excited to introduce you to Danielle Nelson from the Federal Transit Administration. She's responsible for oversight of the section 5310 program and she served as the Rights to Wellness Program manager. She's providing the federal perspective today, maximizing the effectiveness of section –of the section 5310 program.

Danielle Nelson: All right. Thank you, Carol.

Carol Wright: OK, and we're happy to have her and she is a part of this first Webinar from the federal perspective, but there's a series of Webinars we'll be doing on section 5310. The second Webinar is next Thursday on (this), it will be at the same time from 2:00 to 3:30 Eastern Time. And we will have the state DOT respect featuring Chris Dudley and (Kerry Banta) – excuse me Curry Banta from TxDOT.

You can sign up for that Webinar on our NADTC Web site and it's listed there for you. The third Webinar is going to be from the local perspective. The date is yet to be determined, it should be in August sometime. We may actually have two of these, and there will be examples of successful innovative uses of section 5310 fund. And as always we like to give you examples of things that you can replicate, and you can use their good ideas to use in your own communities.

So watch our Web site for sign up for NADTC E-alerts for announcements of additional Webinar. And today, if you have not signed up yet for the online course on section 5310, you can still do so after this Webinar. The course is free, the registration open until July 15th. Itself (paced) and you'll have until September 30th to complete the course. There will be an online forum. And lots of additional resources that are open to people who are taking the class.

So with that, I will introduce you to Danielle and let her tell you the federal perspective as it pertains to section 5310.

Danielle Nelson: All right. Thank you, Carol. And welcome everyone to the Webinar today. I'm going to make this quick and painless. I'm going to talk quickly about the purpose and history of section 5310 program, some partnering and planning, as well as eligible activities and project, who was eligible to apply, and lastly how to apply.

And while I'm going through these, I'm going to share with you some innovative project and communities, and what they're doing at the local and state level. So the goal of today's Webinar is I hope that whether you're a current subgrantee or futures subgrantee that you will have great idea in the how then partner design, select and operate very innovative and effective 5310 projects in the future.

So with that, we will jump right in in section 5310 program, is the enhance mobility for seniors and people with disabilities. This is a flexible state manage program. And the goal is to connect seniors, those 65 and older and individuals with disabilities in their – with their communities.

And so here are three quotes from 5310 funded program writers. So what it means to meet individual, this independent, inclusion, and access to health and wellness. So this is really what the program is all about, it's getting people to their healthcare appointments, getting people out in about, so I just wanted to share these with you.

And the purpose of the 5310 program is really to improve the mobility of seniors and individuals with disabilities throughout the country and remove barriers to transportation for those people that are transportation disadvantage. So the program history, to really understand the program today, it's helpful to take a quick look back. So the program was started in 1975 and it started as a discretionary capital assistance program. And the grant keys were private nonprofit and it really was a gap selling program for human service agencies.

And then with the next legislation, (I see) in 1991, there were some changes made. So it encourage coordination among human service providers, it make acquisition of service, eligible and that still today exist and it's specific to 5310 program only. And then also it added the ability to flex a highway fund to 5310 programs, including this 5310 program.

So moving on, we – I got the safety (low) in 2005. This is what – when the coordinated plan requirement was established. Those locally developed coordinated plans, use of 5310. As most of you probably are aware, it still is required today for 5310. Unfortunately it's no longer required for the other FTA programs, but it's still going strong for 5310.

And then came the (map) 21 in 2012, and is where things got a little interesting for this section 5310 program. Because it took this former new freedom program, the section 5317 program and marry it together in the 5310. And so this is when the apportionments came into the program where it took 60 percent of the funding goes to urbanized areas and then 20 percent to small urbanized areas, and 20 percent to a rural.

It also made operating expensive eligible and it expanded the coordinative plan requirements to specific – calling out specific stakeholder that must be involved. And then continuing just to reiterate changes under (map) 21, so a large urbanized area is the community that is over 200,000 in population, so now they get 60 percent 5310 fund into those areas, 20 percent of the funds go to community at smaller urbanized areas that between the 50,000 and a 199,000. And then 20 percent of it goes to rural areas, those areas under 50,000.

And if you want to see the apportionment table, the link is there. It will take you to see what your community, if you're unsure if it's small urban or urban, you can see where it classifies and how much your community receive. And then so changes under (map) 21, because – this is a really million important slide, because in (map) 21, when new freedom was rolled into 5310 program, we started to bucket things out, traditional or any programs that were previous 5310 programs before the changes in (map) 21.

Other are those that were formally new freedom programs. So those things that were formally under new freedom are not considered other or nontraditional under 5310. So that's really where these categories came into play was in the changes in (map) 21. And so going forward, you're going to hear me say traditional and other projects and this is why with that change.

So now, our current legislation is the FAST Act, it was passed December 4rth of 2015. And so three important changes that have come about, is that now eligible as a recipient are (scare) local government entities that operate a public transportation service. So let me give you an example. Since we're here in D.C., I'll give an example from D.C.

So because D.C. is an urbanized areas, that doesn't need a recipient, it was formally the DDOT or the D.C. Department of Transportation, it's now the WashCOG, the Council of Government. And so formally before the FAST Act, (Wamada), which is this, you know, they run the metro, it's the section 5307, the urbanized transportation provider in the area, they had to come as a subrecipient to the (designated) recipient, WashCOG.

But now with the FAST Act, if they wanted to, they are eligible to come in directly. So that's really what this change means. Another change in the FAST Act is that we're now required to collect the best practices, and we're very excited about the new NADTC as they will be helping us with this. And then lastly we have a new discretionary pilot program.

So right now, the 2016 funding, you can see that line, we had $2 million for the pilot program. We also added additional research funds to that pot. Those programs – the projects were already submitted, they're under review, they'll be awarded later this summer. But if you did not apply or you would like to apply those four more years of funding, so we'll be putting out three million, potentially more again if FTA sweetens the pot and makes it larger for next year. So stay tuned for that.

