

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	Ride In Kane Paratransit Service
Applicant's Legal Name	County of Kane
Contact Person	Janet Harris
Address	41W011 Burlington Road St. Charles, IL 60175
Telephone #	(630) 762-2600
Email	harrisjanet@KaneCountyIL.gov
Applicant Fiscal Year Begins	November
Applicant Fiscal Year Ends	December
SAM #	JDR6EZ6HML25
Request Type (Check all that apply)	Operating Mobility Management Existing Project
Organization type (Check all that apply)	Local Govt.

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 #1 - Establish Mobility Mgmt and Travel Training Network (pg 71) 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
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]):

The Ride in Kane Paratransit Program has been operating since 2003 supported by a consortium of local municipalities, villages, townships and human service agencies. Ride in Kane provides curb to curb transportation for eligible seniors and disabled residents in Kane County. Annually, the service provides almost 65,000 trips for the target population. Kane County recently received funding from the Federal Transit Authority and consented to take over program administration to enable service continuation. In order to use federal monies to give qualified individuals access to jobs, medical transportation, and community outings, Kane County is requesting a 50% local match.

The program will help close the gap between health care providers, senior services, workforce and economic development, schools and organizations that serve the disabled, and transit/transportation specialist. The program's main goal is to meet the requirements of the riders by providing services that assist them in identifying and utilizing the mobility alternatives that are available to them as well as in learning new skills that will allow them to utilize a wider range of mobility options, including CTA, Metra, and Pace fixed routes. In order to provide riders equity and enable full integration into the community, the program will continue to promote the coordination of support services and transportation services for underprivileged citizens.

The program operates at a gold service standard of 24 hours a day, 365 days a year. Due to the demand for workers on the second and third shifts, Ride in Kane has expanded hours for midnight and early morning service. Ride in Kane operates as a consortium of local municipalities, townships and human service agencies. We will continually examine the potential for collaboration among agencies serving common eligibility groups (i.e., clients with developmental disabilities, older adults) to provide more efficient services and increase cost savings for their transportation programs.

Goal #1: Establish Mobility Management and Travel Training Networks

Kane County has a full-time mobility manager with a customer-focused approach to provide the riders equity and build relationships that support their continued education in travel training. As the Human Services Transportation Plan (HSTP) states, the mobility manager provides direct county-level services to county residents, local agencies and county departments. Through the mobility management network, the mobility manager will bridge the information gap between health care providers, schools and agencies serving the disabled, senior services, workforce and economic development, and the transit/transportation professionals. The focus of the mobility

management team is to address rider needs for services that help customers identify and access mobility options that are available to them such as Pace Trip check and help customers acquire new skills enabling them to use a broader array of mobility options such as Pace fixed-routes, Metra, and CTA. The manager continues to assist with the coordination of transportation services for disadvantaged residents as well as the coordination of support services to provide the riders equity and facilitate complete integration into the community. The Ride in Kane program plans to grow over time and can provide training to agencies and potential sponsors to bridge access issues to public transit, public health, and social work.

Goal #2: Expand Service Areas and Hours

We currently operate at a gold service standard of 24 hours a day, 365 days a year. Due to the demand for workers on the second and third shifts, Ride in Kane has expanded hours for midnight and early morning service. In order to allow for transportation access for unserved and underserved population and places, Pace Suburban Bus has agreements with taxi services and Transportation Network Companies (TNCs). Through the Ride in Kane program, Kane County additionally sponsors work-related trips and medical trips for individuals 65 and older as well as individuals with disabilities. Kane County also sponsors individuals who are seeking work-related rides from anywhere in the county. Residents who live in areas without a sponsor may register with Kane County for work-related and medical trips. We will continue to collaborate with municipal and township transportation program managers and other transportation programs in the area to discuss opportunities for ride-sharing to provide trips for passengers traveling across multiple service areas. The mobility manager participates in the Access to Health Action team with the Kane County Health Department to conduct surveys of passengers and local employers to understand the potential demand for early morning, late night, and weekend transportation. The program has added a new sponsor partner Rutland Township since the last application and continues to support the Veteran's Assistance Commission of Kane County which creates interagency agreements to share rides for passengers sponsored by different programs. In collaboration with Waubensee Community College, the initiative has created possibilities to increase the number of students who have access to transportation.

