

Description Area	FY2024-2025 Application Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program
Description Area	
Description Area	Application instructions
Description Area	Application Due: April 24, 2025 at NoonIf you have any questions, please contact Fluturi Demirovski at Fluturi.Demirovski@rtachicago.org or 312-913-3239 or Robert Morris at Robert.Morris@rtachicago.org or 312-913-3236Welcome to the FY2024-2025 Application for the Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities Program. Please follow the instructions and complete all information on the following pages to apply. If you need to take a break from your application, please click "Save and Resume Later." You will be provided with a link to copy or email to yourself where you can resume your application anytime within 30 days.The final step of this application includes several documents to be downloaded, signed, and re-uploaded as part of your application. Please complete this step before submitting your Section 5310 application.Learn more about the Section 5310 Program and view previously selected projects at https://www.rtachicago.org/region/section-5310 .

Description Area	Applicant Information
Project Title	Little City Foundation Transportation Project
Applicant's Legal Name	Little City Foundation
Contact Person	Rich Bobby
Address	1610 West Colonial Parkway Inverness, IL 60067
Telephone #	(847) 358-5510
Email	rbobby@littlecity.org
Applicant Fiscal Year Begins	July
Applicant Fiscal Year Ends	June
SAM #	SBSDGBABTGA7
Request Type (Check all that apply)	Operating
Organization type (Check all that apply)	Private Non Profit

Description Area	Section 1: Applicant questions
Description Area	The following questions should be answered for all projects, unless otherwise noted.1. Check what goal(s) from the Human Services Transportation Plan(HSTP) and strategies from the On To 2050 Plan this project is designed to address to meet the needs of seniors and individuals with disabilities (check all applicable boxes below):
Human Services Transportation Plan (HSTP)	Goal #2 - Expand Service Areas and Hours (pg 74) Goal #7 - Explore Collaboration/ Consolidation of Similar Services (pg 81)
On To 2050 Plan	Facilitate Partnerships for Service Sharing and Consolidation Ensure Equitable Transit Access
Description Area	Details: Human Services Transportation Plan
Description Area	Details: On To 2050 Plan

2. Provide a detailed description of your project. Explain what you are requesting funding to provide; why the project is needed; and how the project will support strategies for goals selected in questions #1. Please be concise. (Project Description Narrative [+/- 500 words]):

Little City requests renewal funding to support transportation services to individuals with intellectual and developmental disabilities (I/DD), a uniquely underserved population served by Little City since 1959. Little City operates residential and day program facilities across Cook, Lake, and DuPage Counties, with locations in Arlington Heights, Chicago, Hanover Park, Hoffman Estates, Grayslake, Palatine, Roselle, Schaumburg, and Streamwood.

Participants of Little City engage in transportation services to attend day programs, medical appointments, employment, shopping, and community integration activities. Little City's transportation department supports all facets of program delivery by maintaining the mechanical condition of vehicles, ensuring that the interiors are clean and disinfected daily, have adequate fuel, and properly staffed according to Little City policy. Transportation is available 24/7 and also requires dedicated staff traveling with participants alongside staff at community integrated living arrangements (CILAs), group homes in the community, and with residents of Little City's 56-acre campus in Palatine.

This project is needed as over 95% of Little City participants have an intellectual or developmental disability and need consistent assistance and support. Given to the nature of their disability, many individuals served are incapable of safely, successfully, and independently navigating any transportation service that requires an understanding of the transportation system and/or agency on the part of the passenger. Many of Little City's participants require multiple direct support professional (DSP) assistance throughout the day on a 24/7 shift to help with daily life, let alone navigating public transportation. With regulatory guidance regarding staff accompaniment of people with disabilities and limitations of service areas and hours of operation, most public transportation systems are unable to provide the necessary services for individuals served by Little City. Many of the riders are nonverbal and/or unable to read: many have multiple diagnoses, including concurrent medical conditions that require constant observation and care; still others exhibit problematic behaviors requiring intervention from trained staff to minimize the risk of harm to self or others. Without Little City's work, there simply would be no transportation options available. This fits the ONTO2050 goals of "Ensuring Equitable Transit Access."

