

Form Name: RTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - GRAY  
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<b>Date</b>	Apr 19, 2023
<b>Project Title</b>	Phase IX - Regional Call Center Project
<b>Applicant's Legal Name</b>	Pace Suburban Bus
<b>Contact Person</b>	Victor Ortiz
<b>Address</b>	547 W. Jackson Blvd. 8th Floor Chicago, IL 60661
<b>Telephone #</b>	(312) 341-8070
<b>Email</b>	victor.ortiz@pacebus.com
<b>Applicant Fiscal Year</b>	Calendar Year
<b>Request Type (Check all that apply)</b>	Mobility Management Existing Project
<b>Organization type (Check all that apply)</b>	Local Govt. Public Operator
<b>Human Services Transportation Plan (HSTP)</b>	Goal #1 - Establish Mobility Mgmt and Travel Training Network (pg 71)
<b>On To 2050 Plan</b>	Facilitate Partnerships for Service Sharing and Consolidation Make Transit More Competitive Ensure Equitable Transit Access Improve the effectiveness and accessibility of demand response services Transit providers, local governments, and the private sector should work together to explore new ways to provide targeted, flexible and/or on-demand service in EDAs, low density areas, and for seniors and people with disabilities

**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]):**

This application for 5310 funding is to support the continuation of the Mobility Management Call Center services provided by Pace through the Regional Mobility Management Call Center (RMMCC), serving South Cook, DuPage, Kane and Will counties, and the Northern Mobility Management Call Center (NMMCC) serving North Cook, Lake, and McHenry counties. Mobility management covers many different activities. The main objectives are to offer a variety of transportation services to meet the region's diverse needs and connect people with the best options for their travel.

Through the RMMCC and NMMCC, Pace provides ADA paratransit, local government agencies, health and human services providers, job access agencies, and other advocate groups access to paratransit and other vital transportation services to support people with disabilities, older adults and other individuals who are transportation disadvantaged. Please note costs for ADA Paratransit call center services are excluded for this project.

Other projects applying for operating funds are dependent on the delivery of service through the RMMCC and NMMCC call centers. These collaborative partnerships are the framework necessary for meeting the diverse travel needs in the local areas Pace serves. The success of the HSTP is contingent on sustaining our mobility management call centers.

Benefits for the centralized mobility management call centers includes: HTSP Goal 1: Helps reduce the cost of data storage and facility expenses, data management is simplified using one system. The Trapeze software platform is utilized for booking trips at the RMMCC and NMMCC, when enhancing software new solutions and technologies are easier to apply.

HSTP Goal 2: Efficiently expands the service area and service hours. Through mobility management transit providers, local governments, and other private sector work together in to explore new ways to provide targeted, flexible/demand response services through coordination in low density areas, to improve access to suburban jobs for residents with low incomes, and for seniors and people with disabilities.

HSTP Goal 3: As the software technologies improve, standardizing the process of paying for transit across providers will automate fare collection and will reduce customer confusion, the project is directly responsible for the coordination of mobility management services throughout the six-county RTA service area.

HSTP Goal 5: The mobility management call centers indirectly improve Access to Suburban Jobs for residents with low incomes again coordinating efforts with the stakeholders in the region to provide trips connecting low -income residents to jobs throughout the region.

HSTP Goal 6: Continued improvement of routing efficiencies by expanding consolidated vehicle procurement types.

HTSP Goal 7: Stakeholders work directly with Pace to eliminate the duplication of services. Mobility management encourages innovation and flexibility to reach the "right fit" solution for customers, plans for sustainability, strives for easy information and referral to assist customers in learning about and using services, continually incorporates customer feedback as services are evaluated and adjusted.

The mobility management supportive strategies outlined in this application are designed to work in tandem to improve overall transportation options, mobility, and connectivity throughout the region.

