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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	Community Connections for Adults with Disabilities
Applicant's Legal Name	Clearbrook
Contact Person	Don Frick
Address	1835 W. Central Road Arlington Heights, IL 60005
Telephone #	(847) 870-7711
Email	dfrick@clearbrook.org
Applicant Fiscal Year Begins	July
Applicant Fiscal Year Ends	June
SAM #	Y6FBTKA2DMM3
Request Type (Check all that apply)	Operating Existing Project
Organization type (Check all that apply)	Private Non Profit

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

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

Through the provision of accessible and adapted transportation, Clearbrook's residents and participants enrolled in the organization's Community Day Services (CDS) programs gain access to their medical appointments, community-based employment, family visits, volunteer opportunities and sought after inclusion in community-sponsored activities. Funding provided through Section 5310 for the delivery of round-trip transportation supports every aspect of Clearbrook's program delivery, ensuring the safety and well-being of our individuals in their daily lives. It affords them with opportunities to do and be more. Public transportation is complemented and enhanced by the services provided by Clearbrook. However, it is not the answer for most individuals who have developmental and physical disabilities, and in some cases, lower levels of intellectual and emotional development. Accessible transportation directly affects how the organization's programs are structured and designed and is a key factor when evaluating and measuring success and progress made towards achievement of personal goals and private aspirations. The need for consistent and predictable availability of accessible and adapted transportation for individuals with disabilities is vital and at the foundation of their ability to function independently. In 2024, 217,604 trips were provided by Clearbrook's Transportation Program for 932 individuals. The Transportation Program's dispatchers and drivers received classroom and on-the-road training on emergency procedures, how best to assist individuals with I/DD, and are afforded time to practice using lifts for mobility devices. They are certified in CPR and First Aid, provided with route orientation as well as direction, when needed, to communicate with First Responders. Monthly, program staff orient and train all new hires on how to perform their duties in accordance with Clearbrook's expectations and standards. Driver Safety Refresher courses are offered, covering safe driving practices. The Transportation Department provides informative and detailed incident/accident reports to program directors to prevent future incidents. The program operates 24 hours/day, 7 days/week. In 2023-2025, 4 new CILA homes were opened as well as 1 new CMHC, and 2 CDS centers. In support of those most in need, Clearbrook regularly and strategically expands its service area ensuring on-call transportation is available at all times.

In anticipation of starting the next phase of Clearbrook's collaboration with Little City Foundation - expanding the plan for service sharing - the inter-agency team identified six routes that will be considered for consolidation. When implemented, individuals from both agencies will be transported in the same vehicles to the same locations (e.g., attendance at a community-based day service program). Simultaneously, Clearbrook continues to work closely with public and private

transportation providers. Without support for the provision of transportation to individuals with I/DD and seniors, the ability of Clearbrook's Transportation Program to deliver round-trip transportation in equal proportion to the need for services will be significantly diminished. Existing transportation resources and efficiencies would be stretched beyond their means, the reliability of services greatly reduced, and the agency's maintenance and repair costs will increase. Those who rely solely on Clearbrook for transportation would experience greater disadvantages when compared to their peers and the general public.

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

The Transportation Program staff consisting of nine employees, operate and coordinate all ridership services at Clearbrook. Prior to each trip taken, residential and Community Day Services (CDS) program staff confirm with dispatchers and drivers where clients have chosen to go, and any changes to previously made plans for pick up and delivery to ensure that scheduled transportation will be both safe and adapted to the needs of each client. Pre- and post-trip vehicle safety checks are performed and documented for each trip. All necessary repairs and maintenance are performed prior to transporting clients; staff follow a maintenance schedule (Asset Maintenance Program) designed for each vehicle assigned to transport individuals served by Clearbrook. The operational goal of optimum fleet control is achieved. Staff adhere to manufacturer guidelines and those prescribed by IDOT and Pace. Safety checks are consistently completed on all of Clearbrook's vehicles. Newly hired dispatchers and drivers receive classroom instruction and on-the-road training as part of their New Employee Orientation. Once completed, they receive further instruction on Clearbrook's established emergency procedures, how to assist riders, the use of wheelchair lifts, CPR and First Aid, orientation to each route and preferred procedures to follow when communicating with First Responders (e.g., police officers, paramedics and firefighters). Utilizing AZUGA (<https://www.azuga.com>), Clearbrook's Director of Transportation reviews all accident reports and identifies drivers who require additional training or re-certification. It is essential, and an agency priority, that the 122 vehicles utilized by Clearbrook to transport residents and program participants are safe, secure and adapted appropriately for use, and that staff are competent and fully trained.