In support of Goal #2, "Expand Areas and Hours," the Little City transportation program already operates 24 hours a day, seven days a week. Most trips do occur from 6:30am to 4:30pm on weekdays in Lake County, suburban Cook County, and northern DuPage County. Medical transportation and urgent,

non-emergency medical transportation is provided by appropriate Little City personnel when required, 24 hours a day, 365 days a year. Service areas are also not limited to strict geographic boundaries; outings move participants throughout the region as part of community engagement activities. With Little City's participants are referred to our services via the State of Illinois Prioritization of Urgency of Need (PUNS) list, if a new participant comes to Little City, we will accommodate them regardless of their location, thus expanding our services.

In Support of Goal #7 - "Explore Collaboration/ Consolidation of Similar Services" and the OnTo2050 goal of Facilitate Partnerships for Service Sharing and Consolidation," Little City will continue its ongoing dialogues and partnerships with other human service agencies serving the I/DD population to ensure no client is left without transportation options. Little City and Clearbrook, an organization also serving those with I/DD, will continue to facilitate client-directed service sharing and have set a clear timeline and decision process to analyze both transportation and non-transportation barriers for potential route consolidation beyond current cooperation. Little City will also continue to collaborate with transportation providers, including but not limited to PACE ADA Paratransit service, local Townships and villages, and others operating transportation services to ensure the right transportation option that meets individual need is safely delivered.

3. What entity is currently or will operate the service? Does your agency enter into agreements with service providers? (Operating Projects Only)

Little City Foundation will continue to operate this service through a dedicated transportation team, drivers, and direct support professionals (DSPs), the staff accompanying participants as needed. Safety checks are completed regularly on all vehicles, with preventative maintenance schedules following manufacturer's recommendations for each vehicle as well as IDOT and Pace guidelines.

Every driver receives ongoing training. Dispatchers and drivers receive classroom and on-the-road training that addresses emergency procedures, how to assist individuals with disabilities, and how to properly use wheelchair lifts, CPR and First Aid, route orientation and how to best communicate with First Responders. In addition to transportation department drivers, properly trained DSPs may also drive participants in approved vehicles, particularly during off-peak hours. A copy of all related licenses is on file with Little City's Human Resources Department.

4. How does this project improve access to other transportation services that go beyond the project's geographic boundary?

Little City's geographic boundary is determined by the participants it serves, as reflected by the referral of participants to Little City's services through the PUNS list, Little City's ability to hire and retain appropriate staffing, and Little City's ability to secure capital funding for vehicles. Time spent in vehicles is the main "boundary": Illinois Department of Human Services (DHS) regulations limit the amount of time individuals with disabilities may spend in transit to and from services to one hour per trip.

Residents at community facilities owned and operated Little City receive round-the-clock transportation services for all Chicago-area destinations, and under certain circumstances, for destinations outside of the greater Chicago metropolitan area. Participants of Little City's community day services receive transportation services directly from Little City whenever possible. For individuals who reside in areas that Little City's transportation department is unable to serve directly due to the one-hour time limitation, agency transportation staff coordinate rides with other transportation providers, including PACE ADA Paratransit Service, third-party bus companies, township transportation services, and other transportation providers as appropriate.

5. How will seniors and individuals with disabilities be given priority on all project activities, if the service is not limited to those individuals?

The services provided by Little City are limited to individuals with disabilities as defined by the organization's mission and goals. Transportation is one component of a larger service delivery model that helps those with I/DD have the best options and opportunities to live safely, learn continuously, explore creatively, and work productively throughout their lifetime.

6. Describe how the project will be marketed to serve seniors and individuals with disabilities and promote public awareness? Include information on how populations with Limited English Proficiency will be apprised of the project and whether marketing materials will be available in other languages.

Marketing the project publicly is not required to drive service usage. The State of Illinois refers participants to Little City services based on state criteria needed to qualify for disability services. Prior to participation in Little City's programs, individuals are assessed by a state-assigned Independent Service Coordination agency (ISC) to determine his or her eligibility. ISC agencies are contracted and authorized by the Illinois Department of Human Services Department of Developmental Disabilities Services. A matrix that includes factors such as IQ, limitations in activities of daily living, communication difficulties, and mobility functions is used when determining if individuals qualify for services. Thus, aside from communication to the state and to families, guardians, and participants on how transportation is a part of our service model, marketing transportation services for public awareness does not drive usage.