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

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N/A

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

The focus of this project is to continue to expand and enhance coordination of services throughout the six-county service area, based on available resources and funding. The RMMCC and NMMCC schedule trips to maximize resources and commingle passengers when possible, to help reduce the cost per trip for the sponsoring agencies and funding partners. A specific benefit is that the RMMCC and NMMCC can more easily manage transfer trips between service areas, such as transfers between North Cook County and Kane County or Lake County and McHenry County. Some sponsoring agencies also fund services outside their base service area to medical facilities or regional shopping centers. The RMMCC and NMMCC are also able to assist with trip planning between paratransit service and Pace or CTA bus and L service, as well as Metra Commuter Rail, further improving access for long distance trips.

The Call Centers also book service to locations in a small portion of Lake County in Indiana and Kendall County in Illinois, which are beyond the RTA core service area. In 2021, 236 trips were provided to/from Lake County, Indiana (pre-COVID); in 2022, 134 trips were provided and in Qtr 1 2023, 27 trips were provided.

**5. How will the target population be given priority on all project activities, if the service is not restricted to the target population?**

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The RMMCC and NMMCC assign trips based on eligible riders, as defined by the program sponsor agreements for their respective service areas. Some agreements include service for the general public; however, the majority of transportation is provided for people with disabilities and older adults as defined by the project sponsor.

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**6. Describe how the project be marketed to serve the target population 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.**

The project's public participation and marketing are a collaborative effort between Pace and its partner sponsors. Local communities promote the call center to their constituencies (e.g., on-line, telephone or printed materials); they also provide direct feedback to Pace at sponsor meetings.

Suburban and Chicago Paratransit Service Directories are provided on Pace's website, including Dial-a-Ride (DAR) and ADA service information (e.g., eligibility, days/hours of service, service area, fares, and other useful information), as well as for Pace On Demand service. The Pace Suburban and Chicago ADA Paratransit Advisory Committees also provide feedback and opportunities for presentations and an on-line newsletter. Both committees are composed of appointed individuals representing riders in their respective areas. A procedure is in place to ensure that translation services are available to riders with Limited English Proficiency (LEP) through call center employees and a third-party phone translation service, as needed. The 711 State Relay system is used to communicate with individuals who are deaf, hard of hearing or have difficulty speaking. Materials are also available in alternative formats such as Braille, large print, TXT files, Word, and audio formats. Materials are available in Spanish.

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

Pace partners with local municipalities, townships, counties, and advocates agencies throughout the region to provide paratransit services beyond ADA. Local contracts, sponsor agreements or Intergovernmental Agreements (IGAs) are in place with each of them and Pace resources are blended with local funds to optimize resources (e.g., call-taking, mobility management, technologies, service delivery, marketing etc.). Pace will continue to collaborate with the local sponsors to achieve efficiency in service delivery. Grouping trips from multiple programs fosters cost-sharing for participating sponsors. Pace has worked with local coordinating councils to expand participation by potential sponsors. In collaboration with participating sponsors, Pace has developed a cost allocation process to equitably share the cost of providing services among sponsors and programs. Pace continues to coordinate with local stakeholders to efficiently and effectively utilize transportation resources with emphasis on historically under-served or unserved areas. By coordinating service delivery, the two regional call centers will be able to provide efficient and accurate information regarding available and appropriate local transportation services based on specific eligibility requirements and service parameter information in one call. Trip requests will be assigned according to the least cost (to the customer) service provider based on the caller's eligibility status and transportation needs and availability. A list of Unduplicated Partners/Municipality Served is included in "Attachment Q7 2023."

**8. Describe your organization's experience, knowledge, technical and administrative ability, and financial capacity to successfully and efficiently manage federal grants? Specifically, how will your organization manage this project?**

As a direct recipient of Federal Transit Administration (FTA) and U.S. Department of Transportation (DOT) grants, Pace has extensive experience in federal grant management including administration of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5307 Urbanized Area Formula Program, Section 5309 Bus and Bus Facilities grant, and Congestion Mitigation/Air Quality (CMAQ). Most recently, Pace worked with the RTA and its sister transit agencies to receive and administer funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations Act (CRSSA).

