KAT CHRONICLE
NEWSLETTER FOR KENDALL COUNTY’S COMMUNITY & PUBLIC TRANSPORTATION PROGRAM

SPRING 2014 ISSUE

KAT NOTES
This spring marks the 40th Anniversary of Voluntary Action Center (VAC)! We are grateful for the community support and partnerships that have enabled us to meet this milestone. We are so fortunate to have had such dedicated staff over the years, an excellent Boards of Directors, and most importantly, the wonderful people we have served, are serving, and will serve in the years to come!

Originally incorporated in 1974, VAC is governed by a volunteer Board of Directors comprised of representatives throughout the community. Our Public Transportation Facility and Community Kitchen are located at 1606 Bethany Road in Sycamore, IL. We operate five senior luncheon sites throughout DeKalb County including one in Somonauk, two in DeKalb, one in Sycamore, and one in Genoa.

(continued on page 2)

KAT CALENDAR OF EVENTS

- **Saturday April 5th** KAT will attend the Yorkville Green Fair, 9am to 1pm at Yorkville High School.
- **Saturday April 12th** KAT will attend the Oswego Chamber EXPO, 9am to 2pm at Oswego High School Field House.
- **Friday April 18th** In observance of Good Friday, KAT offices will be closed. Dial-a-ride will operate on a limited service schedule. Park and Ride will operate as normally scheduled.
- **Wednesday May 14th** VAC/KAT will be participating in the 5th Annual Hometown Senior Fair in Sandwich, 11am - 3pm.
- **Monday May 26th** In observance of Memorial Day, all KAT operations will be closed.
- **Sunday June 15th** VAC/KAT will be participating in the Oswegoland Park District PrairieFest Parade, 1pm.
- **Friday July 4th** In observance of Independence Day, all KAT operations will be closed.

TRANSIT SPEAK: SERVICE AGREEMENTS

Service agreements are contracts between social service agencies and transit operators to provide rides to their clients. Service agreements help provide matching funds required by federal and state transit grants and are critical in helping maintain a transit system’s sustainability. The Voluntary Action Center, the transit operator of KAT, maintains several service agreements with local social service agencies, including the Senior Service Associates, Open Door Rehabilitation Center, PADS, among others!

INSIDE THIS ISSUE:

- KAT Represented on KCTFD Board
- When the Elderly Stop Driving
- KAT in the Community
- VAC’s 2013-14 Membership Drive Donations: THANK YOU!
- KAT Vital to Persons with Disabilities
- KAT Travel Training Program
- Staff Spotlight
- The Small-town Fight to Save Amtrak’s Southwest Chief
- The 2013-14 VAC Membership Drive
- KAT Ridership - FY14, Q3
- Public Transportation Helps Protect Our Environment
- WCC Dial-a-ride Service
- About KAT
- Contact Info
- Oswego Park and Ride Info

System Operator

40 years! 1974-2014
**KAT Represented on KC Disability Task Force Board**

At the January meeting of the Kendall County Task Force on Disability (KCTFD), the group elected Paul LaLonde, Director of KAT, as President and Sara Iobbi, KAT Travel Trainer, as Secretary. The KCTFD seeks to raise and maintain a high level of public awareness of disability issues and available, accessible resources for disabled individuals through effective outreach, education, and advocacy with the goal of promoting better integration of persons with disabilities into the community. Paul and Sara are excited to continue being strong advocates for community transportation, which is vital to the disabled community throughout Kendall County. For more information on the KCTFD, member agencies, meetings and programs, please “like” the Facebook page at www.facebook.com/KCTaskForce.

---

**KAT Notes - 40 years of VAC!**

The agency began as a volunteer clearinghouse matching volunteers to needs in the community. After becoming aware of a lack of access services to the community for seniors and persons with disabilities, VAC began providing door to door transportation services with one van and several volunteer drivers. VAC provided 7,111 rides in that first year of operation.

In 1987, the F.O.O.D. / Meals on Wheels agency joined VAC in an effort by both agencies to improve coordination and efficiency among senior service providers in the county. In 1988 the Public Transportation Facility was constructed on Bethany Road, with a grant to DeKalb County from the Illinois Department of Transportation. In 1991, VAC completed construction of the Central Kitchen Facility at the same location. These centralized facilities allowed for a rapid growth and expansion of services which continues to this day.