Goal #7: Explore Collaboration/ Consolidation of Similar Services

Ride in Kane operates as a consortium of local municipalities, townships and human service agencies. Ride in Kane will continually examine the potential for collaboration among agencies serving common eligibility groups (i.e., clients with

developmental disabilities, older adults) to provide more efficient services and increase cost savings for their transportation programs. Also, staff will explore opportunities for potential collaboration among municipal and/or townships programs that serve the public or specific eligibility groups. Kane County has added new partnerships with homeless shelters Lazarus House, LifeSpring Ministries at Wayside Cross, Community Crisis Center, St. Charles Community School District 303, and Mid-Valley Special Education Cooperative to provide work-related trips and medical trips for eligible riders who live in a non-sponsored area.

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

Pace Suburban Bus operates the service, and the County and service provider have an annual agreement.

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

Ride in Kane offers transportation to residents that are registered with participating sponsors. A significant part of the western portion of the county is not currently participating in the Ride in Kane program due to the lack of sponsorship from townships and municipalities. In an effort to support all of Kane County residents, KDOT is a sponsoring agency that registers eligible riders to take work-related trips and/or medical trips that live in a non-sponsored area. KDOT also allows rides outside the county boundary limits, on a case-by-case basis. We will continue to explore opportunities for potential collaboration among municipal and/or township programs that serve the public or specific eligibility groups. These municipalities and townships may not have the financial capacity to commit funds to provide rides. The geographical locations in the western portion of the county result in longer trip length, which increases the cost per ride. Therefore, the agencies do not have financial means to support the Ride in Kane program. The counties are meeting quarterly to discuss about the paratransit programs and are addressing cross-county issues to try to find ways to improve access.

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

Ride in Kane provides eligible residents 65 and older, persons with a disability and veteran residents access to transportation within limited geographic boundaries, usually based on the limits of the agency that sponsors the rider. Kane County provides service to areas such as the western part of Kane County that are unserved or underserved, especially for areas that are just a few miles outside of the Pace ADA paratransit service area boundary. We are committed to creating pathways to opportunity for the target population and bridge the gaps for their transportation needs.

According to the 2016-2020 American Community Survey data available through the ACS Five-Year Estimates of disability for the non-institutionalized population Kane County has

1. 13.7% of the population aged 65 and better. As older adults live longer and remain independent, the potential need for transit services greatly increases. In using Ride in Kane, it can be more economical than owning and maintaining a vehicle since older adults tend to be on a limited retirement income, in which for these reasons is an indicator of potential transit demand.

2. 8.3% of the population with a disability. Individuals with a disability in any community presents challenges. Ride in Kane will provide transportation services to these individuals in order to permit for a functional ability to perform various life functions.

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.

To develop a marketing campaign for Ride in Kane, Kane County has engaged a consulting firm. It contained the program's public information materials and engagement plan. Sponsor agencies will also use the tools and resources. For the benefit of our population with limited English proficiency. Ride in Kane staff members are bilingual in Spanish and English. According to the 2016-2020 American Community Survey, 25.7% of Kane County residents speak Spanish at home. The county also has a translation service that provides translation for many other languages. Ride in Kane documents are in English and Spanish and the website has Google translate setup so readers can choose their native language to access the information. As part of the new marketing campaign, materials were also developed in English and Spanish. Staff has reached out to Spanish language newspapers and social service agencies that target the Spanish-speaking population. The new materials will assist in connecting with the populations these agencies serve. Ride in Kane currently utilizes the Kane County's website to market and promote public awareness. We are aware that for many of our target population implementation of more app-based or web-based tools may be difficult to use. As indicated in the HSTP Final Report March 2021, less than half of the respondents indicated that they have reliable internet access, and 29 percent use a smartphone. Approximately 27 percent said they do not have internet or a smartphone. Therefore, we have a direct information line to help support the need to maintain telephone-based information options even if new technology is introduced.

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.