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

Clearbrook serves approximately 6,000 seniors and individuals with intellectual, developmental, physical disabilities, and in many instances a serious mental illness as well. A good many served by Clearbrook utilize mobility devices (e.g., wheelchair, walker, cane), utilizing the assistance of a staff member when traveling from their residence to locations in nearby communities, a medical appointment, class at a local community college, their job with a community-based employer, and/or community-sponsored recreation or social events. Clearbrook's service area encompasses a 16-county region in northern Illinois. Providing transportation services throughout this region is the organization's responsibility.

This project provides the means for the Transportation Program to achieve its primary objective: to provide essential round-trip transportation to residents of the organization's Community Integrated Living Arrangement (CILA) homes and Intermediate Care Facilities (ICF) located in the Metropolitan Chicago Area: McHenry, DuPage, Cook, Will, Kane, and Lake Counties as well as individuals who live at home with their families but attend Clearbrook's Community Day Services (CDS) programs. When Clearbrook expanded its presence in Lake and McHenry Counties through the establishment of additional residential, community health, CDS programs, volunteering, and community-based employment opportunities, its partnerships with staff from MCDOT and Lake County grew. Partnering with MCRide and Ride Lake County allows for opportunities for adults with I/DD to travel to new locations with members of the community. Doing so encourages independence, builds self-esteem, furthers the development of social skills, daily living skills and provides introductions to different environments. Information describing available transportation services for CILA and also county residents who are not affiliated with Clearbrook but who are seniors and/or have intellectual and developmental disabilities, is communicated through the collaborating organizations' marketing efforts and social media. Clearbrook works closely with staff from MCDOT, McRide, and Ride Lake County to ensure that those not enrolled in Clearbrook's programs are aware of transportation services available to them. Clearbrook's Transportation Program is central to the delivery of all of its programs and succeeds in connecting those served with the community at large.

Individuals served by Clearbrook can also access recreational and cultural opportunities that are located beyond the agency's main service area. They may include trips out-of-state for a family vacation, advocacy meetings and conferences in Springfield (IL), Social Skills Group out-of-town activities, and regional or state competitions (e.g., Special Olympics). For the most part, transportation is provided by Clearbrook directly to those

destinations while at other times transportation services connect the individuals to airports, Pace, or train stations for the remainder of their trip.

When appropriate and feasible, this project also encourages those served by Clearbrook to use other forms of transportation to get to work, the gym, to Bingo events held at local churches, restaurants, and nightclubs, to stores for shopping or to do banking. With help from Clearbrook staff, they use METRA, Pace on Demand (scheduled rides and bus-stops), local township ADA buses, and Uber.

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

All individuals served by Clearbrook are persons with intellectual, developmental, and physical disabilities, of whom approximately 17% are also seniors. Transportation which fully supports and complements the other programs provided by the agency is dedicated to serving them. Throughout the organization, staff collect and record data through multiple data management systems. Program-specific data is entered into each child and adult's file and service plan. Daily, residential, clinical and CDS program staff record information pertaining to the individuals such as: changes in their hygiene, personal habits, likes/dislikes, behaviors, interactions with others, participation in daily activities, medical needs and use of prescription medicine. All of this information is pertinent and useful to the drivers and staff who transport the individuals to the locations of their choice. The Business Office, Admissions Department, Home-Based Services and Early Intervention programs collect information that allows Clearbrook's Transportation Program to operate smoothly, adhere to regulatory agencies, honor contracts held by/between Clearbrook and the Department of Human Services, the Division of Rehabilitation Services and the Department of Public Health. Recently Clearbrook received a 3-year re-accreditation from the Commission on Accreditation of Rehabilitation Facilities (CARF), confirming the agency's ongoing commitment to best practice and improvement related to the delivery of services and programming.