As we celebrate 40 years serving DeKalb County, we also celebrate 10 years of service to LaSalle, Bureau and Putnam Counties, and 5 years of service within Kendall County. Milestones that have only been achieved with the generous support of the communities, tremendous partners, phenomenal staff and Directors, and the wonderful people we serve!

In 2003, VAC began administering the Meals on Wheels, Senior Luncheon Sites, and Transportation Programs for senior citizens living in LaSalle and Putnam Counties. In 2005 Bureau County became a part of the VAC Senior Nutrition program.

In 2010, VAC began operating the Kendall Area Transit program in Kendall County. As the first County-wide community and public transportation system in the County, KAT has experienced tremendous growth in a relatively short period of time. In 2010 KAT averaged 24 dial-a-ride trips per day, had 300 registered riders, and logged about 230 miles a day. Fast forward to today, and KAT averages 102 dial-a-ride trips a day, averages 50 park-and-ride trips a day – averaging 3,000 rides a month! – has over 2,000 registered riders, and logs over 1,500 miles a day!

VAC could not have achieved such success over the past 40 years without its dedicated staff and Board of Directors; support from local communities, community members, and local partners; and the wonderful people we help serve. While these past 40 years have been successful, VAC looks forward to the achievements the following 40 years will bring!
When the Elderly Stop Driving

Many adults have to stop driving cars once they reach old age. Not being able to drive anymore can cause mental distress and contribute to health problems.

A recent study found that older age, being a woman and being a minority were the biggest risk factors associated with not being able to drive currently or in the future.

The researchers suggested that knowing the risk factors can allow older adults, their families and their healthcare providers to discuss potential prevention plans before a person isn't able to drive anymore.

The lead author of this study was Elizabeth Dugan, PhD, from the Department of Gerontology in The McCormack Graduate School for Policy and Global Studies at The University of Massachusetts at Boston.

The current study used participant data on 17,349 people from six waves of a previous study called the Health and Retirement Study (HRS) from 1998 to 2008.

Of these participants, 59 percent were married, 79 percent were non-Hispanic white, 56 percent were women and 44 percent were men. The average age of participants was 75 years old.

The researchers asked the participants to self-report if they had ever been diagnosed with high blood pressure, diabetes, cancer, lung disease, heart disease, stroke or arthritis by a doctor. They also reported if they had ever experienced a fall or hip fracture.

Vision was rated by self-report, and education level was rated by number of years in school on a scale of 0 to 17.

Income levels were divided into four different groups, with the first income level group representing the participants with the lowest income and the fourth income level group representing the participants with the highest income.

Lastly, cognitive function (basic mental functioning) was measured by three tests with a total possible score of 0 to 35.

The findings showed that an average of 80 percent of the participants were driving during each wave of data.

The researchers found that the odds of current and future driving for participants with poor/fair eyesight decreased by 44 percent and 43 percent compared to participants with good eyesight. The participants with very good/excellent eyesight had increased odds of current and future driving of 20 percent and 18 percent compared to the participants with good eyesight.

Compared to those without diabetes, people with diabetes had 17 percent lower odds of current driving and 12 percent lower odds of future driving. Participants who had experienced a stroke were 39 percent less likely to be current drivers, and 36 percent less likely to drive in the future compared to participants who had not experienced a stroke.

Incidence of hip fracture gave the participants 34 percent decreased odds of current driving and 30 percent decreased odds of future driving compared to participants who did not have a hip fracture.

The researchers found that participants with better cognitive functioning were more likely be current drivers, as well as able to drive in the future compared to participants who had low cognitive functioning abilities.

Arthritis was the only condition that did not affect people from driving currently or in the future when compared to people without that condition. Participants with arthritis were 21 percent more likely to be a current driver and 16 percent more likely to be a future driver than participants who did not have arthritis.

(continued on page 8)
KAT in the Community

On Saturday March 8th, Diannah and Sara attended the Social Services Fair at Oswego High School. The event is hosted by the Kendall County Special Education Coop. and showcases community resources for the disabled. This was KAT’s 4th time attending.