Ride in Kane currently utilizes the Kane County's website to market and promote public awareness. We have launched Laserfiche, a new document management system that is very secure with sensitive information. New and existing registrations and eligibility documents can safely be stored and filed more securely for the lead administrator. This software has the capability for an online registration form that is easily accessible for all Kane County residents wanting to register for Ride in Kane. All sponsors can use this to streamline the process of registering new riders and forwarding registrations packets to the mobility management personnel for evaluation. The online form can also be printed and send to staff members. Additionally, it will reduce errors and assist prospective riders in uploading their eligibility documents. The Ride in Kane program utilizes Pace bus and taxi providers to address the gaps in public transit services with more specialized transportation services to include trips with origins or destinations outside of the public transit bus/rail routes and ADA paratransit service area boundaries. All Pace buses, transportation network companies (TNCs), and some taxis provide specialized transportation for older adults and individuals with a disability and are equipped with wheelchair-accessible vehicles. The Ride in Kane program provides rides to individuals who meet specific eligibility requirements: older adults over 65, and individuals with disabilities. For those with mobility limitations preventing them from accessing fixed routes, Pace provides door-to-door transportation. Together, this network of transportation options supports mobility in the region when traveling without a personal vehicle, a friend, or a family member.

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.

Kane County Division of Transportation, as direct administrative department, operates with an average yearly budget of approximately \$65 million. In FY 2025, Kane County DOT currently forecasts over \$14 million in federal and state reimbursements through grants Chicago Metropolitan Agency for Planning, and American Rescue Plan Act. KDOT typically processes a myriad of state and federal grants to fund both operational and capital improvements to build infrastructure for the motoring and multi-modal public. Kane County receives funds from various levies including the RTA sales tax, which is used to fund the Ride in Kane program. The Ride in Kane mobility manager is responsible for a \$7.5 million budget in federal grants. The mobility manager is responsible for preparing, submitting, and managing grant proposals and reports that support agency goals and meet funder guidelines and criteria. The mobility program manager also has knowledge of the Federal Transit Authority Administration, Section 5310 regulations and basic understanding of accounting practices and reports. KDOT staff will continue to work closely with the Department's Chief Financial Officer to develop budget, personnel and operational procedures in conformance to both Kane County and Section 5310 regulations. Kane County has established good financial partners with our accounting team to create a procedure for the spenddown of the grant funding. The mobility manager has partnership with Pace accounting team to process the federal invoice, prepare the bus and taxi payment memos forms, and the monthly analysis for submittal to the RTA portal for grant reimbursement. The mobility manager also helps potential and existing sponsors determine their yearly budget commitments by estimating the number of rides, number of trips, and mileage to create a budget using estimated costs provided.

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.

Kane County will continue to explore ways to increase partnerships and add supporters and agencies that advocate for the Ride in Kane program. We will continue to concentrate on existing service areas and work with the township and municipal officials to determine appropriate program parameters to meet the needs of their constituents. The billing of invoices for the local and federal match and sponsor agreements are overseen by the mobility management team. We will also continue our work on developing ways to provide cross county provision of service. The RTA Section 5310 program quarterly progress report will include a detail on the number of outreach meetings, presentations and contacts made during each reporting period with specifics on the agency and outcome. We will quantify success in terms of obtaining consensus by officials in our expansion area, identifying other agencies and organizations eligible to join the sponsor group and identify private sector organizations or other advocacy initiatives. The mobility manager will complete professional development training in a comprehensive certification program for mobility management professionals. Mobility manager is currently enrolled in the Easter Seals Project Action Certified Mobility Manger Program. This training will deepen the understanding, strengthen community impact and maximize the effectiveness of the mobility management program. In this training, the mobility manager will learn about the complexities of mobility management and the unique way it can support both transportation programs and human services providers in our service are.

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.	Kane County will submit quarterly reports to the RTA identifying new partners added to Section 5310-funded operating projects. The Ride in Kane program plans to grow over time to include a network of partnerships to bridge access issues to public transit, public health, and social work. The program has added a new sponsor Rutland Township since the last application and will continue to support the Veteran's Assistance Commission of Kane County, which creates interagency agreements to share rides for passengers sponsored by different programs. In collaboration with Waubonsee Community College, the initiative has created possibilities to increase the number of students who have access to transportation.
	Goal #2: Expand Service Areas and Hours We currently operate at a gold service standard of 24 hours a day, 365 days a year. Due to the demand for workers on the second and third shifts, Ride in Kane has expanded hours for midnight and early morning service. In order to allow for transportation access for unserved and underserved population and places, Pace Suburban Bus has agreements with taxi services and Transportation Network Companies (TNCs). Through the Ride in Kane program, Kane County additionally sponsors work-related trips and medical trips for individuals 65 and older as well as those with disabilities. Kane County also sponsors individuals who are seeking work-related rides from anywhere in the county. Residents who live in areas without a sponsor may register with Kane County for work-related and medical trips. We will continue to collaborate with municipal and township transportation program managers and other transportation programs in the area to discuss opportunities for ride-sharing to provide trips for passengers traveling across multiple service areas. The mobility manager participates in the Access to Health Action team with the Kane County Health Department to conduct surveys of passengers and local employers to understand the potential demand for early morning, late night, and weekend transportation. The program has added a new sponsor (Rutland Township) since the last application and continues to support the Veteran's Assistance Commission of Kane County in 2026 which creates interagency agreements to share rides for passengers sponsored by different programs. In collaboration with Waubonsee Community College, the initiative has created possibilities to increase the number of students who have access to transportation.