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.

Through expansion and the introduction of new program sites in the Metropolitan Chicago Area, Clearbrook provides access to a considerable variety of services to individuals with Intellectual and Developmental Disabilities (IDD) and Serious Mental Illnesses (SMI). This is possible largely due to the safe and supportive transportation provided by Clearbrook. Residents and program participants receive the opportunity for inclusion in regional activities, community-based employment, developmental training, workforce education, volunteering and recreation. Serving on county-wide and local committees with representatives from other agencies, staff work as a team to improve the quality of life for individuals with I/DD. Coordination with employers, representatives of social service organizations, townships, Chambers of Commerce, the media and other stakeholders allows for the compatible and comprehensive delivery and operation of Clearbrook's services. At the core of Clearbrook's success is its collaborative partnerships with and connection to the network of services provided by others in each region and Metropolitan Chicago Area collar counties. To speak to one's quality of life is to ensure their connectedness with others. Clearbrook staff advocate for clients' unmet transportation needs and provide the means for their travel.

To best connect with our population and community residents, Clearbrook's Marketing Department provides information of upcoming events, opportunities to volunteer, and program descriptions through the agency's website, newsletters, and social media. Staff actively participate with human service agency networks (e.g., McHenry County's Network Provider Council), contributing resources to region-wide marketing plans and sharing information of available services to residents of nearby counties, villages and cities. Marketing materials and social media are provided in English and Spanish. Support for and communication with Limited English Proficiency (LEP) populations are provided through translation services (orally and in writing), the use of Clearbrook's program staff, family members, guardians and nearby institutions (e.g., Harper College, McHenry County College, and Northwest Community Hospital). All individuals served by Clearbrook receive written information in English, Spanish, and Braille, that informs them of the availability of services (e.g., round-trip transportation), provided by the organization. Many staff are also fluent in American Sign Language. Clearbrook's Human Rights Committee meets monthly to monitor the manner of care afforded to all clientele.

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.

Depending on their ability to function independently, individuals served by Clearbrook may also travel by way of public transportation. In addition to riding in vehicles operated by Clearbrook, with help from staff or family members they access bus routes offered through MCRide Connect, MCRide Dial-A-Ride, Ride Lake County, Pace on Demand, Metra and via private transportation companies such as Uber. CHOICE McHenry is an excellent example of coordination between public and private transportation providers. As part of the curriculum, clients who participate in the CHOICE program decide what they want to do each day and make plans to travel to that location. Program staff at Clearbrook foster cooperative partnerships with regional public transportation companies to ease and encourage access for the clients. Networking with Clearbrook's sister agencies (i.e., organizations serving individuals with I/DD), provides wide ranging opportunities to exchange information. Topics can include but are not limited to access to and utilization of new or different routes, communication, record keeping and data collection with Azuga, information technology and mobility management.

There is much to be said about collaborating with "sister agencies" or agencies that serve individuals with I/DD in a manner that is similar to Clearbrook. Benefits can include increased access to a broader network of expertise, shared resources, and possibly lower costs. It can also lead to better client outcomes and innovative programming. By "pooling" expertise and resources, the agencies can tackle projects that could be too complex for one agency to handle alone. Most importantly it can lead to more comprehensive and effective solutions ultimately benefiting clients.

Clearbrook and Little City Foundation came together to identify transportation options to best serve its clientele. Individuals served by both agencies are encouraged to choose when and where they wish (or need) to travel. An idea for a project was proposed that would consolidate specific routes currently being operated by both agencies who are transporting residents from the same homes to the same facility or community program, duplicating each other's efforts. Discussion regarding this project has entered its next phase of planning.