On February 28th at the annual ILCMA Winter Conference in Springfield, Kendall County Administrator Jeff Wilkins (second from right) and KAT Director Paul LaLonde (right), joined a panel to discuss how community nonprofits and local governments partner to provide services to residents. KAT was used as an example of a successful partnership.
2013-2014 Membership Drive Donations: 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!

**ORGANIZATIONAL GIFTS**

Rush-Copley Medical Center

Meadowvale

HRG Green

ALLSTEEL Credit Union

**INDIVIDUAL GIFTS**

Claire Duy
Delores Glynn
Martha Hettinger
Richard and Lori Jansen
Steve and Mary Kapernekas
Josephine Lorenz
Bette Schoenholtz
Walter & Kathleen Sullivan
Richard & Eleanor Wenckus

Jeanine Ecklund
Jack & Jill Hauser
Jean Ingemunson
Susan Johnson
Gordon Lehnert
Blanca Mustafa
Janet Schor
Thomas & Margaret Wagner
**KAT Vital to Persons with Disabilities**

The following was written by Paul LaLonde, KAT Director, as a guest blogger for Celebrate Differences Blog Site. The original article appeared on February 10, 2014, on celebratedifferences.org.

About Kendall Area Transit (KAT)
Kendall Area Transit (KAT) is the first ever county-wide community and public transit program in Kendall County. Ten years in the making, the project mobilized community leaders and citizens to a single purpose – public transportation! As a partnership between the nonprofit operator Voluntary Action Center (VAC) and the Kendall County communities, KAT provides transportation to all Kendall County residents but is particularly vital to seniors and persons with disabilities. As KAT Director, I have had the unique opportunity of working with many wonderful community partners.

How I learned about Celebrate Differences
It was at the 2010 Social Services Fair – hosted by the Kendall County Special Education Cooperative at Oswego High School – where I first met Jeff and Rebecca Christansen. After introducing myself, they introduced me to Celebrate Differences and their story. They told me about how one of their fraternal twins was born with Down syndrome, and how this experience profoundly changed their outlooks on life, parenthood, community. I was immediately impressed by their positive vision and personal sense of social responsibility about making an impact in the community, and I couldn’t wait to build a partnership and relationship with them and Celebrate Differences.

Our partnership with Celebrate Differences
Our partnership has included a yearly entry in the Oswegoland Parade. KAT supplies the float (usually one of our buses) and Celebrate Differences supplies the walkers! We have both supported each other’s fundraisers – Jeff and Rebecca having attended our annual “TOAST TO TRANSIT” event in October while KAT staff has walked in the annual Celebrate Differences 5K. In late 2012 early 2013, I helped found and was elected president of the Kendall County Task Force on Disability (KCTFD). Rebecca sits on the board as Community Liaison. Through the Task Force, we are able to better connect with other agencies, businesses, and groups that serve the disabled community.

KAT services we provide for the community
KAT operates two main services: Dial-a-ride and park and ride. Dial-a-ride service offers a flexible affordable alternative for many individuals seeking medical trips, employment or educational opportunities, necessary shopping trips, and much more. Dial-a-ride trips are based on space and availability, and priority is given to seniors and individuals with disabilities. The Oswego Park and Ride is essential for Kendall County commuters seeking advanced employment opportunities in the greater Chicagoland region. For more detailed information on both programs, please visit the KAT website at http://www.co.kendall.il.us/kendall-area-transit/.

We continue to grow
Operational since March 2010, KAT has grown extremely rapidly, indicating the strong need for such services throughout the community. For example in 2010, KAT averaged 24 dial-a-ride trips per day. In 2014, KAT averages 98 dial-a-ride trips per day – an increase of 308% – and when we take into account park and ride trips, the entire KAT system averages 150 trips per day. A staggering increase in the amount of public and community transportation provided in little over four year’s time.

(continued on page 12)
**KAT Travel Training Program**

**What is Travel Training?**
Travel training is a self-paced process that teaches KAT riders how to safely and independently use the public bus. Travel destinations are the trainee’s choice and can include: work, school, medical appointments, and recreation sites.

**Who Should Participate?**
Any rider in need of assistance and those who wish to become more independent. Your residence and destination should be in the KAT designated service area.