So who receives the funds? It's – who were the recipients? So it's a state run program, so the funds FTA gives them or portions them, in rural areas, in small urbanized areas, it goes directly to the state DOT. So it's quite simple in those cases. Where it gets a little tricky is the urbanize, the large urbanized areas. So how it works is your state governor designates a designated recipient for those large urbanized area.

And it stays the same until the governor submits a new letter changing that designation. And then also as I mention to the FAST Act, recipients can also be local or state entities providing public transportation service. So what is the role of this recipient? Once they receive this funds, they're required – again, if it's a small urban or rural area, it's a state DOT, and they have to have a state management plan.

If it's an urbanized area that (designate) recipient must have a program management plan, so that's the difference between the SMP and the PMP. So for the state, they're going to have this SMP that includes all the information about how they're managing the 5310 and the 5411 program, which is the rural area program. And many subrecipients in, for example, rural areas are likely receiving 5310 and 5311 funds as a subrecipient.

Also recipients role is to plan for future transportation needs, gain feedback from the community, notify eligible entities of the available funding as subrecipients. They also have to submit an annual, so each year a program of projects to us at FTA. So we can see how they're spending their funds and what the projects are.

So the project selection process. So again, it's a state run, very flexible program, so they have the option, the process for selecting projects can be formula based, it can be (competitive), or it can be discretionary. And how you find out how you're state runs this is through, again, that state management plan, where it's outlined how they'll do it, or if you're an urbanized area, it will be in that program management plan.

So whatever the selection process is that your state has chosen, it has to be equitable among the eligible groups, and the project has to be selected that are selected, they have to be included in that coordinated plan, that again is required for this program. And half of the coordinated plan must have been developed and approved. And the reason why these were (the) highlighted, is because it's in the law that they must be developed and approved by a group of stakeholders, so older adults, person with disabilities, et cetera.

So let me just give you a quick example. I know you guys are going to hear from the Texas DOT on the next Webinar, but I thought I will quickly give you an example of how Texas, their DOT emphases local public involvement in the selection of their section 5310 programs. So they have stakeholder involvement early in the process, both in planning, decision making and then the implementation of the project.

So they have districts where the stakeholder groups that are put together of no more than 15 members and then those stakeholders include community neighborhood leaders in groups, traditionally underrepresented groups, human service and workforce agencies, et cetera. And the aim is that this group of stakeholders is able to have a say and help in the selection process.

In the next slide continues on and just shares that in recommending the projects, the stakeholder groups are asked to consider these six objectives, so just to share that with you. So subrecipients, so for this traditional project, for those that are formally under 5310 before the (map) 21 changes, the subrecipients are private nonprofit organization, and then it can be a state and local government, if and only if approved by a state to coordinate services for seniors and people with disabilities or certify that there are no nonprofit available to provide the service.

And the one thing that I should note is that it's required that at least 55 percent, so that's the floor, not the ceiling of 5310 funds are spent on traditional projects. And then so subrecipient in the other categories, so again those that were formally new freedom or section 5317, before it was rolled into the 5310 program, those eligible subrecipients are state and local governments, provide nonprofits, and operators of public transit.

So traditional projects. Again, this is just to share with you that 55 percent requirement and these are for capital public transportation projects, those that are designed and carried out to meet the need of the target population when public transit is inefficient, inappropriate, or not available. So where are couple – some examples of traditional projects, you know, it's buying buses, buying vans, mobility management programs, computer hardware, and also contracted services.

So at the bottom there, contracted services can also be called acquisition of services, but it's the purchasing and it's only specific to 5310. So you can contract per services as capital under 8020 match, even though it's operating included. So that's very specific to this program.

All right, so other projects. So other projects under 5310 program are those that were formerly new freedom. So it's including public transportation projects that exceeds the requirement of the ADA, projects to improve access to (figure out) services, and then alternative to public transit that assist the target population.

And then so here are the public transportation projects that exceed the ADA requirements. Some examples, so it could be expansion of the paratransit service beyond the three-fourths of a mile requirement, it could be the cost providing same day service, or door to door service. Also including mobility management programs to supplement paratransit.

So – and these are projects to improve access to fix route and then decrease reliance of paratransit. So for example travel training, if you help to teach older adults, for example to use the fix route service, that's a great way to reduce reliance of paratransit, and these others are examples of projects.

So here is some additional examples of other projects, (building) management, travel training, curve cuts, because how can you get to a fix route service if you can't get up on the sidewalk to wait at the bus stop, volunteer driver programs, of course, voucher programs, one call one click centers, et cetera.

And I wanted to mention this, because I mention sidewalks and curve cuts, so that's not specific only to the 5310 program. In 2011, a decision was made that in catchment areas, so anywhere around a public transit stop, you see in the middle, that's an example of the public transit stop. So in a half mile around that transit stop, all FTA funding is eligible for pedestrian infrastructure. And then three miles of that transit stop, bicycle infrastructure is eligible. Not just 5310 funds but all funds. So I just wanted to share that.

All right, mobility management. So as Carol mentioned, we have a national center of mobility management and it's eligible as you all saw both under the traditional and other categories. So you can tell FTA really encourages it and it's – we're fans of mobility management. We just do not have up here as you can see a specific definition of mobility management, because much like the 5310 program itself, we believe that up to the states.

So to define what their mobility management will look like, what it will include, but generally mobility management is a practice that captures the mobility needs and develop solutions in specific communities, it links and coordinates the resources of that community and it connects those resources to people for actual easy access. And so these are just some examples of mobility management and what it can include.

Travel training. I already sort of mentioned what it could be. So this is a – it really – I think that the last bullet is very important, it helps reduce paratransit cost. Technology, so as I mentioned 5310 funds can support technology in a lot of different ways. So trip planning tools, as an example in the screen capture in the page there, way finding, automatic stop announcement, and then of course one call one click centers that offer an array of resources including technology resources that help people use public transit and community transportation programs.