Meeting regularly, staff from Clearbrook and Little City (i.e., the project team), identified nine individuals living in five different CILA homes who are being transported via six routes to Community Day Services programs in both agencies' service area. Having agreed that the project will help to facilitate and support participant-directed choice, the project team identified challenges/constraints that could negatively impact implementation. Evaluation and assessment of each is necessary

in order to share resources and work through potential roadblocks. It will be necessary to determine which routes make the most sense for Clearbrook, or Little City, to assume the lead on providing said transportation in the most efficient and cost-effective manner. Potential barriers to full implementation of the project focus on achieving optimum fleet control, finances, and labor. Fleet control issues can include existing vehicle configurations (i.e., the size of vehicles, the number of vacant seats available per vehicle per trip). Financial constraints can include possible increases in an agency's insurance rates, worker's compensation, overtime pay, monetary reimbursement as it pertains to contracts held by and between DHS. Labor issues can be reflected by the need for hiring and retaining more drivers and DSPs, the need for additional training on new routes and new riders, and training on how best to address maladaptive behaviors exhibited by riders while ensuring their safety. Working to view these issues as challenges and not barriers is based on agreement that this form of collaboration best meets goals for a population that has greater needs than resources available to them.

The project team agreed that this phase of the project's plan will continue until September 30, at which time the agencies will move into the next phase of selecting the routes that make the most sense to consolidate. In January 2026, selection of routes and riders will be finalized, issues related to fleet control, finance/expenses, and labor evaluated, ensuring success can be achieved when operating the new, consolidated routes. Spring 2026, transportation and resource sharing will begin with ongoing evaluation and assessment of the project conducted and necessary changes made. Clearbrook and Little City staff recognize and support client-choice and the availability of best transportation options. Both organizations recognize the value of sharing transportation resources and will continue efforts to work through the challenges in order to realize sought after efficiencies and the reduction of duplication of services.

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.

For over 35 years, Clearbrook has received and administered federal, state, local (i.e., county, village, township, city) and private grants. For the past two decades, Clearbrook received and administered the following federal grants: CDBG (HUD), HOME (HUD), CARES, Donated Funds Initiative (DFI)-Title XX (DHS), Consolidated Vehicle Program (IDOT) and Section 5310 (RTA). The agency's Chief Financial Officer has 20+ years of managing and reporting on federal and state funding. Staff responsible for the implementation of this and other similar projects have two decades of experience in administering projects funded through government entities and utilizing government funding and grant awards. Approximately 15% of their time is spent on managing this grant.

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.

Clearbrook is a Steering Committee member of the Transportation Collaborative for Individuals with Developmental Disabilities, Seniors and Low Income Individuals (aka Collaborative), formed by eight human service agencies to study the manner and the regularity of which transportation is provided to individuals with intellectual and developmental disabilities and seniors residing in the Metropolitan Chicago Area. The agencies involved in the project are Blue Cap, Clearbrook, CTF Illinois, Little City Foundation, New Star, Park Lawn, Ray Graham Association and Sertoma Centre. The study was funded by a Federal Transit Administration (FTA) Section 5310 grant and administered by the Regional Transportation Authority (RTA) of Northeastern of Illinois from the 2022-2023 grant cycle. The focal point examined by the study was the transportation services provided by each of the agencies including but not limited to daily transportation to day programs, medical appointments, social functions, field trips, employment, and more. The study explored the possibility of transportation consolidation and collaboration in almost 700,000 trips between agencies and also explored intra-agency trip consolidation and efficiency. The data from the study demonstrated that the human service agencies are efficient and effective while operating within a very complex system involving equipment and support of the requirements of those with disabilities. With additional planning the agencies can realize targeted efficiencies. Members of the Collaborative met recently and agreed it is mutually beneficial to continue to meet quarterly and share best practice information as it relates to the delivery of transportation services to individuals with I/DD and seniors.