**Costs:**
Travel training is provided free-of-charge except for your bus fare while training is taking place.

**Training Process:**
A mobility instructor will travel with you to your desired destination at times of your convenience. The instructor will stay with you, teaching you KAT procedures, skills, and techniques for safe travel. Training is conducted in a series of steps from initial one-on-one instruction to the gradual fading of trainer assistance leading to independent travel. A trainer will stay with you until you feel comfortable and confident riding the bus.

<table>
<thead>
<tr>
<th>Benefits of Travel Training:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Enhances freedom, mobility and independence.</td>
</tr>
<tr>
<td>- Provides access to safe and low-cost transportation.</td>
</tr>
<tr>
<td>- Increases self-confidence.</td>
</tr>
<tr>
<td>- Promotes healthy living by helping you stay active in the community.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>KAT Travel Trainers Can Teach You:</th>
</tr>
</thead>
<tbody>
<tr>
<td>- How to plan your trip</td>
</tr>
<tr>
<td>- How to get to and from your bus</td>
</tr>
<tr>
<td>- How to recognize bus numbers, bus stops, and landmarks</td>
</tr>
<tr>
<td>- How to pay fares and purchase tickets and passes</td>
</tr>
<tr>
<td>- How to board with a mobility device</td>
</tr>
<tr>
<td>- Where to position your mobility device on the bus</td>
</tr>
<tr>
<td>- How to prepare for the unexpected</td>
</tr>
<tr>
<td>- How to read and understand route maps and schedules</td>
</tr>
</tbody>
</table>

Don’t wait. Your road to independence can start today!

1. **Call KAT** at (630) 882-6970 to learn more about our Travel Training Program.
2. **Schedule an appointment** with our Travel Trainer for a travel needs assessment.
When the Elderly Stop Driving
(continued from page 3)

The findings revealed that the men were 4.69 times more likely to be current drivers and 3.93 times more likely to be future drivers than the women. As age increased by one year, the odds of current driving decreased by 7 percent, and the odds of future driving decreased by 10 percent.

The researchers found that each year of education increased the odds of current and future driving by 8 percent and 5 percent. Non-Hispanic white participants were 2.26 times more likely to be current drivers and 2.15 times more likely to be future drivers compared to participants of other races.

Compared to the married participants, the never married participants were 52 percent less likely to be a current driver and 50 percent less likely to be a future driver.

Lastly, the researchers found that the participants in the second, third and fourth income groups were 1.64 times, 2.15 times and 2.76 times more likely to be current drivers compared to the participants in the lowest (first) income group. In addition, participants in the second, third and fourth income groups were 1.62 times, 1.96 times and 2.56 times more likely to be future drivers compared to the participants in the lowest income group.

The researchers believe that this information can help older people, as well as their families and healthcare providers, identify potential risk factors before they happen, therefore allowing older people to continue driving.

The authors mentioned a couple limitations of their study. First, driving status was determined by self-report. Second, the HRS did not provide data on more detailed clinical and treatment information.

This study was published in the January edition of the Journal of Aging and Health.

The authors declared no potential conflicts of interest and no financial support for this research.

This article originally ran on January 14, 2014 on the Yahoo Health webpage. It is authored by Liza Baskin.

Staff Spotlight

Name: Sara Iobbi

Position: Travel Trainer  
Joined VAC: May 2013

Before KAT: I worked at several hair salons as I worked on finishing my Bachelors in Social Work from Aurora University. I graduated in May 2013!

Favorite Part of the Job: Helping people is the obvious answer, but my favorite thing to help with is mobility management, which is assisting riders access transit past KAT’s service area, say to Chicago or DeKalb.

Most Rewarding Experience Thus Far: It was actually my first day. Paul (KAT Director) and I went to Oswego High School to present to a group of disabled students on riding the bus. They were so excited and interactive in learning to use the service. I knew I was in right place!

My favorite part is hearing people’s genuine appreciation and happiness, saying we’re going above and beyond to help them get to where they need to go!

Hobbies: I don’t have a lot of time for hobbies, but I like swimming and being outside.
The small-town fight to save Amtrak's Southwest Chief

The Southwest Chief Line runs through northern Kendall County with a stop in Plano.