So I just wanted to quickly give you some examples of what communities around the country are doing with 5310 funds. So under the other category project in Fairfax County, you need 5310 funds. They are implementing a Northern Virginia mobility access project. So it's multijurisdictional and it's a mobility management effort to coordinate services to increase transportation options and reduce barriers.

And they're using neighborhood groups in training them to provide that travel navigation. So another example, this one is coming from Wyoming, an independent living center, they are using funds for a transportation check program. It's a voucher program to assist people with disabilities, to remove barriers to mobility.

So they use funding to defray the cost of a ride provided a friend, coworker, neighbor or volunteer to help get people where they need to go. Another example out of Portland, Oregon, they are using – funding 5310 for the ride wise program. It's a travel training program for older adults and people with disabilities that help people in transition programs into use mobile devices so they can better utilize public transit.

And another one, this one from Wisconsin, from Dura Trans, they're using 5310 funds for arrange mobility management services, such as half price taxi vouchers, share ride taxi program, volunteer driver programs, and they also have mobility manager assistant on staff.

So local match. OK, so I mentioned before about the 8020. So for capital expenses, it's 80 percent federal funding available, and you have to come to the table as 20 percent match. For operating, it's 50-50. And then the acquisition of service that I've mentioned is sort of an in between, because it – acquisition service can include some operating, but it's at that 8020 match.

So speaking of match, FTA, we allow for local match to come from other federal programs. So this means you can have 100 percent federally funded section 5310 program. And then here are some examples of match partners. So these are other federal programs that allow their funds to be used as match.

So, of course, we allow it, we are all for it, and encourage it. What needs a check is that those other federal programs allow their funds to be used as match to FTAs. And so here are some examples of other federal programs who have explicitly blessed their funds to be used as match. So for example, in your community, the aging services network. So the administration for (commute) living, they oversee the old American (ZAC), specifically title 3B, the supportive services funds can be used as match for 5310.

And the link you see on the screen, that first one includes a frequently asked questions from ACL that explicitly says, "Yes, you can do that." And then the next one is USTA, their summer food service program, they also have said, "Yes, our funds can be used as match to FTAs." And then these are links to their news letters that say that.

So here are some other sources of local match that can be used as well. And the last one there is transportation development credits. And then now looking at (meal) program partnerships. I'm sure many of you already know, but I just wanted to mention, 5310 programs can and they're encouraged to partner with (meal) programs.

So that, again, and going back to the two examples on the previous slide includes ACLs, old American (fact) funded (meal) programs. To find one in our community, go ahead and take a look at the (elder care) locator. Again, Carol mention that earlier, you can find it. And then USTA, they have a locator to find that the summer (meal) service program location.

I wanted to mention two, a community I recently learned about is doing an innovative pilot where they have hosting their summer (meal) sites. So this is for children who receive free (reduce) lunches during the school year. In the summer times, to help ensure they don't go hungry, they have sites across the country where these children come to eat.

And (Audrey Rowe), the administrator for the food (measures) and services shared with us that a little boy in the second grade was riding his bike along the high way in West Virginia, four miles each day, in the summer to get to the site. So transportation is a big issue. The school bus takes him to school during the school year, but then how do they get to the summer feeding site in the summer.

And so in a community in Ohio, they're hosting that site at a senior center, and the bus has already taken the seniors for their old American (ZAC) funded congregate meal. So they are having children, because the 5310 program, though targeting older adults and persons with disabilities, because it's still a public transit. If there's an extra seat on that bus and that child is going the same location, in this case it was the senior center, they can ride on that 5310 funded vehicle and hitch a ride. So that's what the community was doing.

So the coordinate plan. I mention that before. This is really an important document, it's a locally developed coordinated transportation plan that identifies the needs of the individuals for disabilities, seniors and low income individuals in that community, they're also provided strategy and then prioritizes, of course, there's going to be a lot of need in many communities, you need to prioritize what can actually be accomplished with the 5310 funding.

And then so projects funded through 5310 have to be in this plan. And so inclusion in the plan takes a form of strategies, activities, and then specific projects that are then funded. So if you're not involved in the coordinated plan in your local community, I encourage you to get involved, seek it out, find a way to be at the table and to help the transit provider in your community, gain input they need.

And then to the coordinated plan as I mentioned, in the law it says that must be developed and approved through a process that includes participation by these specific groups. So it's important that if you're not already involved to be at the table and to find out how to get involve. Because what's important is in showing the meaningful involvement of these people.

And so this community driven exercise is coordinated planning process, should have a focus on gaining the involvement from the stakeholders, which means that the (minute) has to be accessible, there has to be creative outreach, and then promote the responsiveness so that people sitting around the table can feel they can have a say.

And so one of the things, I'm sure this is some of – everyone on this Webinar is already aware of and does well, just ensuring that for that community planning process that there's physical accessibility in the meeting space for that community plan. Not to mention that there's communication access, so you can ensure that those older adults and persons with disabilities, they are coming to give input into that community (in) planning process can hear, can communicate and can be heard.

Some interesting crowds working input has been used, so these are Web based tools that can help stakeholders gain input. Now, in the next slide is an example, locally, this is capital (bike) share, which is actually how I got over to NADTC today. And this is how they use crowd source input. So each of those little green pop-ups that has a number, it's a number of comments from community stakeholders saying where they would like additional stations, or just community feedback. So this is a Web based crowd sourcing input example.

So community partners. So these are examples of community partners that should be reached out to and engaged, and should be included. And these are – again, (just) examples, additional people are welcome at the table and includes healthcare facilities, AAAs as Carol mentioned earlier, centers for independent living, et cetera.

So let me give you another example of a community. This one is an example of an inclusive planning. So in Knoxville, Tennessee a team develops a (meeting) in a box. And this was to facilitate multiple opportunities for community input. And project suggestions that were obtained came from a spectrum of – a broad spectrum of stakeholders. And the result came about in innovative project where an app was – it's currently in development. Has it been finalized?