The most common language barrier among Little City's participants is an inability to engage in verbal communication or severe limitations in verbal communication abilities. As a result, Little City staff use a variety of methods to communicate with non-verbal individuals ranging from low-tech, image-based communication tools all the way to high-tech voice synthesizers. In the case of individuals or family members/guardians who do not speak English, they may receive informal interpretation services from a Little City staff member that is fluent in the participant's native language. Additionally, they can also request the services of an outside interpreter. This also applies for those who are deaf/hard of hearing and require sign language communication. This is one reason why all transportation is accompanied by trained DSPs working directly with our participants.

7. How will this project coordinate with public transportation providers and /or other human service agencies? If the project will not include coordination, provide a detailed explanation.

Little City strives to collaborate with like-minded organizations to achieve the best possible outcome for the participants it serves. In transportation, this manifests in two areas: 1) participant-directed choices as to which service provider helps meet the daily needs of the clients, and 2) inclusion in mobility-management studies to identify synergies where transportation efforts can be combined. The recently concluded Mobility Management Study included Little City in a collaborative of eight organizations serving the intellectual and developmentally disabled community.

Client-directed choice collaboration will continue in the coming years with Clearbrook, an agency also serving those with intellectual and developmental disabilities (I/DD). Currently, Little City transports nine Clearbrook community integrated living arrangement (CILA) participants from five addresses, bringing them to and from day services at two Little City sites. Little City also transports 12 participants from St. Colletta's Home, an agency also service those facing intellectual and developmental disabilities, bringing them to and from day services at two Little City sites. From a client-first lens, this type of collaboration allows those with I/DD to choose the best services to fit goals in their individual care plan, and leverages funding from each organization to best meet goals for a service population with greater need than resources available. Little City expects this type of collaboration to continue and grow as the agencies grow.

In 2024, Little City and Clearbrook began identifying new possibilities to share resources-a Little City van and driver transporting a Clearbrook client to a Clearbrook site, and vice-versa-beyond the client-choice model noted above. Whether this is feasible and could result in cost-savings for either organization, however, remains elusive. Transportation scheduling barriers do exist: vehicle size and capabilities vary widely, with the potential of multiple runs being required for a single session to transport all to a day program safely; a DHS-mandated maximum onboard time of one hour, with ½ hour being preferable, can result in splitting of routes and double runs; staffing is extremely difficult, with agencies struggling to recruit and retain both drivers and DSPs who primarily provide services at CILAs or day programs but who also may have driving duties, and are the familiar first line of service to those with I/DD; and rider safety/incompatibility, where behavioral conflicts can pose a challenge when grouping certain individuals together in vehicles. These barriers can, in some situations, be overcome by increased funding for larger capacity vehicles.

Not fully discussed in the recent Mobility Management grant effort are the substantial organizational operating barriers to route

sharing beyond route mapping alone. Insurance rates will rise when one organization transports non-Little City clients to non-Little City programs, if the insurance carrier allows such coverage at all; issues of liability including workers' compensation are being examined; Little City's van drivers and DSPs are part of the AFSCME union, so changes to responsibilities of these employees to include transporting non-Little City clients to non-Little City day programs would have to be negotiated with the AFSCME union; and there are financial and compliance issues including what type of compensation one organization could receive from the other from the DHS day-service reimbursement, which covers a portion of transportation costs. Current State of Illinois guidelines clearly state "transportation required for individuals shall be the responsibility of the provider." If route consolidation, after considering all variables, causes the overall program cost-per-mile to substantially rise, it would damage Little City's ability to provide transportation to current and projected participants and would not be pursued.

Little City recognizes potential benefits of further sharing transportation resources and will meet with Clearbrook through 2025, at our own cost and not billed to the RTA, to determine by September if the cost-per-mile rate of transporting participants will not rise to a point that shared routes are untenable. We recognize the RTA's goal to support as much transportation access as possible with limited funds and have committed to building upon the transportation-centric mobility management analysis with these other variables to have a complete picture of the best transportation options for those with the most high-intensity behaviors.

8. Describe your organization's experience, technical ability, and capacity to successfully and efficiently manage federal grants? Identify which staff will be administering this grant and what experience they have managing federal grants. Please include the percentage of time the person(s) will spend managing this grant.

Little City has been fortunate to be a multiple recipient of the Section 5310 transportation project awarded by the RTA from 2017 until the present. As a past recipient of the Section 5310 funding, Little City staff have continued to gain more experience, knowledge, technical and administrative ability as well as financial capacity to be successful with managing this grant, Little City will abide by all reporting requirements and manage this project by drawing on human talent resources to ensure that our population is served with quality, dignity, and respect.