Description Area

Section 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 #1Establish Mobility Management and Travel Training NetworksDescriptionProjects 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.

Not applicable to Clearbrook's Transportation Program.

Description Area

Number of partners

Existing 2024

0

Projected in 2025

0

Projected in 2026

0

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).

Performance measures established for this project have a direct correlation to the operation of each component of the Transportation Program as they impact progress made and goals achieved by each individual, the recipients of said services. Clearbrook's Transportation Program was developed out of an unmet need and unsuccessful attempts by adults and their families to identify and use public transportation. The program was established to provide specialized transportation in ways that the larger public options could not. While some residents and program participants are able to access and utilize public transportation services, they are often not available at the time or frequency needed to support our programs and services. It may also be difficult if not impossible to navigate the distance between an individual's residence and the closest bus stop. Clearbrook's vans and leased vehicles are built and customized to accommodate and transport wheelchairs and other mobility devices. The Transportation Program fills gaps in service, providing necessary transportation on a daily basis, affording individuals with opportunities to be included, not becoming further isolated or marginalized.

Public transportation is very often inaccessible due to disabilities experienced by the clients and in some situations, their physical, intellectual, or emotional development. Alternative services (e.g., paratransit transportation), can be unreliable and require excessive planning and cushioning for time, leaving riders to arrive at their locations inconveniently early or late or even stranded far from home. Clearbrook's Transportation Program utilizes vehicles that are uniquely adapted to ensure the safety and well-being of the riders. Individuals are provided with transportation to activities and appointments within a 55-60-mile radius of Clearbrook's main office in Arlington Heights, serving individuals who reside in 42 separate Illinois census tracts. The level of coordination required can be very complex. In order to achieve the goals established by Clearbrook 's Transportation Program, staff monitor project performance utilizing the following metrics: 1) Track daily pre- and post-trip inspections for vehicles with GMVR of over 10,000 pounds; 2) Perform monthly vehicle maintenance inspections of all vehicles; 3) Conduct monthly review of vehicle accidents by the Clearbrook Risk Management Committee to identify trends and remedial actions; 4) Conduct monthly review of reports generated by Azuga; 5) Perform a monthly review of ridership logs; and 6) Review status of the fleet to identify vehicles that require replacement.

Individuals served by Clearbrook and their families have shared with staff that through participation in community activities and events, their lives are changed - being transported to where they want and need to go are not "just bus rides" - they're essential. Due to state and federal mandates regarding agency staff

accompaniment of persons with disabilities, many public transportation systems are unable to provide the necessary services for our individuals. The Transportation Program provides individuals with disabilities and seniors with the maximum amount of independence possible by providing transportation that is adapted, fulfills their needs and provides the means for them to lead full lives. Input from those transported is solicited and of great importance to the design of the program. Its service delivery is evaluated by riders, their family members or guardians, program and auxiliary staff. Results of the surveys are utilized in planning for future departmental and agency initiatives.

Utilizing 122 vehicles, Transportation Program staff and Direct Support Professionals (DSPs), transport on the average, 932 unduplicated individuals annually. With the recent expansion of adding new facilities and homes, it is expected that Clearbrook's service area and number of trips will continue to grow by 5% as 2025 progresses and 10% in 2026. During 2023-2025, 4 new CILA homes were opened 1 new CMHC, and 2 Community Day Services centers. Plans to open additional facilities will come to fruition in 2026. Through the provision of round-trip, curb-to-curb/door-to-door rides, Clearbrook staff ensure that transportation to each location and activity selected by the client is possible. Many of the individuals who participate with assistance from the Transportation Program have profound challenges and require around-the-clock supervision and care while others are able to function independently with minimal supervision. Each has Implementation Strategies that reflect their strengths, weaknesses, goals and challenges.