Carol Wright: Yes, I can't tell you, but I think so. But...

Danielle Nelson: So stay tune, we'll share more the later date. Here's another example of a creative solution that's out of Wisconsin, the Wisconsin DOT, they have some great 5310 projects that include promotion of enhancement, facilitation, of access to transportation services, support for short-term management of activities, to implement coordinated services, support of state and local coordination policy, bodies and councils, and then developing and operating a one stop transportation call centers.

And in addition, here's some additional Wisconsin DOT examples of what they're doing, including mobility management services. They (argue out) in inventory of available services, in different communities across the state, identifying customer needs, developing strategies to meet those needs, coordinating financial and other resources, which we all know the color of money issue, it happens everywhere, and it's no small (feat).

And then also developing customer information and trip planning systems. So another example of a section 5310 project, another great coordination effort, it's out of New Hampshire. And this one, they're doing a collaborative between 38 communities in Southeast New Hampshire, they're utilizing volunteer drivers, providing mobility management serves, referral services, and they're using mobile data terminals to coordinate with partner vehicles. And that it list all of their partners there.

So another example, this one from Texas of a 5310 project, great coordination. They had 16 different agency partners in a small urban area, they are using ride voucher spread among their agencies, it covers eight counties, they have free six route bus travel training for the target population. And they have an AMU with the ADRC there. And they have online resources and transportation options available.

So another one, again, out of Texas, another coordination efforts, example with 5310 funding. This one is mobility managements project, services include, brokerage of multiple transportation providers to meet the needs of the target population, consumer directed models that provide vouchers in 12 county area. And then project partners are included there.

All right, so one a little bit closer to where we are today, out of Silver Spring, Maryland. This was a creative project I wanted to share where the Columbia light house for the blind, using 5310 funding is piloting a mapping project. And they provide detailed narrative and mapping audio for routes, in and out of 17 metro stations in the District of Columbia area.

And this is for people with visual impairments who require a little extra assistance to get safely in and out of the metro. So this one out of New Mexico is a 5310 project example that hides a lot of great high impact using technology. So this is a 5310 program, they're using a – it's called a smart travel program, and it's geared towards persons with intellectual and developmental disabilities. The program provides smartphone technology to assist people to independently travel on public transit.

So another project with 5310 high impact project out of Oregon, from Lane Transit, it's a rural volunteer escort service. It's a mental health transportation program as well for those who are not able to act as fixed-route or paratransit for the reason of a mental disability, and it's also includes travel training and travel host program.

So, let me get to probably what a lot of you came here today to know. How do I apply? So, for example, if you are a private nonprofit organization who is interested in applying, first, I would suggest click on that apportionment table I mentioned earlier and find out, first, is your community rural, small urban, or a large urban area, and how much did your community received for the full year in 2016.

And then, because the Section 5310 program does not report into National Transit Database or NTD, a little tricky in how to find where to go. So the easiest way I can tell you is if your community under 200,000, it's going to be your state Department of Transportation. So Google your state, your state DOT along with Section 5310 program. If you're in a large urban area, you're going to do the same thing except not state DOT, instead to find out who your governor has appointed as a designated recipient for your urbanized area. You're going to Google the name of your urbanized area or the name of your community along with the word Section 5310 program.

So let me show two examples. I just did this yesterday. So I just randomly picked New Mexico. Let's pretend I live in a rural or small urban area in the State of New Mexico, so I Googled New Mexico state Department of Transportation Section 5310 program. And what popped up in that Google search are the two screen captures you'll see there. The first thing that popped up was the New Mexico state management plan and the other thing was the state – 2017 statewide plan. So it's actually very easy. And looking at the next slide, I picked an urbanized area. So I picked Akron, Ohio only because it was the first area listed on the apportionment table for a large urbanized area, so I Googled it.

I Googled Akron, Ohio Section 5310 program. The first thing that popped up was actually the New York State. So I didn't click on that but the second and third thing that popped up was the Akron, Ohio, their designated recipient Webpage that included their PMP, which is their program management plan which is the requirement of a designated recipient in large urban area. And then the other thing popped up that was very interesting was their request for letters of intent currently being accepted for the 5310 program, and that's the second screen capture. And when you scroll down to the second page, it had the point of contact and it said that the letters were due in July. So if anyone is from Akron, Ohio you want to get on that soon.

And lastly, these are just some resources I wanted to share. This includes the link to the 5310 Webpage at FTA, as well as the 5310 factsheet, and then the circular. We are working to circular to include the FAST Act changes. But right now, the current circular is what you should use and it's up there, and then the National Transit Database glossary if any of the acronyms I used are foreign that would be a helpful resource.

Here are some non-FTA resources I thought you might find helpful. And then these are very important, our FTA regional offices. These are the important unsung heroes that really do the important work for FTA. They oversee the 5310 programs in the states and local communities for which you live. So I just wanted to share these resources for the FTA regional offices. And then this is my contact information. I welcome you if we don't get your question answered before our Webinar ends today, so you have it, here's my e-mail and phone number.

And with that, questions.

Female: (Leticia), if you could give instructions for the participants that they have questions to ask over the phone.

Operator: Yes, ma'am. And at this time as a reminder, to submit a question, please press star and the number one on your telephone keypad. Again, that is star and the number one to submit a question or a comment.

Female: And while that...

(Off-mike)

Female: ... we have actually received some questions in the chat section. So just for a second while people get in the queue, we'll present this question. The first one, Danielle is, is there a distinction between public and private nonprofit agencies?

Danielle Nelson: Yes. So, it's in the law and it's required that only private nonprofits are eligible for the funding. So if you are a public nonprofit, you're not eligible.

Female: OK, great. Next question, could a project that provide the access that would not meet the requirements for ADA paratransit to be eligible? For example, in order to enhance the well-being or provide access to areas with trails and beaches that are not currently served by public transportation.