Mark Burrage, Vice President of Facilities and Transportation for Little City, oversees all transportation-related activities at Little City, including this project. Mark has experience managing the current contract, as well as previous intergovernmental agencies prior to Little City. Mark's team includes Trevor Roberts, Transportation Manager, who has been with Little City for over 20 years and is estimated to focus over 60% of his time on this specific effort. Trevor monitors multiple drivers, site-specific managers, and facilities teams for maintenance, fueling, and overall fleet management. It is important to note the full Little City service team including DSPs, residential directors, finance and accounting and development staff all contribute to this effort as part of the complete, 24/7 services provided to the Little City participant.

In addition to the Section 5310 transportation project awarded by the RTA, Little City has also been awarded other federally funded HUD Community Development Block Grants (CDBG) from Cook, Lake, and DuPage Counties, the Villages of Arlington Heights and Schaumburg, and the City of Waukegan.

Description Area

Mobility management consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under 49 U.S.C. Chapter 53 (other than Section 5309). Mobility management does not include operating public transportation services. Mobility Management used for staff position is intended to build coordination among existing public transportation provider and other transportation service providers with the result of expanding the availability of service.

9. Detail your Mobility Management efforts for your operating or capital project. This questions applies to all applicants, regardless of use of Section 5310 funding for Mobility Management.

Post-Mobility Management Collaborative study, leadership from Sertoma Star Services, Clearbrook, CTF Illinois, Blue Cap, Ray Graham Associates, Park Lawn, and Little City meet regularly. Collaborations that lead to cost savings and increased participant service delivery and satisfaction remain the prime goals. Cost issues are paramount in these discussions, noting the additional cost of implementing shared route software.

Little City's proximity to Clearbrook helps foster a close relationship between the two agencies, including participant-choice focused collaboration that improves coordination between our two agencies. Work in 2025 will also determine whether specific shared routes are financially feasible for the I/DD population we serve. Little City will continue to coordinate rides with other transportation providers, including PACE ADA Paratransit Service, third-party bus companies, township transportation services, and other transportation providers as appropriate. In one new example, the Schaumburg Township Mental Health Board is providing a pilot grant program to provide limited ride sharing for high-functioning Little City clients needing transportation to work.

Description AreaSection 2: Performance measures

Description Area

This section details performance measures associated with each project type and Human Services Transportation Plan goal area. Performance measures will be used to monitor and assess each project's progress, improvements and overall effectiveness towards improving transportation options for older adults and people with disabilities. Each applicant is required to provide baseline data and projections (where applicable) for each Human Services Transportation Plan goal area associated with the project application. Successful applicants will be required to report quarterly on each associated performance measure. Data will also be used to evaluate future Section 5310 project applications (for ongoing operating projects).

Description Area

Goal #1 Establish Mobility Management and Travel Training Networks
Description Projects that support this goal are largely tied to operating projects. Because of this, performance measures are tied to progress made with operating projects.
Potential Performance Measures: New partners added to Section 5310-funded operating projects. Increase in hours and geographic coverage of operating projects.

Please explain how you will collect and report on identified performance measures for this project and identify any additional performance measures that will be used.

N/A

Description Area

Number of partners

Description Area

Section 2(Cont'd): Performance measures

Description Area

Goal #2Expand Service Areas and HoursDescriptionProjects that support this goal are operating projects, many of which are existing projects previously funded by Section 5310. Existing projects are expected to provide data (where available) for previous years as well as projections in each area. New project applications are required to provide projections only.Potential Performance Measures:Extend service area boundaries.Extend hours of operation for night/early morning.Current and projected ridership.

Please explain how you will collect and report on identified performance measures for this project and identify any additional performance measures that will be used. Please provide details on how you derived your projections (explain how you will extend service boundaries, hours of operation, and increase ridership).

Little City transportation teams monitor trip data for schedule timeliness, participant behavior and engagement, and for vehicle usage and maintenance. As a vital component of service delivery, a dedicated team focuses on all transportation issues, logging all incidents and reporting hours of service for DHS and other reporting. Any adjustments needed are made in conjunction with individual client service plans. Quality controls are monitored throughout all Little City programming by a team of program quality experts led by Theresa Moran, VP of Program Quality and Supports, whose team also coordinates all accreditation efforts.