Description Area	Number of partners
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Existing 2024	17
Projected in 2025	18
Projected in 2026	19

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).

For the existing sponsor coverage and the planned expansion area, refer to the Ride in Kane geographical map that is included. Hours of operation is twenty-four hours a day, seven days a week. As the grantee, Kane County will significantly increase the program's service area while maintaining the same operating hours. As the lead administrator of 6 municipalities, 9 townships, and 2 social service agencies, Ride in Kane mobility manager will register, track and maintain records for all eligible riders using Pace Trapeze, and Laserfiche a data record software. In addition, the mobility manager will prepare the billing and invoicing that is required for the reporting of riders served by Kane County. The current ridership numbers for 2023 and 2024 are taken from the RTA Section 5310 program quarterly final progress report. The projected annual ridership numbers for 2025 are taken from 2024 ridership increased by 10%. The projected annual ridership numbers for 2026 are taken from the 2025 total ridership increased by 10%. See chart attached for ridership numbers.

Description Area

Number of individuals to be served by your project annually

Description Area

Annual Ridership(All projects)

2023: Seniors 65 years of Age and Over (Projects Serving Seniors)

12937

2024: Seniors 65 years of Age and Over (Projects Serving Seniors)

15136

2025: Seniors 65 years of Age and Over (Projects Serving Seniors)

17335

2026: Seniors 65 years of Age and Over (Projects Serving Seniors)	19534
2023: Individuals with Disabilities	36998
2024: Individuals with Disabilities	38084
Projected 2025: Individuals with Disabilities	39170
Projected 2026: Individuals with Disabilities	40256
2023: General Public	0
2024: General Public	0
Projected 2025: General Public	0
Projected 2026: General Public	0
2023 Total	49935
2024: Total	53220
Projected 2025: Total	56505
Projected 2026: Total	59790
Description Area	Provide the days and hours of operation
Existing operating hours (2024)	Monday - Sunday 12:01 am - 12:00 pm
Projected expansion hours (2025)	Monday - Sunday 12:01 am - 12:00 pm
Projected Expansion Hours (2026)	Monday - Sunday 12:01 am - 12:00 pm
Number of projected new riders with expanded hours	Monday - Sunday 12:01 am - 12:00 pm
Description Area	Core service area: Specify municipal and county areas covered

Existing 2024	Association for Individual Development Aurora Township Batavia Township Big Rock Township Blackberry Township Campton Township City of Batavia City of Elgin City of Geneva City of St. Charles Dundee Township Elgin Township Kane County Rutland Township St. Charles Township Village of South Elgin Village of Pingree Grove
Projected 2025	Veterans Assistance Commission of Kane County Kane County Sheriff's Office Hampshire Burlington Plato Virgil Gilberts Elburn Sugar Grove Kaneville
Projected 2026	Veterans Assistance Commission of Kane County Kane County Sheriff's Office Hampshire Burlington Plato Virgil Gilberts Elburn Sugar Grove Kaneville
Description Area	Special destination: Trips outside of core service area (if applicable)(Please list locations)
Existing 2024	Medical Trips and work-related trips outside the Kane County boundaries are permitted on a case by case bases for riders sponsored by KDOT.

Projected 2025	Medical Trips and work-related trips outside the Kane County boundaries are permitted on a case by case bases for riders sponsored by KDOT.
Projected 2026	Medical Trips and work-related trips outside the Kane County boundaries are permitted on a case by case bases for riders sponsored by KDOT.
Description Area	Inter-county transfers or services
List of Partners	N/A
Interagency Agreement	N/A
County(s)	N/A

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.

Goal #3 is not supported by program.