Danielle Nelson: So I would suggest to get involved in a coordinated transportation planning process, because really it depends on what the project is, is it serving older adults, person with disabilities. So I would suggest that that individual contact, again, looking back whether they are an urbanized area or small urban and rural, contact the appropriate individual in their state and get involved to the coordinated planning process. And if it does benefit older adults and person with disabilities, included the coordinated plan, and yes, it could be an eligible 5310 project.

Female: Great. So next question, does the 5310 program prohibit incident or use of vehicle? So, for example, are you permitted to carrying on 5310 passengers?

Danielle Nelson: Yes. So – but let me caveat that. So, for example, if you are – your bus is a 5310 funded vehicle and you are taking individuals to a job location or to the senior center and there's an available seat on that bus. Yes, you can pick up someone who is under the age of 65 or does not have a disability, so that is not an issue. Same with the meal program example I gave. If you're transporting old American (tax-funded) meal to take them to the senior center, as long as it doesn't impede your services for transit that is not a problem. That is incidentally used but it's not impeding your 5310 funded service so go for it.

Female: Next question. Can you provide examples of fair and equitable ways of allocating Section 5310 funds that are not competitive grants?

Danielle Nelson: You know, I probably could find a state that is doing just that and give you that example, but off the top of my head, I don't have one. So I would say, whoever asks that question, let me do a little research, find a community or that's doing that and share that with you. It is – it's happening, I can tell you that much.

Female: The question came in from (Gill). So (Gill), if you want to e-mail us at the NADTC that might be the best way to get the answer to you. We can coordinate with Danielle. And the e-mail address is contact@nadtc.org.

So the next question is, can small MPOs apply for 5310 grant as a recipient?

(Off-mike)

Female: So...

Danielle Nelson: Well, for coordination and planning, so what would their role be that they're applying? I guess what would be – what would they be applying for, (with my) question.

Female: Well, the – they came in on the chat section but the person that asked this question you're more than welcome to press star one and maybe you could provide a little clarifying information over the phone or if you want to put a little bit of additional information in the chat section and we'll come back to that.

Danielle Nelson: I guess – the recipient, I see the question.

Female: OK.

Danielle Nelson: I thought they meant is a subrecipient. So, if the MPO receive Section 5307 funding. So if there an urbanized transportation provider the answer is yes. So, that was a much easier question that I was thinking it was.

Female: OK.

Danielle Nelson: So, because of the FAST Act, as long as that MPO is a public transit provider in an urbanized area then yes, they could come in as a recipient because of the FAST Act changes.

Female: My cue there though is it's a small MPO. That's a...

Danielle Nelson: Yes.

Female: That may or may not be...

Danielle Nelson: The easy answer is that have to receive 5307 urbanized transportation funding. And because it includes small urban, if they're receiving it in a small urbanized area the answer is still yes.

Female: OK. Great. So the next question, do you think an adult day program that serves people with disabilities in a small community can apply for the funding? The poverty rate is high in this community and many people do not have vehicles.

Danielle Nelson: Yes. Yes, they would be. And I would say the first thing to do is get involved in the coordinated planning process, have an idea of – find out who the person is in their community who handles, sounds like it's probably a rural or small urban and start with Googling their state DOT, but yes.

Female: Great. So how can we find out which agencies were eligible to receive 5311 and 5307 but not 5310? Is there a way to find that out?

Danielle Nelson: We find out which agencies were eligible to receive but not for...

(Off-mike)

Danielle Nelson: I would – go to your state DOT. Yes, that will be the quickest way to do that. So your state DOT would have that information.

Female: Great. So the next question, if an adult with the disabilities, the primary caretaker for a child without a disability and needs to take them somewhere. Can 5310 be used to pay for their transportation together?

Danielle Nelson: To answer this question, they could contact to their 5310 service provider to get a ride. So, for example, that caregiver has a disability so therefore, they're qualified to use a 5310 funded program in their community. So I would start there and as long as a child is riding with them and there's an open seat, that wouldn't be a problem for that child to go along on the ride that the 5310 appropriate caregiver was receiving, because, therefore, having a disability qualifies you for the service.

And I would go to the Eldercare Locator and start there to find your local service provider. So it's a www.eldercare.gov, type in your ZIP code and your Aging and Disability Resource Center will pop up. If you call them, they will know who your local transportation, Human Services Transportation provider is.

Female: Great.

Danielle Nelson: Well, as in fact, you know...

Female: Well just – the child may not ride free, you know, because 5310 probably funds the vehicle or may fund some of the other costs for that agency has. There may be a cost for the person but probably the child cannot ride alone.

Danielle Nelson: Yes.

Female: I mean, that probably isn't an issue.

Danielle Nelson: And (it) would definitely contact your local transportation program funded with 5310 and talk with them and they'll probably help you to find the best fit.

Female: Great. Next question, have the six communities which will receive grants then identified, and if so, where can they find out?

Carol Wright: OK. This is Carol. No. I answer that question. No, the grants haven't been released yet. So the exciting part is that there will be an RFP out soon. It will be advertised on our Web site, www.nadtc.org. If you qualify when you read the RFP to apply, you will have the deadlines will be given there. You will have a certain amount of time to apply for that grant and then the grants will be given out for a year. And so, please look at the Web site. I would look in July and there should be something very soon that should be out there that tells you, but they have not been named, they have not been selected. So, the RFP will be coming out soon. And if you qualify you'll have an opportunity to apply.

Female: Great. So the next question is, our service area is both large urban and rural, is it correct that we may apply to both, the state DOT and the designated federal urban designated recipient?

Danielle Nelson: It depends on where your service or your project is going to be. So I would say get involved to the coordinated plan and have your – I mean, is it a statewide mobility management program, is it a transit service, is it travel training on the public transit in the urbanized area. So really, the answer to your question depends more on what your idea for your 5310 program is. So I would say contact where you on in your local community, get involved in the coordinated planning process and take your great ideas to that venue.