Note: The writer of this story is a lover of train travel who first rode the Southwest Chief in 1974, when it was called the Southwest Limited.

It is a magical journey. It is a way to experience the panoramic scenery of the Midwest and West without ever turning a key in an ignition. Amtrak’s Southwest Chief, whose origins date back to 1937, is cited as one of the loveliest rail trips in the world. And its future is in jeopardy.

The Southwest Chief, which runs between Los Angeles and Chicago, glides through some of the world’s most magnificent landscapes on a route that carries some 355,000 passengers every year. There is magic all along the route – the train offers easy access to the Grand Canyon at its Flagstaff, Ariz., stop and to arty Santa Fe, N.M., by disembarking at the village of Lamy. Passengers can tour and pick up a later train to continue their journey if they choose.

Amtrak says the track must be improved to handle the speed of modern trains, and it is asking for $200 million in initial improvements to the track, which is owned by the BNSF Railway. The funds would be provided by the states served by the Southwest Chief, with both railroads providing $40 million each.

If no deal is reached by the end of the year, the Chief could be changed to a route farther south through Oklahoma and Texas.

Sadly, history shows that when trains go, small towns like Lamy tend to die.

In New Mexico, which urgently needs the train for tourism and for residents to travel, the House of Representatives easily passed legislation to fund the state’s share of the planned rail improvement, but the State Senate adjourned Feb. 20 without a vote. Critics say the funding should come from the federal government, which already supports Amtrak.

Amtrak, which has run the Southwest Chief since 1971 (it was called the Super Chief beginning in 1937), says its train must reach 79 mph to make its stops on time, and that can’t happen with the existing track.

The effort to save the Southwest Chief involves a good bit of fundraising. Amtrak is working with the states of New Mexico, Colorado and Kansas, and the federal government to collaborate on a multi-million-dollar deal.

The Chief is an opportunity to see America at its most beautiful, and it is also an exercise in slowing down—taking time to appreciate the vast vistas passing by. It gives travelers a chance to appreciate the nuances of America’s regions, instead of what might appear to be a tiny dot from the air. The dining car offers good food. The sleeping accommodations are quite comfortable, ranging from private Superliner bedrooms for both day and night use to wide, reclining coach seating. The Sightseer Lounge Café is a great way to meet other travelers while taking in the sweeping views.

The Southwest Chief attracts a large and diverse group of passengers, ranging from elderly folks who prefer not to drive, to budget-conscious backpackers, to bevy of Boy Scouts who often take the Chief to the spectacular Philmont Scout Ranch near the town of Cimarron, N.M., where they learn cooperation, and survival skills, and also learn to love rail travel by earning their Railroad Merit Badge.

“Kids have been riding the train to Philmont for 75 years,” said John Clark, director of high adventure at Philmont Scout Ranch. “Part of that is an economic factor, yes, but it is also about the boys learning about America. We have participants from all 50 states, and average about 8,800 rail boardings every summer. Very few of these kids, about 13 or 14 years old, have ever been on a train, and they are fascinated by it,” he says.

(continued on page 13)
**VAC’s 2013-2014 Membership Drive Underway**

The Voluntary Action Center’s 2013-2014 Membership Drive is coming to a close! 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

---

**The 2012-2013 VAC Membership Drive helped raise $4,000 for the KAT program. Please help us reach our goal of $4,500 for 2013-2014.**

**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

---

**KAT Ridership - Fiscal Year 2014 Quarter 3**

Kendall Area Transit operates four 3-month quarters per fiscal year. Fiscal years last from July to June, and Quarter 3 is January-February-March. Here are KAT ridership numbers for FY14-Q3. KAT provided 8,907 trips this quarter, which is up 6 percent from the previous quarter and the MOST trips KAT has provided in any single quarter. The system keeps growing as more residents find out about the flexible, dependable service. Daily ridership averages over 100 paratransit trips a day and 50 dial-a-ride trips a day, for an average of over 150 trips system wide.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PARATRANSIT</td>
<td>1,755</td>
<td>2,031</td>
<td>2,214</td>
<td>6,000</td>
</tr>
<tr>
<td>PARK AND RIDE</td>
<td>939</td>
<td>959</td>
<td>1,009</td>
<td>2,907</td>
</tr>
<tr>
<td>TOTAL RIDES</td>
<td>2,694</td>
<td>2,990</td>
<td>3,223</td>
<td>8,907</td>
</tr>
</tbody>
</table>
Public Transportation Helps Protect Our Environment

Public transportation is the responsible environmental choice

- U.S. greenhouse gases from transportation represent 28 percent of total U.S. emissions.