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

Goal 1 Establish Mobility Management and Travel Training Networks  
As described in Section 1, Question #2, this project is requesting Mobility Management continuation funding to support the continued expansion of the Regional Mobility Management Call Center (RMMCC) and North Mobility Management Call Center (NMMCC). Pace is uniquely positioned to provide Mobility Management services throughout the region. Because the RTA already has an established Travel Training Program, that function is not included in the Mobility Management services provided by Pace, although we will refer potential trainees to the RTA.

Currently, Pace contracts with the RMMCC and NMMCC to manage coordinated mobility management services for 127 local programs, as well as for ADA Paratransit service provided throughout the CTA and Pace ADA service areas. A total of 12 contract carriers, 1 contracted TNC and 8 taxi contractors provide transportation services under contract to Pace, and the RMMCC and NMMCC are responsible for reservations and mobility management functions for all but one of the contract carriers (in West Cook County).

Pace also continues to implement the Nelson\Nygard Call Center Study, which recommended incorporating consolidated call centers, rather than basing call centers in individual service provider sites. Only the West Cook County service operator currently provides call center services as part of the service contract. We are currently reviewing the call center model to determine whether and how to integrate the West Cook call center into the regional Mobility Management Call Center model.

#### Performance Measures

The Mobility Management Call Centers are evaluated based on their adherence to Pace contract requirements including, for example, staffing levels, call duration and call hold times, accuracy of trip booking and proactive management of resources. Pace's PASS and Trip Broker Systems tracks reservation information and trip assignments, accuracy of funding source assignment, trip details including on-time performance, distance traveled etc. Detailed phone reports are also generated by the RMMCC and NMMCC allowing Pace to monitor average hold times, talk times and other factors outlined in their respective contracts.

Pace's performance is measured by ensuring compliance with agreements with our local sponsors for registration eligibility and adherence to service parameters, including service area and expanded. overnight and weekend hours, as well as processing local share billing to sponsors. In addition, Pace will continue to support our sponsors' expansion initiatives as noted throughout this application. Pace maintains a customized database managing multiple funding sources for all partners to access service data to assess service utilization.

#### Summary

As noted in Section 1, Question #2, Pace also plays a significant role in assisting local communities with developing coordinated transportation approaches. For example, Pace has provided ongoing support to Will County Office of the Executive as it continues the conversation of consolidating services to expand to a more countywide program. Pace and the RMMCC are ready for the potential changes that may occur.

For reference, the chart below provides a baseline of the level of service provided by the two regional call centers including the number of unduplicated individual users and the total number of trips managed for the 127 partners active during CY 2022. We recognize that the COVID-19 pandemic had a profound effect on service levels, and we have included the same chart for CY 2019, which reflects our expectation of returning customers and ridership over the next two years.



<b>Existing 2022</b>	127
<b>Projected in 2023</b>	127
<b>Projected in 2024</b>	134
<b>Please explain how you will gather 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 at your projections (explain how you will extend service boundaries, hours of operation, and increase ridership).</b>	N/A
<b>2021: Seniors 65 years of Age and Over (Projects Serving Seniors)</b>	N/A
<b>2022: Seniors 65 years of Age and Over (Projects Serving Seniors)</b>	N/A
<b>2023: Seniors 65 years of Age and Over (Projects Serving Seniors)</b>	N/A
<b>2024: Seniors 65 years of Age and Over (Projects Serving Seniors)</b>	N/A
<b>2021: Individuals with Disabilities</b>	N/A
<b>2022: Individuals with Disabilities</b>	N/A
<b>2023: Individuals with Disabilities</b>	N/A
<b>2024: Individuals with Disabilities</b>	N/A
<b>2021: General Public</b>	N/A
<b>2022: General Public</b>	N/A
<b>2023: General Public</b>	N/A
<b>2024: General Public</b>	N/A
<b>2021: Total</b>	0
<b>2022: Total</b>	0
<b>2023: Total</b>	0
<b>2024: Total</b>	0
<b>Existing operating hours (2022)</b>	N/A