Female: Great. Next question, how would local communities apply for 5310 funds if the designated urban agency handling states a competitive selection process previously required into the New Freedom program is now optional and, therefore, there is no competitive grant process?

Danielle Nelson: So that – they are able to do that that was in the law. They have to define – did they say it was a rural area?

Female: It is not said.

Danielle Nelson: Or is it urban area?

(Off-mike)

Female: OK.

Danielle Nelson: So in their program management plan or their PMP, they have to outline the process for which they are selecting 5310 projects and subrecipient. So it has to be a transparent, open to the public for gaining your input in that process. So if you don't believe it's an equitable or a great process, be at the table. It's required that those seven groups we mentioned earlier have to have input both in that process and through the coordinated planning process. So, I would say get familiar with the process through the PMP in your community and give input, be at the table. Call and find out when the coordinated plan will be input will be held and be there, be – give your input.

Female: Great. Next question, could an organization that did not participate into the development of the local coordinated plan and it's not listed in the plan apply for a 5310 project?

Danielle Nelson: Yes. So, when we talk about how to apply, you will need to find out in your community who the state DOT is that has the application or if you're an large urban area who the designated recipient is, and then nine times out of 10 on the Web site is the application. Sometimes when you Google it you'll find the application is just closed, (you) also wait for the next year to come open. So I would say do a little research, Google that, and find out how to apply in your community. There's a point of contact that's listed for the 5310 program for your state, and I would reach out and you can find that information out. So, usually if the application period is already ended, that gives you plenty of time to get involved in that coordinated planning process before the next application period opens.

Female: All right, great. So next question, I'm curious about using 5310 funding for pedestrian infrastructure in urban and rural areas. Do you have any examples of communities that are using 5310 funds for these purposes?

Danielle Nelson: Yes. I want to say (for the exact) community it was, but a community there's a transit stop out front of a middle school, I want to say it was North Carolina but don't quote me until I look at back up, but they put in a sidewalk along the front of that school to the transit stop. They included a bench and also a bus shelter as well as a curb cut in that area using 5310 funds and it was the school, I believe it's a school was inclusion location for a large number of individuals with disabilities at that school. And so they did use 5310 funding for those infrastructure improvements for pedestrian access to public transit. That's one example off the top of my head.

Female: The next question is very similar. Do you have any examples of the funds being used for bike structures, like the one that you mentioned in your presentation?

Danielle Nelson: So I know that specifically 5310 funds but FTA funds have been used for bike-share infrastructure, not the bike but the infrastructure for bike-share systems. But specifically 5310, I don't have any examples of bike infrastructure 5310. But, again, I could give examples of pedestrian. You know, for example, if you have an older adult who is using public transit and they can't stand for long periods to wait for the bus, they're going to need a bench. They're going to need a sidewalk to safely get into to and from that. Sometimes (it's) also putting in a median so they can rest but it's a long crossing time across the busy street to get to a bus stop. These are all examples that 5310 has been used to fund in the past in terms of pedestrian use to get to and from public transit.

Female: Great. Next question, is it required that an applicant receive capital funding in order to receive other more operating funding?

Danielle Nelson: Is it required that an applicant receive capital funding in order to receive other? No. So, to answer this quick – I guess, in simply to answer this is not all capital, so 8020 is traditional and/or other. For example, mobility management falls into both traditional and other and it can also – it's 8020 match. It's considered a capital match that falls under both other and traditional. So it's really up to the state in how they want to quantify that or how they want to fund it. And, for example, mobility management can also have some operational components within it. And it's how the state decides to define their mobility management program.

If you look on FTA's Web site, we have a four-pager about mobility management and no specific definition. So, again, we left it quite broad and it's really up to the state in how they decide to define and design their own mobility management program.

Female: I believe you just answered this question as a part of the answer of the last one. Unless there's anything you wanted to add. Does it qualify for the traditional 53 funds and can it be counted as part of the 55 percent floor requirement?

Danielle Nelson: Very easy, yes. Mobility management does fall under capital and it does fall under traditional and part of that 55 percent floor requirement. Yes.

Female: Great.

Danielle Nelson: So it's very helpful for states when they're having trouble meeting that 55 percent requirement, mobility management is a great way to fund a 5310 project that falls in that 55 percent requirements.

Female: Great. Next question, are there guidelines on what must to be contained in the coordinated transportation's plan document and how often must the plan be updated?

Danielle Nelson: So, there are guidelines. I will refer everyone to the circular, the 5310 circular which I linked in resources and just do a quick word search for coordinated plans. And in that document includes some great information about what the coordinated plan should include. Again, it talks about who should be at the table, the seven distinct groups that should give their input and also approve the plan. So I would refer (Jennifer) to the 5310 circular which is the guidance in the guidelines around what must be in the plan.

Female: Great. And then, how often it is to be updated?

Danielle Nelson: That's a great question. I want to say – you know what, let me double check. Is it every four years?

Female: (And one thing) in each time that they apply they have to show what they've done with it. So...

Danielle Nelson: Yes.

Female: ... then they can have the same plan but they have to show what has happened with it. So...

Danielle Nelson: My regional colleagues in every FTA region would notice off the back of their hand because they look at these, review them, receive them, but to be honest, I don't want to say a date and be wrong, so I myself I'm going to go back to the circular and find out what the requirement is because I'm not sure. I don't want to be wrong and give a wrong date. But I will follow up on that.

Female: Great. Again, any of these follow-up questions, you can send to contact@nadtc.org. So next question, can regional (service) transportation program funds be used at 5310 match?

Danielle Nelson: So one thing I should say is no DOT fund can be used that match. So other federal funds can be used as match as long as they're non-DOT.

Female: OK. Are there guidelines about how much a state or management agency can charge for administrative fees?

Danielle Nelson: So, 10 percent. 5310 administrative cap is at 10 percent.