Clearbrook's 58 CILA and four ICF homes operate and have access to a vehicle 24/7. This provides essential transportation that is always available to the residents. The number of program sites have increased and operate in participants' communities and neighborhoods. This results in greater and easier access to program activities. This model of "clustering" CILA homes and community day services ensures that programs and services are accessible and available to fully support individuals who have intellectual and developmental disabilities.

Over the past several years, Clearbrook significantly increased its presence and operations in McHenry and Lake Counties. These new facilities and services complement Clearbrook's existing county-based CILA homes, Intermediate Care Facilities, Respite Services, Clinical, Behavioral and Therapeutic Services, and established Community Day and Employment Services programs. Clearbrook's ridership increased as a direct result of the expansion. The number of seniors increased due in large part to

Clearbrook's population aging and the increase in riders utilizing adapted vehicles for round-trip transportation. Clearbrook provides transportation services 24 hours/day, 7 days/week. Approximately 68% of all trips made are specific to the person requiring them, while 32% of the trips are for group activities. Clearbrook operates programs that provide opportunities for therapy, education and skill acquisition to children and adults who reside with their family members or guardians and are not residents of a CILA or Intermediate Care Facility (ICF) home. To participate, they must rely on private transportation. However, in many instances program staff provide needed transportation to these adults who are attending community day services. As reported in Clearbrook's quarterly reports to RTA, in 2024-2025, Home Based Services staff have provided (to-date) transportation to an additional 118 non-duplicated individuals for a total of 1,369 trips. Note: These trips are not covered by grant funding.

Please note: As reported in Clearbrook's quarterly reports to RTA, the numbers listed in the following section, "Annual Ridership" represent the number of trips provided to seniors and individuals with intellectual and developmental disabilities. The number of trips in 2025 and 2026 are estimates as only one quarterly report has been submitted to RTA in 2025 thus far.

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)	33958
2024: Seniors 65 years of Age and Over (Projects Serving Seniors)	35778
2025: Seniors 65 years of Age and Over (Projects Serving Seniors)	36952
2026: Seniors 65 years of Age and Over (Projects Serving Seniors)	38800
2023: Individuals with Disabilities	182479
2024: Individuals with Disabilities	181826
Projected 2025: Individuals with Disabilities	181209
Projected 2026: Individuals with Disabilities	190269
2023: General Public	0
2024: General Public	0
Projected 2025: General Public	0
Projected 2026: General Public	0
2023 Total	216437
2024: Total	217604
Projected 2025: Total	218161
Projected 2026: Total	229069
Description Area	Provide the days and hours of operation

Existing operating hours (2024)	M - 12:00 a.m.- 11:59 p.m. T - 12:00 a.m.- 11:59 p.m. W - 12:00 a.m.- 11:59 p.m. Th - 12:00 a.m. - 11:59 p.m. F - 12:00 a.m. - 11:59 p.m. Sa - 12:00 a.m. - 11:59 p.m. Su - 12:00 a.m. - 11:59 p.m.
Projected expansion hours (2025)	The number of hours will remain the same. Transportation is available at Clearbrook 24 hours/day, 7 days/week.
Projected Expansion Hours (2026)	The number of hours will remain the same. Transportation is available at Clearbrook 24 hours/day, 7 days/week.
Number of projected new riders with expanded hours	Clearbrook expects an increase in ridership due to an increase in the number of trips and routes. The number of hours will remain the same. Transportation is available at Clearbrook 24 hours/day, 7 days/week.
Description Area	Core service area: Specify municipal and county areas covered
Existing 2024	McHenry, Lake, Cook, DuPage, Will, and Kane Counties. Villages of Arlington Heights, Rolling Meadows, Palatine, Schaumburg, Gurnee, Hoffman Estates
Projected 2025	McHenry, Lake, Cook, DuPage, Will, and Kane Counties. Villages of Arlington Heights, Rolling Meadows, Palatine, Schaumburg, Gurnee, Hoffman Estates
Projected 2026	McHenry, Lake, Cook, DuPage, Will, and Kane Counties. Villages of Arlington Heights, Rolling Meadows, Palatine, Schaumburg, Gurnee, Hoffman Estates
Description Area	Special destination: Trips outside of core service area (if applicable)(Please list locations)
Existing 2024	To be determined-trips are based on clients' needs and interests.
Projected 2025	To be determined-trips are based on clients' needs and interests.
Projected 2026	To be determined-trips are based on clients' needs and interests.
Description Area	Inter-county transfers or services