<b>Projected expansion hours (2023)</b>	N/A
<b>Projected Expansion Hours (2024)</b>	N/A
<b>Number of New riders expansion hours</b>	N/A
<b>Existing 2022</b>	N/A
<b>Projected 2023</b>	N/A
<b>Projected 2024</b>	N/A
<b>Existing 2022</b>	N/A
<b>Projected 2023</b>	N/A
<b>Projected 2024</b>	N/A
<b>List of Partners</b>	N/A
<b>Interagency Agreement</b>	N/A
<b>County(s)</b>	N/A
<b>Please explain how you will gather and report on identified performance measures for this project and identify any additional performance measures that will be used.</b>	N/A
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N/A

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Federal 80%

0

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Local 20%

0

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Federal 80%

0

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Local 20% Match

0

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Federal 80%

1758208

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Local 20%

439552

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Federal 80%

2306322

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Local 20% Match

576581

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**Describe the methodology used to develop the above budgets.**

The total projected Mobility Management cost for Year 1 and Year 2 is projected to be \$5,080,663, which includes only the Suburban share of the RMMCC (Excluding Chicago & South Cook ADA) and NMMCC (Excluding North Cook ADA). The total amount of all Mobility Management services for Year 1 and Year 2 provided by both the RMMCC and the NMMCC is projected to cost \$43,476,000.

The Section 5310 grant will fund the overall project Goal 1 to expand mobility management services and continue to improve coordination, resulting in greater access and mobility for constituents of local municipalities, health and human service agencies, education, job training and other programs that provide services to our target population of people with disabilities and older adults throughout the six-county region and beyond.

- This objective concurs with HSTP Plan.

In developing the projected budget, we reviewed the 2021 and 2022 ridership which increased by 17% compared to the previous years.

- For Year 1, we project a 15% increase in ridership from 2022. 2022 ridership was 78% of Pre-COVID Ridership in 2019.
- For Year 2, we project ridership will recover to 100% of pre-Covid levels of 2019.
- For Year 3, we project ridership will increase by 10% from Year 2. This will be 110% of 2019 pre-COVID levels.

The cost projections include the annual contractual increases for each call center and projected increases in staffing requirements during the period to meet demand. In both cases the percent increase is 2% for Year 1 and 2% for Year 2.

Our projections are based on the actual 2021 and 2022 data for Ridership (# of Trips) using our Trapeze Pass system and the RMMCC and NMMCC Management Call Center 2022 cost, taking the call center Cost per Trip.

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<b>File</b>	<a href="https://www.formstack.com/admin/download/file/14516973938">https://www.formstack.com/admin/download/file/14516973938</a>
<b>Please provide an explanation for any certificates that are not completed and uploaded with the application</b>	EEO file was too large per error message received. Will email zip file.

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## **CERTIFICATIONS AND BOARD RESOLUTION**

**FY2022 & FY2023 Application  
Section 5310: Enhanced Mobility of Seniors  
and Individuals with Disabilities**



**CERTIFYING AUTHORITY**

I am duly authorized to make the following certification on behalf of the Applicant Organization and based on my position, knowledge and experience with the Applicant Organization:

- 1) the information contained in the Application, including attachments, is true and correct;
- 2) the Applicant has the requisite fiscal, managerial, and legal capabilities to carry out the operations and maintenance of the Project in accordance with 49 U.S.C. Section 5310; and
- 3) the Applicant shall adhere to the federal, state and local requirements related to the Project.