Female: OK. And I believe you covered this last question in your presentation but just really quickly just for clarification. For large state I imagine the designated recipient for fund is chosen by the governor, and how do we find out who that is?

Danielle Nelson: So yes, that's correct. The governor of each state select and submits a letter of who the organization will be for that large urbanized area, where in many states is multiple large urbanized areas. And so, that letter is on file at the FTA regional office, and so, usually don't change very often, to be honest. So, the answer to that is you can Google it. Just as we said, how to apply, Google your urbanized area, so your community name and Section 5310 program and up will pop the Web site for that organization. That's the easiest way.

The other way would be to contact. If you do that search you can't find them, I welcome you to reach out to me, or you could call the FTA regional office and they know that, again, like the back of their hand. They're intimately familiar with each state, each urbanized community and all of the designated recipient, including they have that governor designation letter on file.

Female: Great. Well that is all of our chat section questions. So thank you so much for your patient for those been around the phone – patient for those been around the phone. (Leticia), if you could bring in our first caller that would be great.

Operator: Yes, ma'am. Your first caller is (Todd) from Idaho.

(Todd): Yes, hello. I have a question in regard to the contract at service eligibility for the 5310. And so those contracts are to be structured on a reimbursement per fee basis, I know that they're traditionally structured for them to be based off of reimbursement per ride. And I guess I'm just curious about opportunities to establish a reimbursement on an hourly basis instead.

Danielle Nelson: So, under acquisition of service, that's considered capital, there's multiple ways you can take that. So it's not – I mean, you can do a voucher system. So I would say the best thing is let's have a conversation with your regional point of contact in Idaho. And let me take a look at the circular and the guidance under acquisition service. If you have a specific idea in mind, and this happens often, we'll look at calls from a state or an urbanized area to have an idea for project that they want to put on their acquisition of service and we'll just walk through that project and ensure it meets all of the requirements. So (Todd), would you feel comfortable doing that?

(Todd): Yes, that'd be fine. I guess I'm just curious if there is just – I'm looking for a kind of wealth and resources to see if there's others organizations that are doing that. But...

Danielle Nelson: And nine times out of 10 there is another community that's doing it. So your – do you want to give an example about a project do you have in mind?

(Todd): Well, sure. So it's essentially where we would be working with local nonprofits to essentially (it's now as a) brokerage system where we reimburse them for the services that they are providing. And we are currently reimbursing on a per ride basis. We would look to transition into reimbursing on an hourly rate.

Danielle Nelson: I do not see an issue with that. And I, actually, call to mind another community that's doing something very similar, they put out a RFP to acquisition service for a shared ride TNC on an hourly basis. So, to be honest, I don't see an issue, but let's talk off-line and I want to make sure your regional 5310 point of contact's also involved in the conversation.

(Todd): OK.

Danielle Nelson: So my e-mail is danielle.nelson@dot.gov. And then, of course, I'm sure you need it in writing saying this project is eligible from FTA, so let's get you that. As long as...

(Todd): OK.

Danielle Nelson: ... you have all the information and can help you with that.

(Todd): Thank you.

Operator: OK. Thank you. And your next question comes from the line of (Donald) from Hawaii.

Female: Hi, (Donald).

(Donald): Hello.

Danielle Nelson: Hello.

(Donald): Can you hear me? Hello.

Female: Yes.

Danielle Nelson: Yes.

(Donald): Yes. I have a question about the three-quarter mile for paratransit services. Does the 537 – 5310 help with it situation to expand in more...

(Off-mike)

Danielle Nelson: Yes. You can use 5310 under the other category to expand the paratransit be on that three-quarter mile requirement. Yes.

(Donald): OK. So it's possible. (Where do you get) more information about that on your Web site?

Danielle Nelson: Yes. I would go to the 5310 Webpage and click on the circular or just click on a circular and it actually had information in the circular about that.

(Donald): OK. Thank you.

Female: Falls under the others.

Danielle Nelson: Yes. And it falls under the other category. So the former New Freedom program.

Female: It's for services...

(Donald): Right.

Female: ... of (up and beyond) what is required under the ADA.

(Donald): All right, appreciate it. Thank you.

Danielle Nelson: Sure.

Operator: OK. Thank you. And your next question comes from the line of (Elena) from Delaware.

(Elena): Hello.

Danielle Nelson: Hi, (Elena).

(Elena): Hi. How are you? I'm calling from Delaware, Delaware (Trade at Corba). We are an organization who's part of the state DOT and we receive direct recipients from FTA since we offer public transportation services. I was wondering we have travel trainers here. Now, that's currently something that the state funded. However, from what I've learned today, it sounds like it could be charged to a 5310 grant application. Now, would that fall under capital or with that fall under operating expenses? It sounds more like operating of the 50-50 match.

Danielle Nelson: So, it traditionally falls under operating...

(Elena): Yes.

Danielle Nelson: ... but, states have gotten creative and funded a mobility management program that has a travel training component within it.

(Elena): OK.

Danielle Nelson: And therefore, it falls under capital...

(Elena): Capital. OK.

(Crosstalk)

Danielle Nelson: ... and traditional within the 55 percent. And I have been seeing more and more of that...

(Elena): OK.

Danielle Nelson: ... so that that's an option.

(Elena): OK. So maybe we would have to rework our state management plan to incorporate a new mobility management plan if we want to put the travel training under that?

Female: Yes. Yes.

Danielle Nelson: And then travel training could be a component and though it's operational in nature...

(Elena): OK.

Danielle Nelson: ... it's one component that's operational of a larger mobility management component – of mobility management program.

(Elena): OK. Now, would that require as to have to negotiate and indirect cost rate because we would be charging travel trainers their actual salary to the grant?

Danielle Nelson: Well, you already have a negotiated indirect cost rate with FTA. So...

(Elena): OK.

(Crosstalk)

Danielle Nelson: So that's already established.

(Elena): I guess what I was trying to say prior to that we never charged travel trainers' salary to the grant, so I wanted to show – to know whether or not...