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.

Goal #4 is not supported by program.

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.

Goal #7: Explore Collaboration / Consolidation of Similar Services

Kane County will continue to explore ways to increase partnerships and add supporters and agencies that advocate for the program. We will continue to concentrate on existing service areas and work with the township and municipal officials to determine appropriate program parameters to meet the needs of their constituents. We will also continue our work on developing ways to provide cross county provision of service. The RTA Section 5310 program quarterly progress report will include a detail on the number of outreach meetings, presentations and contacts made during each reporting period with specifics on the agency and outcome. We will quantify success in terms of obtaining consensus by officials in our expansion area, identifying other agencies and organizations eligible to join the sponsor group and identify private sector organizations or other advocacy initiatives. The program is set up so that Pace call center plans, and dispatches every trip. Additionally, keeping track of rider eligibility registration is the responsibility of the sponsor and the mobility manager. Kane County introduced Laserfiche, a highly secured document management system that protects private data. All sponsors and prospective riders can sign up for the Ride in Kane program using this user-friendly online registration form. The program is structured where all trips are scheduled and dispatched by the Pace call center.

Description Area

Goal #8 Establish 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 #9 Create 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.

Goal #8 and #9 is not supported by the program.

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.

Ride in Kane doesn't support capital Infrastructure projects.

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%	1600000
Operating Year 1 Local 50%	1600000
Operating Year 2 Federal 50%	1600000
Operating Year 2 Local 50%	1600000
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%	96000
Mobility Year 1 Local 20%	24000
Mobility Year 2 Federal 80%	98880
Mobility Year 2 Local 20%	24720

Provide the detailed methodology used to develop the above budgets. (applies to all applicants).

A sponsor agreement request has been started for this grant cycle in order to solicit sponsor funding commitments. The necessary local match is then determined by sponsor's obligations. In this application a comprehensive sponsor worksheet is included.

To determine the base grant request for FY2024-2025, the total sponsor costs are added to the Pace subsidies granted to several legacy providers, less estimated fare box revenues derived from RIK reporting. Also, the sponsor agreement amount committed are added to determine the total local match.

For FY2024-2025, the Kane County sponsorship is \$300,000 and the Aurora Township sponsorship is \$485,000. The increased sponsor contributions will benefit in the following:

1. To provide more rides throughout the program by increasing the local match.
2. Attempts to counteract the rising cost of rides in 2023-2024, which was attributed to ridership increase, and higher cost rates due to a new service provider.
3. Provide funding for the anticipated rise in rides to newly qualified passengers in the expansion area (details in next paragraph)
4. Based on the length of trips from the western portion of the county to well-known locations along the eastern portion of the county, budget for the expected rise in trip costs.

The methodology used to calculate potential new ridership in FY2024-2025 is by increasing the ridership each respective year by 10%. The trip count in 2023 was 50,000. For 2024 the ridership trip count was 54,000. The projected ridership for 2025 will increase by 10% at a trip count of 57,000. The projected ridership for 2026 will increase by 10% at a trip count of 60,000.

With an average cost per trip of \$60 and a larger sponsor local match amount, the FY2024-2025 fund request allows for a variable fee for extra rides as trip costs rise.

This estimate is included in FY224-2025 along with a return to more typical ridership and a tiny incremental growth factor to allow for the program's total capacity expansion to the western portions of the county, which include the Townships of Burlington, Hampshire, Kaneville, Plato, Sugar Grove and Virgil (see map attached).

The mobility manager at KDOT has been running the program three years. It is clear that the program needs more employee than one mobility manager can provide. The requested mobility management expenses will pay for part-time Ride in Kane employee based at KDOT offices as well as the current full-time

mobility manager who devotes 100% of time to the Ride in Kane program. The development of the program will be supported by the current administrative team.

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&nbsp;here.Local Share Certification&nbsp;Certifying Authority&nbsp;Title VI Plan Certification (New Applicants Only)&nbsp;EEO CertificationSingle Agency Audit Certification&nbsp;Traditional Project Certification Eligibility-Units of Local Government (New Applicants Only)Private Non-Profit Organizations-Certification Eligibility&nbsp;Approved Board Resolution (authorizing application submittal and name of authorized official)
File	https://www.formstack.com/admin/download/file/17915285122
Please provide an explanation for any certificates that are not completed and uploaded with the application	See app narratives