Happy 2013 from the KAT program! In some ways we are sad to see 2012 go, as it was an excellent year for KAT. Major accomplishments included a 48% increase in rides, additions of new dedicated staff, a successful first fundraising event, increased public outreach and marketing efforts, and new community partnerships. However, we very excited about 2013 and the possibilities! In addition to expanding dial-a-ride in Oswego and adding Park and Ride operations, we anxiously await the arrival of two new mini-buses and a minivan for dial-a-ride expansion. The delivery date is estimated for summer. Also, as a way of our continued efforts in accommodating as many riders as possible, KAT will begin offering limited service on some regular holidays. This small service expansion will be mostly for medical appointments and, as always, is based on availability and demand. If you have any questions, please call (630) 882-6970. We hope you have a wonderful 2013!

-- Paul LaLonde, Program Director KAT

**KAT Notes**

**KAT CHRONICLE**

**NEWSLETTER FOR KENDALL COUNTY’S COMMUNITY & PUBLIC TRANSPORTATION PROGRAM**

**WINTER 2013 ISSUE**

**KAT Notes**

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-- Paul LaLonde, Program Director KAT

**Calendar of Events**

- **Monday January 21st** KAT paratransit will be closed in observance of MLK Day. Park and Ride will operate as scheduled.
- **Monday February 18th** KAT paratransit will be closed in observance of President’s Day. Park and Ride will operate as scheduled.
- **Saturday March 9th** Community Services Fair, Oswego High School 9AM - 12PM.
- **Monday March 18th** International Bus Driver Appreciation Day - Thank a driver!
- **Friday March 29th** KAT paratransit will be closed in observance of Good Friday. Park and Ride will operate as scheduled.

**Transit Speak: “Fixed Route System”**

The term “fixed route system” means a system of providing designated public transportation on which a vehicle is operated along a prescribed route according to a fixed schedule. Generally, a fixed route system is most widely used in densely populated urban areas, such as PACE in the Chicago suburbs or MTD in Champaign-Urbana. Right now, Kendall County does not have a fixed route system. However, if the County continues to grow in population, a fix route system may be necessary to help residents travel in the County.

**Need a Ride? Dial:**

(877) IGO-4KAT
(877) 446-4528

**Inside This Issue:**

- **KAT Taking Over Oswego Park/Ride**
- **KAT in the Community**
- **Staff Spotlight**
- **TRANSITions**
- **Did You Know?**
- **Toast to Transit**
- **Stranded Seniors Need Transit**
- **VAC 2012-2013 Membership Drive**
- **Contact Info**
- **Thank You**

**System Operator:**

Voluntary Action Center
KAT Taking Over Oswego Park and Ride

On January 2, 2013, KAT started as the new transportation provider for the Oswego Park and Ride. The Village contract with KAT adds two morning and two evening routes to the present schedule.

The route operates during weekday rush hour service between Oswego Park and Ride lot (located at Mill and Orchard Street) and the Aurora Transportation Center for the Metra BNSF Line.

Please note: Park and Ride users will not be able to use a Metra Link-up Pass, Plus-Bus Stickers, or other PACE related passes to use the bus. PACE will also not honor KAT passes. Users will need to obtain separate passes if they utilize PACE or CTA services as part of their trip.

Fares can be purchased in one of three ways: (1) A monthly pass for $30, (2) a 10-ride pass for $17.50, or (3) daily one-way fare of $3.50. Monthly and 10-ride passes can be purchased at Oswego Village Hall, Montgomery Village Hall, Yorkville City Hall, Plano City Hall, and the Oswego Police Department. The daily fare is purchased on the bus at the time of boarding, and exact change is needed.

The schedules, fares, and other information in this timetable are subject to change. The Village of Oswego and Kendall Area Transit do not assume responsibility for damage resulting from delayed trains or buses or failure to make connections. For more transit info, please call (630) 554-3618 or (877) IGO-4KAT.

New KAT Park and Ride Buses:
These buses are 33’ in length, handicapped accessible, and hold up to 26 to 28 passengers!