**Note: Authorized Official should be that of the official named in the Governing Board Resolution unless other documentation is provided.**

*Mell J. Mjfr*

\_\_\_\_\_  
Signature of Authorized Official

04/20/2023

\_\_\_\_\_  
Date

**Executive Director**

\_\_\_\_\_  
Title

**FY2022 & FY2023 Application  
Section 5310: Enhanced Mobility of Seniors  
and Individuals with Disabilities**



**LOCAL SHARE CERTIFICATION FORM**

I, the undersigned representing

Pace, The Suburban Bus Division of the Regional Transportation Authority

**Melinda J. Metzger**

*(Insert Legal Name of Applicant)*

*(Insert Name of Authorized Official)*

do hereby certify to the Regional Transportation Authority, that the required \$ 1,016,133  
in local match funds are available and that the source of the funds are from

(be specific) Item c. amts received under ser; and comply with local share requirements in FTA  
Circular 9030.1E, which are:

- a. Cash from non-governmental sources other than revenues from providing public transportation services;
- b. Non-farebox revenues from the operation of public transportation service, such as the sale of advertising and concession revenues. A voluntary or mandatory fee that a college, university, or similar institution imposes on all its students for free or discounted transit service is not farebox revenue;
- c. Amounts received under a service agreement with a State or local social service agency or private social service organization;
- d. Undistributed cash surpluses, replacement or depreciation cash funds, reserves available in cash, or new capital;
- e. Amounts appropriated or otherwise made available to a department or agency of the Government (other than the Department of Transportation); and
- f. In-kind contribution such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

**Note: Authorized Official should be that of the official named in the Governing Board Resolution unless other documentation is provided.**

Signature of Authorized Official

**Executive Director**

Title

04/20/2023

Date

**FY2022 & FY2023 Application  
Section 5310: Enhanced Mobility of Seniors  
and Individuals with Disabilities**



**TITLE VI PLAN CERTIFICATION FORM**

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity receiving Federal financial assistance.

The program receiving such funds, shall abide by, and is committed to ensuring that no person is excluded from participation in or denied the benefits of, its activities or services on the basis of race, color, or national origin.

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I, the undersigned representing

Pace, The Suburban Bus Division of the Regional Transportation Authority

Melinda J. Metzger

*(Insert Legal Name of Applicant)*

*(Insert Name of Authorized Official)*

do hereby certify to the Regional Transportation Authority,

that the attached Title VI Plan, approved on 4/19/2023 is in effect.

Or

that a Title VI Plan will be developed should an award be made pursuant to this application.

that \_\_\_\_\_ will adopt the RTA's Title VI Plan.  
*(Insert Legal Name of Applicant)*

Signature of Authorized Official

Executive Director

Title

4/20/2023

Date



**FY2022 & FY2023 Application  
Section 5310: Enhanced Mobility of Seniors  
and Individuals with Disabilities**



**Equal Employment Opportunity (EEO) Certification Form**

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I, the undersigned representing

Pace, The Suburban Bus Division of the Regional Transportation Authority

Melinda J. Metzger

*(Insert Legal Name of Applicant)*

*(Insert Name of Authorized Official)*

do hereby certify to the Regional Transportation Authority,

- This organization will not have 50 or more transit-related employees even if awarded this project.
- This organization has 50 or more transit-related employees and attached is our EEO Program.
- This organization will develop and submit an EEO Program should we be awarded a 5310 project and have more than 50 transit-related employees.

*Melinda J. Metzger*

Signature of Authorized Official

4/20/2023

Date

Executive Director

Title

*Agencies that have 50 or more transit-related employees are required to prepare and maintain an EEO Program. Transit-related employees are defined as all part-time employees and employees with collateral duties that support the transit program. For example, anyone who processes payments for a 5310-funded project would be considered a transit-related employee.*

**FY2022 & FY2023 Application  
Section 5310: Enhanced Mobility of Seniors  
and Individuals with Disabilities**



**Single Agency Audit Certification Form**

In accordance with CFR, Title 2-Subtitle A, Chapter II, Part 200, Subpart F, *Audit Requirements*, a Grantee that expends \$750,000 or more of federal funds from all sources during its fiscal year is required to have a single audit performed in accordance with CFR, Title 2, Part 200.