Extending service and increasing ridership is based on referral of participants to Little City's services through the PUNS list, Little City's ability to hire and retain appropriate staffing, and Little City's ability to secure capital funding for vehicles. Time spent in vehicles is the main "boundary": Illinois Department of Human Services regulations limit the amount of time individuals with disabilities may spend in transit to and from services to one hour per trip. If current Little City participant census remains stable, a slight increase will occur each year due to medical appointments and employment programming as needed to serve an aging I/DD population.

Description Area

Number of individuals to be served by your project annually

Description Area

Annual Ridership(All projects)

2023: Individuals with Disabilities 160258

2024: Individuals with Disabilities 171174

Projected 2025: Individuals with Disabilities	176000
Projected 2026: Individuals with Disabilities	180000
2023 Total	160258
2024: Total	171174
Projected 2025: Total	176000
Projected 2026: Total	180000
Description Area	Provide the days and hours of operation
Existing operating hours (2024)	Monday through Friday, 7am-5pm, and on demand 24-7. Saturday and Sunday: on demand via residential staff, or pre-planned outings and/or appointments
Projected expansion hours (2025)	Monday through Friday, 7am-5pm, and on demand 24-7. Saturday and Sunday: on demand via residential staff, or pre-planned outings and/or appointments
Projected Expansion Hours (2026)	Monday through Friday, 7am-5pm, and on demand 24-7. Saturday and Sunday: on demand via residential staff, or pre-planned outings and/or appointments
Number of projected new riders with expanded hours	By 2026, with estimated referrals and increased participant activity, estimated close to 9000 new individual rides.
Description Area	Core service area: Specify municipal and county areas covered
Existing 2024	Lake County, Cook County, Northern DuPage County. Municipalities include Arlington Heights, Chicago, Hanover Park, Hoffman Estates, Grayslake, Palatine, Roselle, Schaumburg, and Streamwood.
Projected 2025	Lake County, Cook County, Northern DuPage County. Municipalities include Arlington Heights, Chicago, Hanover Park, Hoffman Estates, Grayslake, Palatine, Roselle, Schaumburg, and Streamwood.
Projected 2026	Lake County, Cook County, Northern DuPage County. Municipalities include Arlington Heights, Chicago, Hanover Park, Hoffman Estates, Grayslake, Palatine, Roselle, Schaumburg, and Streamwood.

Description Area	Special destination: Trips outside of core service area (if applicable)(Please list locations)
Existing 2024	TBD based on individual need
Projected 2025	TBD based on individual need
Projected 2026	TBD based on individual need
Description Area	Inter-county transfers or services
List of Partners	Clearbrook
Interagency Agreement	Service teams are in contact on participant-choice collaboration; in-progress for potential route sharing.
County(s)	Cook, Lake, DuPage

Description Area

Section 2(Cont'd): Goals

Description Area

Goal #3Coordinate Fare Media and Implement Capped Fares for Certain TripsDescription:Projects that support this goal are largely policy changes related to operating projects.Potential Performance Measures:Longer distance trips are more affordable.Number of agencies that accept the common fare media.New funding sources identified to support the reduction in fare revenue for longer-distance trips that are provided for a capped fare rate.

Please explain how you will collect and report on identified performance measures for this project and identify any additional performance measures that will be used.

N/A

Description Area

Goal #4Coordinate Volunteer Driver Support ProgramsDescription:Projects that support this goal are new or existing operating projects.Potential Performance Measures:Trip calls are converted from undeliverable turndowns (outside area or hours) to be filled by a volunteer.Stability of or growth of screened and trained volunteer driver pool.Volunteer hours of service.

Please explain how you will collect and report on identified performance measures for this project and identify any additional performance measures that will be used.

N/A

Description Area

Goal #7Explore Collaboration / Consolidation of Similar ServicesDescription:Projects that support this goal are planning projects or activities carried out by a mobility manager.Potential Performance Measures:Feasibility of collaboration among human service agencies is exploredIf determined to be more cost effective, agency transportation program administration functions will be consolidated.If determined to be more cost effective while preserving quality of service, vehicles will be purchased by a single lead agency and all trips will be scheduled and dispatched from a central office.Cost savings achieved through collaboration.Quality of service is maintained or improved after collaboration.Agencies secure funding to replace or partially replace ongoing Section 5310 program awards.

Please explain how you will collect and report on identified performance measures for this project and identify any additional performance measures that will be used.