<table>
<thead>
<tr>
<th>Park and Ride Schedule</th>
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<tbody>
<tr>
<td><strong>Inbound Routes</strong></td>
</tr>
<tr>
<td><strong>Bus Departs Oswego</strong></td>
</tr>
<tr>
<td>5:35am</td>
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<tr>
<td>6:00am</td>
</tr>
<tr>
<td>6:31am</td>
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<tr>
<td>7:15am</td>
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<tr>
<td>7:39am</td>
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</tbody>
</table>

| **Outbound Routes**    |
| **Train Departs Chicago** | **Train Arrives Aurora** | **Bus Departs Aurora** | **Bus Arrives Oswego** |
| 3:58pm | 5:00pm | 5:03pm | 5:25pm |
| 4:44pm | 5:43pm | 5:46pm | 6:11pm |
| 5:04pm | 5:57pm | 6:00pm | 6:25pm |
| 5:32pm | 6:30pm | 6:33pm | 6:55pm |
| 5:49pm | 6:40pm | 6:48pm | 7:16pm |
**KAT in the Community**

Val (left) and Diannaha (right) man the KAT booth at the Plano Chamber EXPO. (10/24/12)

(Above) Paul LaLonde, KAT Program Director, speaks with former Kendall County Board member Anne Vickery at the Toast to Transit fundraiser. (10/18/12)

Guests of the “Toast to Transit” fundraiser enjoy each other’s company while sampling some locally crafted wine at the Fox Valley Winery in Oswego. (10/18/12)
**Staff Spotlight**

**Name:** Jeri Shick  
**Position:** Scheduler  

**Joined KAT:** June 2011

**Before KAT:** I worked at Caterpillar for 33 years in various capacities, especially clerical and admin. assistance.

**Favorite Part of the Job:** Talking with and getting to know the riders while helping them schedule rides.

**Most Rewarding Experience Thus Far:** Recently, I scheduled a medical trip for a rider. She was so grateful and said she wouldn’t have been able to get to the appointment had it not been for KAT.

**Hobbies:** Reading, baking, family and our dog, Spike

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**Transitions**

“TRANSITions” highlights team members who have recently been hired or changed positions.

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**Val Nickerson**, Assistant Operations Manager  
Val joined VAC in Dec. 2011 as a bus operator in Grundy County. In June 2012 she transferred to Kendall County to be Travel Trainer. She was recently promoted to Assistant Operations Manager, a position that deals with employee training, safety, and bus maintenance.

**Pamela Leonard**, Lead Dispatcher  
Pamela joined VAC as a bus operator for KAT in March 2010. In early December, she was promoted to Lead Dispatcher in the A.M. She also will fill in as a spot driver and scheduler.

**Mark Ivie**, Bus Operator  
Mark joined VAC in late November 2012 as a Bus Operator. He brings with him transit experience as a semi-truck driver. He’s traveled all across the country delivering freight and supplies.

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**Did You Know?**

Did you know that KAT can function as a connection to other community and public transit systems? That’s right! Need to catch the train? KAT drops riders at the Amtrak Station in Plano and the Aurora Transit Center (ATC) for Metra. Also, riders have used KAT as a connection to PACE’s many bus routes in Kane, DuPage, and Will Counties. We’ve also helped Kendall residents arrange transfers to DeKalb County (through the VAC DeKalb County buses), Grundy County (through the GTS buses), and Bureau County (through BPART buses).
We wish to thank all the sponsors and attendees who supported the first ever Voluntary Action Center fundraiser in Kendall County! The night was a success, and we are looking forward to building for next year.

The generous contributions from our sponsors and attendees will help support the Voluntary Action Center in providing community transportation for seniors, individuals with disabilities, and other community members throughout Kendall County.
Stranded Seniors Need Public Transportation
By: Peter Lehner, November 26, 2012 in Living Sustainably

My parents are among the 8 million senior citizens in this country who are stranded by a lack of public transportation. If we want to spend time together over the holidays, I, or one of my daughters, will drive hundreds of miles to pick them up and drop them back home again. At least my parents have this option, imperfect as it is--many seniors do not.