**Please check the appropriate box:**

- I certify our agency did not expend \$750,000 or more in federal awards during our most recent fiscal year ending on \_\_\_\_\_(mm/dd/yy).
- I certify our agency expended or will expend \$750,000 or more in federal awards during our most recent fiscal year ending on 12/31/2022 (mm/dd/yy) and has fulfilled or will fulfil the audit requirement under CFR, Title 2, Part 200.
- In the event the my agency does receive \$750,000 or more in total from all federal sources during the current fiscal year, my agency will comply with the Single Audit Act and submit to the RTA a copy of its most recent audit conducted in compliance with the Act.

*Michelle M. [Signature]*

\_\_\_\_\_  
Signature of Authorized Official

**Executive Director**

\_\_\_\_\_  
Title

**04/20/2023**

\_\_\_\_\_  
Date

**FY2022 & FY2023 Application  
Section 5310: Enhanced Mobility of Seniors  
and Individuals with Disabilities**



**Traditional Project Certification Eligibility Units of Local Government**

(New Applicants Only)

Public agencies must certify that no non-profit agencies are readily available in order to be eligible for traditional 5310 project funding.

- As a unit of local government, (insert name of unit of local government) certifies that no non-profit agency is readily available in the area. The RTA will contact you to assist with the certification process.
  
- As a unit of local government, (insert name of unit of local government) does not wish to become a certified agency.

N/A

\_\_\_\_\_  
Signature of Authorized Official

N/A

\_\_\_\_\_  
Title

N/A

\_\_\_\_\_  
Date

**FY2022 & FY2023 Application  
Section 5310: Enhanced Mobility of Seniors  
and Individuals with Disabilities**



**Private Non-Profit Organization Certification Eligibility**

**Private Non-Profit Organization**

As a private non-profit organization, (insert name of private non-profit organization) have attached to this application is our IRS 501(c)(3) letter establishing our eligibility for Section 5310 funding.

N/A

\_\_\_\_\_  
Signature of Authorized Official

N/A

\_\_\_\_\_  
Title

N/A

\_\_\_\_\_  
Date

# FY2022 & FY2023 Application Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities



## Governing Board Resolution

This or a similar resolution is required of all applicants.

### Resolution No.

### Project Title

Resolution authorizing applications for and execution of a FY2022 and FY2023 Section 5310 grant agreement under the Regional Transportation Authority's general authority to make such Grants.

**Whereas**, the Regional Transportation Authority (the "Authority"), is authorized make such grants as the designated recipient of the FY2022 and FY2023 Section 5310 program for Northeastern Illinois; and

**Whereas**, the Authority has the power to expend funds for use in connection with FY2022 and FY2023 Section 5310 projects, and

**Whereas**, the Authority has the power to make and execute all contracts and other instruments necessary or convenient to the exercise of its powers, and

**Whereas**, approval for said funds will impose certain financial and reporting obligations upon the recipient.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE [Insert Name of Applicant]:**

**Section 1.** That the [Insert Authorized Official], {Authorized Official Title} and his/her successor is authorized to execute and file applications on behalf of [Insert Name of Applicant] with the Regional Transportation Authority for a FY2022 and FY2023 Section 5310 grant for [Insert Project Title].

**Section 2.** That the [Insert Authorized Official], {Authorized Official Title} and his/her successor is authorized to furnish such additional information, assurances, certifications and amendments as the Regional Transportation Authority may require in connection with this FFY2022 and FY2023 Section 5310 grant agreement application.

**Section 3.** That the [Insert Authorized Official], {Authorized Official Title} and his/her successor certify that {Insert Name of Applicant} will provide the required local match from {Insert Source of Funds for Local Match} funds.

**Section 4.** That the [Insert Authorized Official], {Authorized Official Title} and his/her successor is authorized and directed on behalf of the [Insert Name of Applicant] to execute and deliver grant agreements and all subsequent amendments thereto between the [Insert Name of Applicant] and the Regional Transportation Authority for FY2022 and FY2023 Section 5310 grant, and the Secretary of the (Name of Applicant) is authorized and directed on behalf of the [Insert Name of Applicant] to attest said agreements and all subsequent amendments thereto.