Little City will explore the feasibility of expanding both 1) participant-directed choices as to which service provider helps meet the daily needs of the clients, and a phase II of this collaboration, 2) Little City's ability to physically share transportation resources-a Little City van and driver transporting a Clearbrook client to a Clearbrook site, and vice-versa-beyond the participant-choice model of multiple organizations serving a single client.

For participant-directed choices, clients who seek services at both organizations are documented in care plans and through DHS registrations and PUNS list referral. When these cases arise, Little City will accommodate as enrollment allows.

For collaboration that aims for the consolidation of similar services, six current routes have been identified for potential consolidation between Clearbrook and Little City. Aside from ensuring all transportation variables and participant-service variables are met that ensures the quality of service is maintained or improved for the participant, a prime performance measure will be whether such collaboration is cost effective for the total project, factoring in potential additional costs such as insurance, staffing, and more alongside any potential savings realized through route consolidation. By September 2025, Little City and Clearbrook will have analyzed the financial ramifications of such route consolidation. If financially feasible, routes will then be restructured in the fall of 2025 with appropriate training, staffing, and administrative systems developed for a January 2026 implementation on these routes, with subsequent review for further action.

Description Area	Goal #8Establish Regional One Call / One Click ServiceDescription:Projects that support this goal are planning projects to conduct feasibility studies or capital funding to implement software.Potential Performance Measures:Total usage and frequency of usage by customers.Accuracy of transportation information.Types of trips planned.Customer satisfaction
Description Area	Goal #9Create an Accessibility Infrastructure DatabaseDescription:Projects that support this goal are planning projects to conduct data collection and or/ create a database.Potential Performance Measures:Completion of databasePercentage of regional inventoried / number of communities inventoriedUsage of database

Please explain how you will collect and report on identified performance measures for this project and identify any additional performance measures that will be used.

N/A

Description Area

Capital Infrastructure ProjectsUndertake a new Section 5310 related capital infrastructure project.Description:Projects that support this goal are capital projects that:a) Exceed the minimum ADA requirements,b) Improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, orc) Provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation.Potential Performance Measures:Number of riders impactedNumber of stations or bus stop facilities improvedDollars spent on improvements

Please explain how you will collect and report on identified performance measures for this project and identify any additional performance measures that will be used.

N/A

For CTA, Metra, and Pace Applications Only - Please describe how you will incorporate regional rider needs and interagency collaboration into your proposed project. For example, digital signage showing information for all agency services at locations with interagency transfers.

N/A

Description Area	Section 3: Budget requestIf a funding source is not applicable respond with "0."
Description Area	Operating expense year 1 request
Description Area	Operating expense year 2 request
Operating Year 1 Federal 50%	417500
Operating Year 1 Local 50%	417500
Operating Year 2 Federal 50%	417500
Operating Year 2 Local 50%	417500
Description Area	Capital expense year 1 request(Infrastructure improvements computer software/hardware, cameras, tracking or routing software, etc.)
Description Area	Capital expense year 2 request(Infrastructure improvements computer software/hardware, cameras, tracking or routing software, etc.)
Capital Year 1 Federal 80%	0
Capital Year 1 Local 20%	0
Capital Year 1 Federal 80%	0
Capital Year 2 Local 20% Match	0
Description Area	Mobility management expense year 1 request
Description Area	Mobility management expense year 2 request
Mobility Year 1 Federal 80%	0
Mobility Year 1 Local 20%	0
Mobility Year 2 Federal 80%	0
Mobility Year 2 Local 20%	0
Provide the detailed methodology used to develop the above budgets. (applies to all applicants).	Little City's cost per mile calculation for FY23, ending June 2023, was \$3.62. Little City took this figure and multiplied it by actual mileage for FY23 and FY24, ending June 2024. This total figure was then averaged for the two years at just under \$835,000. This figure also matches Little City's ability to provide for the 1:1 match.

Description Area

Certifications & Board Resolutions

Description Area

Please download and fill out the forms listed below. You can download the PDF versions of the listed forms [here](#). Local Share Certification; Certifying Authority; Title VI Plan Certification (New Applicants Only); EEO Certification; Single Agency Audit Certification; Traditional Project Certification Eligibility-Units of Local Government (New Applicants Only); Private Non-Profit Organizations-Certification Eligibility; Approved Board Resolution (authorizing application submittal and name of authorized official)

Please provide an explanation for any certificates that are not completed and uploaded with the application

All required attachments were emailed to Fluturi Demirovski on 4/22/24, per her request to include in the proposal. The online form only allowed a single file to be uploaded.