- Public transportation saves 37 million metric tons of carbon dioxide annually – equivalent to the emissions resulting from the electricity generated for the use of 4.9 million households or every household in Washington, DC; New York City; Atlanta; Denver; and Los Angeles combined.

- If an individual switches a 20-mile roundtrip commute to public transportation, his or her annual CO₂ emissions will decrease by 4,800 pounds per year, equal to a 10 percent reduction in a two-car household’s carbon footprint.

- Public transportation offers an immediate alternative for individuals seeking to reduce their energy use and carbon footprints. Taking public transportation far exceeds the combined benefits of using energy-efficient light bulbs, adjusting thermostats, weatherizing one’s home, and replacing a refrigerator.

- Expanded public transit strategies coordinated with combining travel activity, land use development, and operational efficiencies can reduce greenhouse gases (GHG) by 24 percent. The annual savings in vehicle costs to consumers will exceed the cost of enacting these strategies by as much as $112 billion.

Public transportation agencies are reducing their carbon footprint

- Public transportation systems are investing in environmentally friendly vehicles such as diesel-electric hybrids, which are up to 40 percent more fuel efficient than conventional diesel buses.

- Transit systems have also made innovative investments to install solar technology and construct facilities that meet new energy-efficient standards including the U.S. Green Building Council’s Leadership in Energy and Environment and Environmental Design (LEED) standards.

Beyond the environmental benefits, by investing now in public transportation we can also strengthen our economy, reduce our dependence on oil, and enhance our quality of life.

As America looks for solutions to today’s challenges and begins planning for a better tomorrow, public transportation takes us there.

This article and images originally appeared on PublicTransportation.com, an American Public Transportation Association website. For more information, please visit apta.com.
**KAT Vital to Persons with Disabilities**

*(continued from page 6)*

**Helping individuals with disabilities**

Having been in my position with VAC over the past several years, I have been given a different perspective on many issues, one of which being the disabled community. I’ve come into contact with many an individual whose everyday life is a struggle. These individuals are diverse in their needs, diverse in their mental and physical capacities, and diverse in their available opportunities. I’ve seen firsthand how the KAT program has helped these individuals live a more integrated, dignified life.

Through KAT, VAC provides important services for the Kendall County community, especially disabled residents. Many of these individuals have few if any other mobility options. Since 2010 KAT has provided over 22,000 trips to individuals with disabilities. These trips help them stay connected to jobs, medical facilities, family and friends, and the community at large. Were it not for KAT, those least among us may otherwise be completely homebound – shut out from remaining a part of or contributing to the community.

It is why I am grateful for support from the community – the county, city, and village governments who contribute funding to our programs; community businesses, who provide us and our riders with donations and other assistance; and contemporary social service agencies and groups, groups like Celebrate Differences. Without the community’s support and recognition, the KAT program couldn’t (and wouldn’t) be nearly as successful. Thank you to all our supporters.

If you would like more information about VAC or KAT, please visit our website, “like” us on Facebook, or give us a call at (877) IGO-4KAT.

---

**Waubonsee Community College Dial-a-ride**

KAT is a community and public transportation dial-a-ride service that is available to all Kendall County residents. All riders must be registered to use the service. All rides must be scheduled in advance and times are based on availability. For information regarding registration, scheduling rides, and fares please call the KAT Office at (877) IGO-4KAT, (877) 446-4528.

- **Daily One-way Fare:** $5.00
- **10-Ride Pass:** $35.00 ($50 value)

**10-Ride Passes Available for $35:** Purchase at Waubonsee C.C. Bookstore, Kendall Area Transit office, or your friendly bus driver.