**Section 5.** That the [Insert Authorized Official], {Authorized Official Title} and his/her is authorized and directed to take such action as is necessary or appropriate to implement, administer and enforce said agreements and all subsequent amendments thereto on behalf of the [Insert Name of Applicant].

PRESENTED and ADOPTED the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

\_\_\_\_\_  
Signature of Authorized Official

\_\_\_\_\_  
Signature of Attest

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

**ORDINANCE SBD #23-02**

ADOPTED by the Board of Directors of Pace, the Suburban Bus Division of the RTA,  
January 18, 2023.

DIRECTORS 13 Arfa, Canning, Carr, Guerin, Hastings, Marcucci, McLeod, Noak,  
VOTING AYE: Schielke, Smith, Soto, Wells, and Chairman Kwasneski.

DIRECTORS 0  
VOTING NAY:

DIRECTORS 0  
ABSTAINING:

DIRECTORS 0  
ABSENT:



A handwritten signature in black ink, which appears to read "Richard Kwasneski".

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Richard Kwasneski, Chairman

Attest:

A handwritten signature in black ink, which appears to read "Elissa Ledvort".

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Elissa Ledvort, Board Secretary

## Ordinance

An Ordinance authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C. chapter 53, title 23 United States Code, and other Federal statutes administered by the Federal Transit Administration; with the Illinois Department of Transportation, for capital grants pursuant to State law; with the Regional Transportation Authority (RTA) pursuant to RTA Ordinance; and any other agencies with authority to grant financial assistance for transit.

**WHEREAS**, the Secretaries of the United States and the State of Illinois Departments of Transportation and the Executive Director of the Regional Transportation Authority are authorized to make grants for mass transportation projects; and

**WHEREAS**, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant, and may require the Applicant to provide the local share of the project cost; and

**WHEREAS**, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of Pace, the Suburban Bus Division of the Regional Transportation Authority (Pace):

1. That the Executive Director of Pace or her designee is authorized to execute and file applications on behalf of Pace, the Suburban Bus Division of the Regional Transportation Authority with the U.S. Department of Transportation, the Illinois Department of Transportation, the Regional Transportation Authority, Federal Emergency Management Agency, Illinois Emergency Management Agency, Illinois Environmental Protection Agency, and any other agencies with authority to grant financial assistance to aid in the financing of planning, capital and/or operating assistance of projects. This includes funding available pursuant to Federal law or any other sources of funding which may become available.

2. That the Executive Director or her designee is authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a Federal assistance grant or cooperative agreement.

3. That the Executive Director or her designee is authorized to furnish such additional information, assurances, certifications and amendments as the U.S. Department of Transportation, the Illinois Department of Transportation, the Regional Transportation Authority, Federal Emergency Management Agency, Illinois Emergency Management Agency, Illinois Environmental Protection Agency, and any other agencies with authority to grant financial assistance may require in connection with the applications of the projects.

4. That the Executive Director of Pace or her designee is authorized and directed on behalf of Pace to execute and deliver grant agreements and all subsequent amendments thereto between Pace, the Suburban Bus Division of the Regional Transportation Authority, the U.S. Department of Transportation, the Illinois Department of Transportation, the Regional Transportation Authority, Federal Emergency Management Agency, Illinois Emergency Management Agency, Illinois Environmental Protection Agency, and any other agencies with authority to grant financial assistance for aid in the financing of the planning, capital and/or operating assistance program of projects, and the Secretary is authorized and directed on behalf of Pace to attest said agreements and all subsequent amendments thereto.

5. That the Executive Director of Pace or her designee is authorized and directed to take such action as she deems necessary or appropriate to implement, administer, and enforce said agreements and all subsequent amendments thereto on behalf of Pace, the Suburban Bus Division of the Regional Transportation Authority.