List of Partners	Little City Foundation
	CTF Illinois
	Ray Graham Association
	McRide
	Ride Lake County
	IDOT
	Community Service Partners: New Star Services, Park Lawn
	Services, Sertoma Center
	Blue Cap
Interagency Agreement	Transportation Collaborative for Individuals with Developmental Disabilities, Seniors, and Low Income Individuals - MOU 2023-2024, Agreement to meet quarterly 2025-2026
County(s)	Kane
	McHenry
	Lake
	Cook
	DuPage
	Will

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.

Not applicable to Clearbrook's Transportation 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.

Not applicable to Clearbrook's Transportation Program as volunteers do not transport individuals served by the organization.

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.

Performance measures related to collaborations and consolidations of similar services are currently being examined by Little City and Clearbrook. While the potential of what the project can accomplish and achieve is subject to and impacted by challenges/constraints that might derail the project or prevent it from coming to fruition, the possibility of what it could achieve propels it forward. The collaboration of these two agencies can result in producing significant gains. Cooperative transportation and mixed ridership allows individuals with I/DD to travel to sites and programs that have the ability to expand their experiences and opportunities, the choices they can make, and the prospect for new friendships and social connections. Inter-agency transportation will include travel from residences to Day Services programs, community-based employment, and recreational and competitive sports competitions such as Special Olympics.

If determined to be cost effective, routes operated by each agency will be consolidated in phases and when it is clear and logical to do so. Cost savings achieved will be evaluated after six months of operating the new consolidated routes. An assessment of cost savings, back office efficiencies and other benefits connected to the project will be measured. The quality of service maintained or improved will be measured quantitatively and qualitatively by the collection of data and surveying riders, family members, and staff.

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 database. Percentage of regional inventoried / number of communities inventoried. Usage 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.

Not applicable to Clearbrook's Transportation 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.

Not applicable to Clearbrook's Transportation Program.

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.

Not applicable to Clearbrook.

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%	420000
Operating Year 1 Local 50%	420000
Operating Year 2 Federal 50%	420000
Operating Year 2 Local 50%	420000
Description Area	Capital expense year 1 request(Infrastructure improvements computer software/hardware, cameras, tracking or routing software, etc.)
Description Area	Capital expense year 2 request(Infrastructure improvements computer software/hardware, cameras, tracking or routing software, etc.)
Capital Year 1 Federal 80%	0
Capital Year 1 Local 20%	0
Capital Year 1 Federal 80%	0
Capital Year 2 Local 20% Match	0
Description Area	Mobility management expense year 1 request
Description Area	Mobility management expense year 2 request
Mobility Year 1 Federal 80%	0
Mobility Year 1 Local 20%	0
Mobility Year 2 Federal 80%	0
Mobility Year 2 Local 20%	0
Provide the detailed methodology used to develop the above budgets. (applies to all applicants).	The methodology in developing the operating budget is being sent via email with supporting documentation to Fluturi.Demirovski@rtachicago.org.

Description Area	Certifications & Board Resolutions
Description Area	Please download and fill out the forms listed below. You can download the PDF versions of the listed forms here. Local Share Certification & Certifying Authority & Title VI Plan Certification (New Applicants Only) & EEO Certification Single Agency Audit Certification & Traditional Project Certification Eligibility-Units of Local Government (New Applicants Only) Private Non-Profit Organizations-Certification Eligibility & Approved Board Resolution (authorizing application submittal and name of authorized official)
File	https://www.formstack.com/admin/download/file/17911242174
Please provide an explanation for any certificates that are not completed and uploaded with the application	Not applicable to Clearbrook's application.