**Daily Fare:** Purchase on the bus at time of the trip. **Exact Fare Required.** No change will be issued.

*The schedules, fares, and other information listed are subject to change.*

**Pick up and drop off locations at Sugar Grove Campus** are at the Student Center & Science Building. Drop-offs and pickups at all other campuses will be at the respective Main Entrances. Campus & location must be given at time of reservation.

*There is no Sugar Grove Campus 5:00 P.M. pickup on Fridays.*

---

**Arrives at Sugar Grove Campus:**

- 8:50 A.M.
- 1:00 P.M.
- 5:00 P.M.*

**Plano, Rush Copley, & Downtown Aurora:**

Schedules based on availability.
The small-town fight to save Amtrak's Southwest Chief

The loss of the train line would disappoint young boys, but it would also have a strong negative effect on big cities. Santa Fe tourism, for example, will be hurt if the train stop in nearby Lamy is closed. Smaller cities are also finding that it is essential to keep the train. Garden City, Kan., Mayor David Crase is working to preserve the Southwest Chief's stop in his town of 28,000 inhabitants, for example.

The numbers indicate that it is well worth investing in keeping the trains on the tracks, even when it is a single train making a single stop, in little-served towns. The National Association of Railroad Passengers’ Sean Jeans Gale said, “The Southwest Chief . . . attracts 355,500 passengers per year—466 per departure. Because it makes 31 intermediate stops, it provides a mobility choice for 31 million Americans who live within 50 miles of a passenger train, The Southwest Chief.”

People of all income levels who live along the affected routes are fighting hard to save the train. “We’re all very optimistic,” Clark said. “We all can compromise. We are willing to work with Amtrak.”

And Amtrak, according to Marc Magliari, manager of its media relations in Chicago, is working hard to collaborate with the folks who depend on The Southwest Chief.

“In large parts of the country, Amtrak is the public transportation. Air service is scanty and expensive. Intercity buses are gone. Many communities depend on Amtrak to get from city to city and town to town,” Magliari says.

While the 10-year cost is $200 million to make repairs and improvements to the BNSF track, Magliari said the numbers become less drastic when “Amtrak covers almost 80 percent of our operating cost from ticket sales and from real estate where we own property.” That property includes the big ticket space where the Acela Express, Amtrak’s high-speed train, runs from Boston along the Northeast Corridor to Washington, D.C.

With some luck, folks who love to savor the scenery, kids going off to Scout camp, people who live far from an airport, and most of all train buffs of every age, will all have the opportunity to continue to ride the rails from Los Angeles to Chicago, with some delightful stops in between.

This article and images originally appeared on Yahoo Travel News on February 27, 2014. It is authored By Melissa Burdick Harmon.
**About Kendall Area Transit**

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

*KAT* is a 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  
Website: co.kendall.il.us/kendall-area-transit

[facebook.com/KendallAreaTransit](http://facebook.com/KendallAreaTransit)

---

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

---

**Oswego Park and Ride Schedule**

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 passed 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. **Please Note:** Bus schedules follow posted times, NOT specific Metra trains.

**Inbound Routes**

<table>
<thead>
<tr>
<th>Bus Departs Oswego</th>
<th>Bus Arrives Aurora</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:35 am</td>
<td>5:57 am</td>
</tr>
<tr>
<td>6:00 am</td>
<td>6:22 am</td>
</tr>
<tr>
<td>6:31 am</td>
<td>6:53 am</td>
</tr>
<tr>
<td>7:15 am</td>
<td>7:37 am</td>
</tr>
<tr>
<td>7:39 am</td>
<td>8:01 am</td>
</tr>
</tbody>
</table>

**Outbound Routes**

<table>
<thead>
<tr>
<th>Bus Departs Aurora</th>
<th>Bus Arrives Oswego</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:03 pm</td>
<td>5:25 pm</td>
</tr>
<tr>
<td>5:46 pm</td>
<td>6:11 pm</td>
</tr>
<tr>
<td>6:00 pm</td>
<td>6:25 pm</td>
</tr>
<tr>
<td>6:33 pm</td>
<td>6:55 pm</td>
</tr>
<tr>
<td>6:48 pm</td>
<td>7:16 pm</td>
</tr>
</tbody>
</table>

For more transit info, please call (630) 554-3618 or (877) IGO-4KAT.