Our car-dependent society poses a real threat to the health and well-being of millions of senior citizens today. Nearly 80 percent of our seniors live in car-dependent suburban and rural communities, according to a 2003 Brookings Institution study. Half our non-driving seniors stay home on any given day because they have no public transit options. Non-driving seniors make fewer trips to the doctor, fewer visits to friends and family, and fewer trips to stores and restaurants, according to a 2004 study. Seniors who stop driving show more symptoms of depression and are less active outside the home.

By 2030, according to government projections, our 65-and-older population will more than double from 2000 levels to 72 million. (And by 2030, I'll be part of this demographic, too.) This generation has had a profound influence on how this country moves: they spawned the two-car family, the suburban exodus, and the traffic gridlock that followed. As boomers age, their travel patterns will change, and they could once again reshape how America gets around.

My colleagues Deron Lovaas and Rachel Fried used data from Duke University to project where these seniors will be living in 2030. (Continued on page 7)
Stranded Seniors (Continued from page 6)

The projection that Florida will be a hotspot for seniors is no surprise. But look at some of the other states where seniors will comprise nearly one-quarter of the population by 2030; places like Montana, Maine, and West Virginia. These are predominantly rural states where people are almost entirely dependent on cars to get around. Even states with big metropolitan areas and established transit systems, like Massachusetts and Pennsylvania, are operating public transit under considerable strain—and their current systems are not always accessible to seniors. Unless we're willing, as a society, to leave a large segment of our population housebound, we need to start finding ways to help seniors move around.

We already know how to do this—vanpools and rideshares are becoming increasingly popular in rural areas. The federal Administration on Aging funds state programs that give rides to seniors, helping them stay mobile and live independently. Designing more walkable communities, so people don't need to drive to get to the store, or the doctor, or a friend's house, is another critical step for ensuring that our rural and suburban seniors are not stranded. These options need to be funded and developed, with guidance and support from federal and state authorities, as well as from local communities.

Other states with large senior populations, like Florida, have significant metropolitan areas where transit infrastructure already exists. But even maintaining existing capacity is not a priority for these states. In Florida, for example, transit spending is less than 6 percent, per metropolitan resident, of highway spending. More than one out of every five residents in Ohio, Iowa and Wisconsin will be senior citizens in 2030, and yet today, all these states are similarly stingy on transit spending. Ohio ranks 39th in prioritizing transit spending, Iowa 33rd, and Wisconsin 29th, according to an NRDC report. West Virginia’s population will be nearly one-quarter seniors by 2030, and yet highway spending per urban resident overwhelmingly outweighs transit spending by a ratio of nearly 99 to 1.

Even New York City, with the country's most extensive transit system, leaves about half a million seniors with poor transit access. Simple solutions, such as making sure sidewalks aren't broken, or providing a few benches for resting, can make a big difference in mobility for seniors.

Of course, it's not only seniors who will benefit from improved public transportation. Studies show that investments in transit generate twice as many jobs per billion as new highway construction. And transit investment has a ripple effect across the country—when New York City orders subway cars, for example, workers in Lincoln, Nebraska make them. Infrastructure spending in general is good for the economy, providing returns of $1.57 on the dollar, according to a 2010 study from economists at Princeton and Moody’s. Public transit improvements reduce traffic, make our streets safer, and give more Americans the option to save money on gas and get where they need to go.

Failing to develop transit options and walkable communities for seniors is terrible waste of human capital. Millions of productive members of society risk being left behind simply because they don’t drive. We are a country that constantly moves forward—and if we want to continue to do so, we need to give seniors transit options so they can move along with us.