(Crosstalk)

(Elena): ... rate would apply.

Danielle Nelson: You would include that information in the grant for the 5310 program. To include that is part of the grant.

(Elena): OK. Got you. All right. Thank you.

Danielle Nelson: Sure.

Operator: OK. Thank you. And your next question comes from the line of (Vicky) from Michigan.

(Vicky): Hello.

Danielle Nelson: Hello.

(Vicky): I just wanted to share some information for your first phone call as he was asking about the hourly rate and stuff like that. I just wanted to share that we do a transportation voucher program here. We don't pay hourly but we do pay like $.50 per mile but the volunteer driver's hours and times help us draw down our matched money if that helped him at all to answer his question.

Danielle Nelson: Thank you, (Vicky). I appreciate that.

(Vicky): Not a problem.

Female: All right. So that was our last phone caller for phone. But we do have another question on the chat section. Since we operate a transportation service to each social workers from healthcare centers, Home Health organizations and Hospice contact us to provide transportation for older adults, to people with disabilities when no other services are available. We are a very small ministry. Can we apply for 5310 funding from Augusta, Georgia?

Danielle Nelson: If they are a private nonprofit organization they can. As long as they have – so if they're a private nonprofit, they're eligible to subrecipient, that's the first part. And then they would have to have a program they'd apply to a grant and the subrecipient for a program that was targeting older adults and person with disabilities. So it sounds like they already meet that so yes.

Female: OK, great. And that concludes all of our question. OK. We have a couple more slides.

Carol Wright: Great. OK. First of all, this is Carol again and I want to thank you everyone for all of your questions. I am so pleased with the quality of the questions that were asked. And Danielle, I think you did just an outstanding job of answering them. It is very (tough to field) questions on the fly, and Danielle had great answers for you.

Some of you may have had questions that you weren't quite sure how you should phrase them or things that you were thinking about, or after the Webinar is over you think of a question that you wish you would have asked, and so, we'll be giving you some information a little bit. You can e-mail Danielle directly or you can e-mail us at NADTC and we will be glad to try to get those questions answered for you and get the answers out to you. For those of you who are participating in the Section 5310 course who are interested in participating, those questions can be posted on our forum and the answers are available to everyone who has participated. So that's another good incentive for those of you who are interested in taking the course.

Please take time to fill out an evaluation of today's Webinar. It helps us improve our presentations. It's really important to us. Tell us how you like this format. Tell us if you think this is the appropriate amount of time. Tell us that topics that you would like us to cover in the future. Please go to https:\\www.surveymonkey.com/r/federalperspectiveeval and send us your evaluation, and let us know. It's very short. Let us know what you think of and what you thought of the Webinar and any suggestions for improvements, we really appreciate that. It helps us move forward.

Please sign up for additional Section 5310 Webinars. If you go to our Web site at www.nadtc.org, you'll be able to see the one that is coming up for next Thursday, which brings out the state perspective. And please check out our online Section 5310 course. It's called "Filling Gaps in Mobility for Older Adults and People with Disabilities."

By the number of questions that we had today and the number of participants we have, we know that this is a hot topic for all of you and something that you'd like to learn more about. Let me encourage you by telling you that the Section 5310 course is not graded. It is self-paced so you don't have anyone pushing you to hurry up and get done. You have until September 30th to complete it. You will participate in the Webinars just like you did today. You will take a short quiz which will be 5 to 10 questions long at most, that's true false or multiple-choice. To make sure that you actually did participate in the Webinar, you will have forms that you can participate in and questions like we had today will be answered online and you can chat with other people.

You know, we had (Vicky) from Michigan who came online and she helped (Todd) from Idaho with his questions. That's exactly how those forms are scheduled to be. Someone asks a question and then all kinds of people who do something similar can answer and give you ideas. If someone poses a question and no one has an answer, then we go out of our way to find answers for you, so another reason to look at the course.

If you want more contact information, I have both mine and my co-directors' information up here, so you can contact either me or Virginia Dize. Our telephone numbers are there. Our e-mail addresses are there and, again, the Web site. So, on behalf of Easter Seals and n4a, we are funded by the Federal Transit Administration and we want to thank Danielle Nelson in particular. Danielle, you did just an excellent job of giving people an overview of Section 5310. A person could do days on this topic. But what we really want to do is make sure that ample resources are out there and available to you.

Please make sure that you go to our Web site and check out the other resources that will be available to you. Go back to the PowerPoint that Danielle gave you and look at the resources that she has provided. We will post those not only will this PowerPoint be posted but the resources will be posted in addition so that you can have links that will take you to those various resources. And make sure that you contact us if you have additional questions.

So thank you very much for joining us today. Make sure that you are getting involved in your local planning. It's really important even if you aren't planning to become a grant applicant, it's really important that you have a say in how those funds are being used and what kind of transit needs are out there. You are many of the people who have the best information that you can pass along to the powers that be in your local area to let them know what the needs are. So, make sure that you're taking part in those planning opportunities.

Danielle, I'll let you have some of the last words if you want to pass along any other advice to them or let them know about other things that that they might need to be aware of.

Danielle Nelson: Just thank you for all that you all do. I can't say enough about this program. Even though it's very difficult at times in trying for a small pot of funding in terms of FTA funding have a lot of intricacies. So thank you, keep up the great work and thanks for all you do.

Carol Wright: All right. Well, we look forward to having you join us next week on Thursday. Well, again, will be from 2:00 to 3:30 Eastern Time and the topic will be Section 5310 from a state perspective. Look forward to the other Webinars that on 5310 that will be following in August and you can get those dates off of our Web site. If you'd like to get directly notified, please go to our Web site and sign up for e-alerts and we'll be glad to get you the information right into your inbox.

Thanks for joining us and we wish you a happy holiday over the weekend. Be safe, everyone.

Operator: Thank you. This concludes today's presentation. We now ask you to disconnect.

END