About the Author: Peter Lehner is the Executive Director of NRDC. The position is his second at NRDC. Beginning in 1994, he led the Clean Water Program for five years, before leaving in 1999 to serve as the head of the Environmental Protection Bureau for the Attorney General of the State of New York.
**VAC 2012-13 Membership Drive**

The Voluntary Action Center’s 2012-2013 Membership Drive is underway! This is our largest fundraiser of the year, and we need help to assure that there is a stable source of funding for the important services VAC provides in Kendall County.

The need for KAT continues to grow. Your generosity will enable us to meet the growing need for rides to and from medical appointments, employment, grocery stores, and meal sites.

Your membership contribution will help:

- You help provide vital services in the community,
- For every $100 donated, we can provide 6 rides to people in need,
- You will partner with VAC to improve the quality of life in Kendall County communities,
- All donations stay in the community to support local services,
- And you will help VAC counter the impact of unstable fuel costs.

May we count on you to help provide transportation to our neighbors, friends, and family in need? A heartfelt thank you for your help!

Sincerely,

Tom Zucker, Executive Director

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**TRANSITIONS**  (Continued from page 4)

**Richard Driber:** Bus Operator
Richard joined KAT in November 2012 as a Bus Operator for the Park and Ride. He has many years of transit experience as a school bus operator.

**Karen Stone:** Bus Operator
Karen joined KAT in March 2011 as a PT spot shift Bus Operator. In November of 2012, she was promoted to FT status after taking over an afternoon route.

**Gary Miller:** Bus Operator
Gary joined KAT in November 2012 as a Bus Operator for the Park and Ride. He has much transit experience as a delivery driver.

**Not Pictured:** Marcie Gomez, who came to KAT in November 2012 as a bus operator. She previously had paratransit experience as a bus operator in Aurora Township.

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**VAC Membership Gift Form**
Yes, I want to become a Member of the Voluntary Action Center and help support its programs!

[ ] Individual / Family Gift  [ ] Corporate Gift

Name/Business: ____________________________

Address: ______________________________________

City: __________________ Zip: __________

Phone: ______________________________________

Email: ______________________________________

[ ] $100 Membership  [ ] $250 Membership

[ ] $500 Sponsor  [ ] $1000 Benefactor

Any amount will be greatly appreciated!

Please mail Membership Gift to:

Voluntary Action Center
Membership Drive - Kendall
1606 Bethany Road
Sycamore, IL 60178

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TEST PAGE
About Kendall Area Transit

Kendall Area Transit, the community and public transportation program of Kendall County, is a transportation partnership between Kendall County and the Voluntary Action Center.

KAT is a public transit service that is intended to be safe, reliable, flexible, and financially sustainable, while satisfying the various mobility needs of seniors, individuals with disabilities, and the general public throughout Kendall County. KAT is made possible through various federal and state grants, in addition to contributions and donations from local municipalities, businesses, and residents.

Voluntary Action Center
Kendall Area Transit
109 W. Ridge Street
Room 002
Yorkville, IL 60560

Toll Free: (877) IGO-4KAT
Phone: (630) 882-6970
Fax: (630) 882-6971
Email: kdispatch@co.kendall.il.us
kdispatch2@co.kendall.il.us

facebook.com/KendallAreaTransit

This newsletter is a quarterly publication. If anyone has information or ideas to contribute, please contact KAT staff.

THANK YOU

Voluntary Action Center is a non-profit community transportation provider, who, in part, relies on the generosity of the community to do what we do best, provide rides to those who otherwise may not have one. As such, we feel compelled to give recognition to individuals, companies, or agencies that have given generously to the VAC mission, which is commitment to providing high quality services that address the basic transportation needs of the community. Thank you to our friends and supporters throughout the greater Kendall County area!

INDIVIDUAL GIFTS

Delores Glynn
John Byrne
Martha Hettingger
Jeff and Rebecca Christiansen
Brian and Katie Delaney
Patricia Feeley
Scott Gryder
Christin LaLonde
Jerry Maring
Thomas and Margaret Wagner
Jeff Wilkins
Bette Schoenholtz
Bill Finucane
Anne Vickery

ORGANIZATIONAL GIFTS